

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-T-AD-2-043/98

Datum vydání: 19.05.1998

Datum účinnosti: ihned po obdržení

T98-11-52 BOEING: TELEGRAPHIC AD ISSUED ON MAY 14, 1998.

DOCKET 98-NM-178-AD. SUPERSEDES TELEGRAPHIC AD T98-11-51.

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 (L) 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 AND CORRECT CHAFING AND ELECTRICAL ARCING BETWEEN THE FUEL BOOST PUMP WIRING AND THE SURROUNDING CONDUIT, WHICH, IF NOT CORRECTED, COULD RESULT IN ARC-THROUGH OF THE CONDUIT, AND CONSEQUENT FIRE OR EXPLOSION OF THE FUEL TANK, ACCOMPLISH THE FOLLOWING:

- (A) FOR ALL AIRPLANES THAT HAVE ACCUMULATED 50,000 OR MORE TOTAL FLIGHT HOURS AS OF RECEIPT OF TELEGRAPHIC AD T98-11-51: PRIOR TO FURTHER FLIGHT, REMOVE THE FUEL BOOST PUMP WIRING FROM THE IN-TANK CONDUIT FOR THE AFT BOOST PUMPS IN MAIN TANKS #1 AND #2, AND PERFORM A DETAILED VISUAL INSPECTION TO DETECT DAMAGE OF THE WIRING, IN ACCORDANCE WITH THE PROCEDURES SPECIFIED IN BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998, AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998.
- (B) FOR ALL AIRPLANES THAT HAVE ACCUMULATED LESS THAN 50,000 TOTAL FLIGHT HOURS AS OF RECEIPT OF TELEGRAPHIC AD T98-11-51: PRIOR TO THE ACCUMULATION OF 40,000 TOTAL FLIGHT HOURS, OR WITHIN 14 DAYS AFTER RECEIPT OF TELEGRAPHIC AD T98-11-51, WHICHEVER OCCURS LATER, REMOVE THE FUEL BOOST PUMP WIRING FROM THE IN-TANK CONDUIT FOR THE AFT BOOST PUMPS IN MAIN TANKS #1 AND #2, AND PERFORM A DETAILED VISUAL INSPECTION TO DETECT DAMAGE OF THE WIRING, IN ACCORDANCE WITH THE PROCEDURES SPECIFIED IN BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998, AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998.
- (C) FOR ALL AIRPLANES: REMOVE THE FUEL BOOST PUMP WIRING FROM THE IN-TANK CONDUIT FOR THE CENTER TANK LEFT AND RIGHT BOOST PUMPS, AND PERFORM A DETAILED VISUAL INSPECTION TO DETECT DAMAGE OF THE WIRING, IN ACCORDANCE WITH THE PROCEDURES SPECIFIED IN BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998, AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998. ACCOMPLISH THE INSPECTION AT THE EARLIEST OF THE TIMES SPECIFIED IN PARAGRAPHS (C)(1), (C)(2), AND (C)(3).
- (1) FOR MODEL 737-300, -400, AND -500 SERIES AIRPLANES: INSPECT PRIOR TO THE ACCUMULATION OF 40,000 TOTAL FLIGHT HOURS, OR WITHIN 14 DAYS AFTER RECEIPT OF TELEGRAPHIC AD T98-11-51, WHICHEVER OCCURS LATER.
- (2) FOR MODEL 737-100 AND -200 SERIES AIRPLANES: INSPECT PRIOR TO THE ACCUMULATION OF 40,000 TOTAL FLIGHT HOURS, OR WITHIN 10 DAYS AFTER RECEIPT OF THIS

TELEGRAPHIC AD, WHICHEVER OCCURS LATER.

(3) FOR ALL AIRPLANES: INSPECT PRIOR TO THE ACCUMULATION OF 50,000 TOTAL FLIGHT HOURS, OR WITHIN 5 DAYS AFTER RECEIPT OF THIS TELEGRAPHIC AD, WHICHEVER OCCURS LATER.

(D) FOR ALL AIRPLANES: PRIOR TO THE ACCUMULATION OF 30,000 TOTAL FLIGHT HOURS OR WITHIN 45 DAYS AFTER RECEIPT OF THIS TELEGRAPHIC AD, WHICHEVER OCCURS LATER, REMOVE THE FUEL BOOST PUMP WIRING FROM THE IN-TANK CONDUIT FOR THE AFT BOOST PUMPS IN MAIN TANKS #1 AND #2, AND THE CENTER TANK LEFT AND RIGHT BOOST PUMPS, AND PERFORM A DETAILED VISUAL INSPECTION TO DETECT DAMAGE OF THE WIRING, IN ACCORDANCE WITH THE PROCEDURES SPECIFIED IN BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998, AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998.

(E) IF RED, YELLOW, BLUE, OR GREEN WIRE INSULATION CANNOT BE SEEN THROUGH THE OUTER JACKET OF THE ELECTRICAL CABLE DURING ANY INSPECTION REQUIRED BY THIS TELEGRAPHIC AD: PRIOR TO FURTHER FLIGHT, ACCOMPLISH PARAGRAPH (E)(1), (E)(2), OR (E)(3) OF THIS AD IN ACCORDANCE WITH PROCEDURES SPECIFIED IN BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998, AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998.

(1) INSTALL TEFLON SLEEVING OVER THE ELECTRICAL CABLE, AND REINSTALL THE CABLE. OR

(2) REINSTALL THE ELECTRICAL CABLE WITHOUT TEFLON SLEEVING OVER THE CABLE. WITHIN 500 FLIGHT HOURS AFTER ACCOMPLISHMENT OF THE REINSTALLATION, REPEAT THE INSPECTION DESCRIBED IN PARAGRAPH (D) OF THIS AD; AND INSTALL TEFLON SLEEVING OVER THE CABLE. OR

(3) REPLACE THE ELECTRICAL CABLE WITH NEW CABLE WITHOUT TEFLON SLEEVING. WITHIN 18 MONTHS OR 6,000 FLIGHT HOURS, WHICHEVER OCCURS FIRST, REPEAT THE INSPECTION SPECIFIED IN PARAGRAPH (D) OF THIS AD, AND INSTALL TEFLON SLEEVING OVER THE CABLE.

(F) IF RED, YELLOW, BLUE, OR GREEN WIRE INSULATION CAN BE SEEN THROUGH THE OUTER JACKET OF THE ELECTRICAL CABLE DURING ANY INSPECTION REQUIRED BY THIS AD, BUT NO EVIDENCE OF ELECTRICAL ARCING IS FOUND: PRIOR TO FURTHER FLIGHT, ACCOMPLISH EITHER PARAGRAPH (F)(1) OR (F)(2) OF THIS AD IN ACCORDANCE WITH THE PROCEDURES SPECIFIED IN BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998, AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998.

(1) REPLACE THE DAMAGED ELECTRICAL CABLE WITH A NEW CABLE, INSTALL TEFLON SLEEVING OVER THE CABLE, AND REINSTALL THE CABLE. OR

(2) REPLACE THE ELECTRICAL CABLE WITH A NEW CABLE WITHOUT TEFLON SLEEVING. WITHIN 18 MONTHS OR 6,000 FLIGHT HOURS, WHICHEVER OCCURS FIRST, REPEAT THE INSPECTION DESCRIBED IN PARAGRAPH (D) OF THIS AD; AND INSTALL TEFLON SLEEVING OVER THE CABLE.

(G) IF ANY EVIDENCE OF ELECTRICAL ARCING BUT NO EVIDENCE OF FUEL LEAKAGE IS FOUND ON THE REMOVED ELECTRICAL CABLE DURING ANY INSPECTION REQUIRED BY THIS AD: PRIOR TO FURTHER FLIGHT, ACCOMPLISH PARAGRAPHS (G)(1) AND (G)(2) OF THIS AD IN ACCORDANCE WITH THE PROCEDURES SPECIFIED IN BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998, AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998.

(1) VERIFY THE INTEGRITY OF THE CONDUIT IN ACCORDANCE WITH THE INSTRUCTIONS CONTAINED IN NSC 03 TO THE ALERT SERVICE BULLETIN. AND

(2) ACCOMPLISH EITHER PARAGRAPH (G)(2)(I) OR (G)(2)(II) OF THIS AD IN ACCORDANCE WITH THE ALERT SERVICE BULLETIN.

(I) REPLACE THE DAMAGED ELECTRICAL CABLE WITH A NEW CABLE, INSTALL TEFLON SLEEVING OVER THE CABLE, AND REINSTALL THE CABLE. OR

(II) REPLACE THE ELECTRICAL CABLE WITH A NEW CABLE WITHOUT TEFLON SLEEVING. WITHIN 18 MONTHS OR 6,000 FLIGHT HOURS, WHICHEVER OCCURS FIRST, REPEAT THE

INSPECTION DESCRIBED IN PARAGRAPH (D) OF THIS AD; AND INSTALL TEFLON SLEEVING OVER THE CABLE.

(H) IF ANY EVIDENCE OF FUEL IS FOUND ON THE REMOVED ELECTRICAL CABLE DURING ANY INSPECTION REQUIRED BY THIS AD: PRIOR TO FURTHER FLIGHT, ACCOMPLISH PARAGRAPHS (H)(1) AND (H)(2) OF THIS AD IN ACCORDANCE WITH THE PROCEDURES SPECIFIED IN BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998, AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998.

(1) REPLACE THE CONDUIT SECTION WHERE ELECTRICAL ARCING WAS FOUND. AND

(2) ACCOMPLISH EITHER PARAGRAPH (H)(2)(I) OR (H)(2)(II) OF THIS AD.

(I) REPLACE THE DAMAGED ELECTRICAL CABLE WITH A NEW CABLE, INSTALL TEFLON SLEEVING OVER THE CABLE, AND REINSTALL THE CABLE. OR

(II) REPLACE THE ELECTRICAL CABLE WITH A NEW CABLE WITHOUT TEFLON SLEEVING. WITHIN 18 MONTHS OR 6,000 FLIGHT HOURS, WHICHEVER OCCURS FIRST, REPEAT THE INSPECTION DESCRIBED IN PARAGRAPH (D) OF THIS AD; AND INSTALL TEFLON SLEEVING OVER THE CABLE.

(I) FOR GROUPS 1 AND 2 AIRPLANES, AS IDENTIFIED IN BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998: CONCURRENT WITH THE FIRST ACCOMPLISHMENT OF CORRECTIVE ACTION IN ACCORDANCE WITH PARAGRAPH (E), (F), (G), OR (H) OF THIS AD, AS APPLICABLE, REPLACE THE CASE GROUND WIRE WITH A NEW WIRE IN ACCORDANCE WITH BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998; AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998.

(J) INSTALLATION OF TEFLON SLEEVING OVER ANY ELECTRICAL CABLE THAT IS NEW OR HAS BEEN INSPECTED IN ACCORDANCE WITH PARAGRAPH (A), (B), (C), OR (D) OF THIS TELEGRAPHIC AD, CONSTITUTES TERMINATING ACTION FOR THE REQUIREMENTS OF THIS AD.

(K) IF ANY DAMAGE SPECIFIED IN PARAGRAPH (F), (G), OR (H) OF THIS AD IS FOUND DURING ANY INSPECTION REQUIRED BY THIS AD, WITHIN 10 DAYS AFTER ACCOMPLISHING THE INSPECTION REQUIRED BY PARAGRAPH (A), (B), (C), OR (D) OF THIS AD, AS APPLICABLE, ACCOMPLISH PARAGRAPHS (K)(1) AND (K)(2) OF THIS AD. 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.

(1) SUBMIT ANY DAMAGED ELECTRICAL CABLES AND CONDUITS TO BOEING, IN ACCORDANCE WITH BOEING ALERT SERVICE BULLETIN 737-28A1120, DATED APRIL 24, 1998, AS REVISED BY NOTICES OF STATUS CHANGE NSC 01, DATED MAY 7, 1998, NSC 02, DATED MAY 8, 1998, AND NSC 03, DATED MAY 9, 1998; INCLUDE THE SERIAL NUMBER OF THE AIRPLANE, THE NUMBER OF TOTAL FLIGHT HOURS AND FLIGHT CYCLES ACCUMULATED ON THE AIRPLANE, AND THE LOCATION OF THE ELECTRICAL CABLE ON THE AIRPLANE.

(2) FOR AIRPLANES THAT ARE INSPECTED AFTER RECEIPT OF THIS TELEGRAPHIC AD, SUBMIT THE SERIAL NUMBER OF THE AIRPLANE, THE NUMBER OF TOTAL FLIGHT HOURS AND FLIGHT CYCLES ACCUMULATED ON THE AIRPLANE, AND THE LOCATION OF THE ELECTRICAL CABLE ON THE AIRPLANE TO THE MANAGER, SEATTLE AIRCRAFT CERTIFICATION OFFICE (ACO), FAA, TRANSPORT AIRPLANE DIRECTORATE, 1601 LIND AVENUE, SW., RENTON, WASHINGTON 98055-4056; FAX (425) 227-1181.

(L) (1) 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.

(L) (2) ALTERNATIVE METHODS OF COMPLIANCE, APPROVED PREVIOUSLY IN ACCORDANCE WITH TELEGRAPHIC AD T98-10-51 OR T98-11-51 ARE APPROVED AS ALTERNATIVE METHODS OF COMPLIANCE WITH THIS TELEGRAPHIC AD.

NOTE 2: INFORMATION CONCERNING THE EXISTENCE OF APPROVED ALTERNATIVE METHODS OF COMPLIANCE WITH THIS AD, IF ANY, MAY BE OBTAINED FROM THE SEATTLE ACO.

(M) 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.

(N) COPIES OF THE APPLICABLE SERVICE INFORMATION MAY BE OBTAINED FROM BOEING COMMERCIAL AIRPLANE GROUP, P.O. BOX 3707, SEATTLE, WASHINGTON 98124-2207. THIS INFORMATION MAY BE EXAMINED AT THE FAA, TRANSPORT AIRPLANE DIRECTORATE, 1601 LIND AVENUE, SW., RENTON, WASHINGTON.

(O) TELEGRAPHIC AD T98-11-52, ISSUED ON MAY 14, 1998, BECOMES EFFECTIVE UPON RECEIPT.

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.

Případné dotazy konzultujte s pracovníkem ÚCL Technický inspektorát: Ing. Tůma tf.č.2011/1729