PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-134/1999

Datum vydání: 14. prosince 1999

LETADLO - DODÁVACÍ PALIVOVÉ ČERPADLO - KONTROLA

Týká se: letadel Boeing 737-100, -200, -300, -400, -500 a 727-100, -200 certifikovaných v kterékoliv kategorii, vybavených dodávacími palivovými čerpadly vyrobenými firmou Argo-Tech/TRW, mající katalogová čísla 258000-2, -3 a -5 nebo 382300-1, -2 a -3.

Datum účinnosti: 27. ledna 2000

Provést v termínech: Jak je popsáno v FAA AD 99-24-06 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 99-24-06.

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 99-24-06.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

99-24-06 BOEING: Amendment 39-11430. Docket 99-NM-18-AD. Issued November 17, 1999

Applicability: Model 737-100, -200, -300, -400, and -500 series airplanes; and Model 727-100 and -200 series airplanes; certificated in any category; equipped with Argo-Tech/TRW fuel tank boost pumps having part numbers 258000-2, -3, and -5, or 382300-1, -2, and -3.

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 prevent possible ignition of fuel vapor in the fuel boost pump, which could result in a fuel tank explosion, accomplish the following:

Inspection and Corrective Actions

(a) Perform a one-time detailed visual inspection to detect discrepant breather plugs (including loose, damaged, and missing plugs) in the fuel tank boost pumps, at the time specified in paragraph (a)(1) or (a)(2), as applicable, of this AD; in accordance with Boeing Telex M-7200-98-03173, dated October 21, 1998; or Boeing Alert Service Bulletin 737-28A1134, Revision 1, dated June 10, 1999 (for Model 737 series airplanes); or Boeing Alert Service Bulletin 727-28A0125, Revision 1, dated June 10, 1999 (for Model 727

series airplanes). If any discrepancy is detected, prior to further flight, either install a new breather plug in accordance with Temporary Revision (TR) No. 28-1 of the Argo-Tech Overhaul Manual, dated November 13, 1998, or the alert service bulletins; or replace the boost pump with a new or serviceable pump, in accordance with procedures specified in Section 28-22-41 of the Boeing 737 Airplane Maintenance Manual (AMM), or Section 28-22-21 of the Boeing 727 AMM, as applicable. After the effective date of this AD, only Section 28-22-41 of the Boeing 737 Airplane Maintenance Manual (AMM), dated May 1, 1999, or Section 28-22-21 of the Boeing 727 AMM, dated January 20, 1999, as applicable, shall be used for replacement of the boost pump.

(1) For center fuel tanks installed on Model 737 series airplanes, and for auxiliary fuel tanks installed on Model 727 and 737 series airplanes: Inspect within 6 months after the effective date of this AD.

(2) For main fuel tanks installed on Model 737 series airplanes, and for center and main fuel tanks installed on Model 727 series airplanes: Inspect within 12 months after the effective date of this AD.

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."

NOTE 3: For Argo-Tech/TRW fuel tank boost pumps, part numbers 258000-2, -3, and -5, and 382300-1, -2, and -3: Accomplishment of the actions specified in paragraph (a) of this AD, prior to the effective date of this AD, in accordance with Boeing Alert Service Bulletin 737-28A1134, dated February 23, 1999 (for Model 737 series airplanes), or Boeing Alert Service Bulletin 727-28A0125, dated February 23, 1999 (for Model 727 series airplanes), is acceptable for compliance with this AD.

Spares

(b) As of the effective date of this AD, no person shall install on any airplane an Argo-Tech/TRW fuel tank boost pump having the part number 258000-2, -3, or -5; or 382300-1, -2, or -3; unless that pump has been inspected and applicable corrective actions have been performed in accordance with the requirements of this AD.

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 4: 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 inspection and installation shall be done in accordance with Boeing Telex M-7200-98-03173, dated October 21, 1998; Boeing Alert Service Bulletin 737-28A1134, Revision 1, dated June 10, 1999; Boeing Alert Service Bulletin 727-28A0125, Revision 1, dated June 10, 1999; or Temporary Revision No. 28-1 of the Argo-Tech Overhaul Manual, dated November 13, 1998; 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 January 3, 2000.

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.