PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-127/1999

Datum vydání: 08. prosince 1999

LETADLO - PALIVOVÝ SYSTÉM - ELEKTROINSTALACE - INSTALACE/VÝMĚNA

Týká se: letadel Boeing 737-100, -200, -300, -400 a -500 pořadových čísel na výrobní lince (line numbers) 1 až 3016; certifikovaných v kterékoliv kategorii.

Datum účinnosti: 27. ledna 2000

Provést v termínech: Jak je popsáno v FAA AD 99-23-20.

Postup provedení prací: Dle FAA AD 99-23-20.

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 99-23-20.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

99-23-20 BOEING: Amendment 39-11416. Docket 99-NM-47-AD. Issued November 4, 1999.
Applicability: Model 737-100, -200, -300, -400, and -500 series airplanes; line numbers 1 through 3016 inclusive; 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 (e) 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 prevent a short circuit and overheating of the transient suppression diode, which could result in electrical arcing and ignition of fuel vapors at the fueling receptacle for the fuel tanks, and consequent fire during airplane fueling, accomplish the following:

Corrective Action

(a) For Group 1 airplanes, as identified in Boeing Service Bulletin 737-28-1115, dated March 4, 1999: Within 12 months after the effective date of this AD, install a transient suppression diode, part number (P/N) 69-58806-4, in the wire bundle (W264) of the refueling valve-to-float switch of each fuel tank, in accordance with the service bulletin.

(b) For Groups 2, 3, and 4 airplanes, as identified in Boeing Service Bulletin 737-28-1115, dated March 4, 1999: Within 12 months after the effective date of this AD, replace the existing transient suppression diode, P/N 69-58806-1 or 69-58806-3, installed in the wire bundle (W264) of the refueling valve-to-float switch of each fuel tank, with an improved diode, P/N 69-58806-4, in accordance with the service bulletin.

(c) Prior to further flight following accomplishment of the actions required by paragraph (a) or (b) of this AD, perform a functional test to verify proper installation of each diode in accordance with Boeing Service Bulletin 737-28-1115, dated March 4, 1999. If any discrepancy is detected during any functional test, prior to further flight, replace the discrepant diode and repeat the functional test, in accordance with the service bulletin.

Spares Paragraph

(d) As of the effective date of this AD, no person shall install a transient suppression diode having P/N 69-58806-1 or 69-58806-3 on any airplane.

Alternative Methods of Compliance

(e) 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 2: 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

(f) 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

(g) The corrective actions shall be done in accordance with Boeing Service Bulletin 737-28-1115, dated March 4, 1999. 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.

(h) This amendment becomes effective on December 27, 1999.

FOR FURTHER INFORMATION CONTACT: Dorr Anderson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2684; fax (425) 227-1181.