PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-135/1999

Datum vydání: 14. prosince 1999

LETADLO - OVLÁDÁNÍ KŘIDÉLKA - KONTROLA

Týká se: všech letadel Boeing 737-100, -200, -300, -400 a -500, certifikovaných v kterékoliv kategorii.

Datum účinnosti: 27. ledna 2000

Provést v termínech: Jak je popsáno v FAA AD 99-25-02 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 99-25-02.

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 99-25-02.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

99-25-02 BOEING: Amendment 39-11445. Docket 99-NM-332-AD. Issued November 22, 1999.

Applicability: All Model 737-100, -200, -300, -400, and -500 series airplanes, 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 prevent the linkage between the ratio changer input rod and the aft aileron control quadrant from becoming disconnected, which could result in reduced controllability of the airplane; accomplish the following:

Detailed Visual Inspection

(a) Within 90 days after the effective date of this AD, accomplish the actions required by paragraph (a)(1) or (a)(2) of this AD, as applicable, in accordance with Boeing Alert Service Bulletin 737-27A1213, Revision 1, dated May 21, 1998.

(1) For airplanes on which Boeing Alert Service Bulletin 737-27A1213, dated April 23, 1998, has not been accomplished: Perform a one time detailed visual

inspection to verify correct installation of the fastener that connects the input rod of the spoiler mixer mechanism to the torque tube crank, in accordance with Revision 1 of the alert service bulletin.

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."

(i) If the fastener that connects the input rod of the spoiler mixer mechanism to the torque tube crank is installed correctly, no further action is required by this AD.

(ii) If the fastener that connects the input rod of the spoiler mixer mechanism to the torque tube crank is not installed correctly, prior to further flight, either re-install the existing fastener, or install a new or serviceable fastener, in accordance with Revision 1 of the alert service bulletin.

(2) For airplanes on which Boeing Alert Service Bulletin 737-27A1213, dated April 23, 1998, has been accomplished: Replace the nut, bolt, and cotter pin that connects the input rod of the spoiler mixer mechanism to the torque tube crank with a new or serviceable nut, bolt, and cotter pin in accordance with Revision 1 of the alert service bulletin.

Reporting Requirement

(b) Within 10 days after accomplishing the actions required by paragraph (a)(1) of this AD, submit a report of any findings of fasteners that connect the input rod of the spoiler mixer mechanism to the torque tube crank that require corrective action to the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

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, ACO. 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 Alert Service Bulletin 737-27A1213, Revision, 1, dated May 21, 1998. 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 15, 1999.

FOR FURTHER INFORMATION CONTACT: Robert C. Jones, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (425) 227-1118; fax (425) 227-1181.