

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-115/1999**

Datum vydání: 19. listopadu 1999

## LETADLO - HORNÍ DEKOMPRESNÍ PANEL - KONTROLA

**Týká se:** letadel vyrobených firmou Boeing typu 737, uvedených v Boeing Service Bulletin 737-52-1128, vydaném 22. dubna 1999, nebo v Boeing Service Bulletin 737-52-1137, vydaném 13. května 1999, certifikovaných v kterékoliv kategorii.

**Datum účinnosti:** 30. prosince 1999

**Provést v termínech:** Jak je popsáno v FAA AD 99-22-16 (příloha tohoto PZZ).

**Postup provedení prací:** Dle FAA AD 99-22-16.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Toman. Pokud to vyžaduje povaha tohoto PZZ musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 99-22-16.

**Ing. Pavel MATOUŠEK**  
**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**99-22-16 BOEING:** Amendment 39-11394. Docket 99-NM-02-AD. Issued October 22, 1999.

**Applicability:** Model 737 series airplanes, as listed in Boeing Service Bulletin 737-52-1128, dated April 22, 1999, or in Boeing Service Bulletin 737-52-1137, dated May 13, 1999; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To detect an incorrectly installed upper decompression panel, which could cause the emergency exit panel on the flight deck door to become inoperable, thereby preventing crewmembers from performing essential duties during an emergency evacuation, accomplish the following:

One-Time Inspection

(a) Within 18 months after the effective date of this AD, perform a one-time detailed visual inspection of the upper decompression panel on the flight deck door to verify that

a minimum overlap dimension of 0.05 inch exists, as specified in Boeing Service Bulletin 737-52-1128, dated April 22, 1999 (for Model 737-300/-400/-500 series airplanes); or Boeing Service Bulletin 737-52-1137, dated May 13, 1999 (for Model 737-600/-700/-800 series airplanes); as applicable.

NOTE 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

#### Corrective Action

(b) If a minimum overlap dimension of 0.05 inch is not found during the inspection required by paragraph (a) of this AD, prior to further flight, adjust the decompression panel and, as applicable, the adjacent decorative channel, in accordance with Boeing Service Bulletin 737-52-1128, dated April 22, 1999 (for Model 737-300/-400/-500 series airplanes); or Boeing Service Bulletin 737-52-1137, dated May 13, 1999 (for Model 737-600/-700/-800 series airplanes); as applicable.

#### Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

#### Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

#### Incorporation by Reference

(e) The actions shall be done in accordance with Boeing Service Bulletin 737-52-1128, dated April 22, 1999, or Boeing Service Bulletin 737-52-1137, dated May 13, 1999, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on December 7, 1999.

#### FOR FURTHER INFORMATION CONTACT:

Mike Thompson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1157; fax (425) 227-1181.