

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-4-087/98

Datum vydání: 26. listopadu 1998

LETADLO - KONSTRUKCE OTVORU DVEŘÍ- KONTROLA/OPRAVA

Týká se: letadel typu Boeing 737 uvedených v "Boeing Service Bulletin 737-53A1108, Revision 5", z 26. října 1989 certifikovaných v kterékoliv kategorii.

Datum účinnosti: 31. prosince 1998

Provést v termínech: jak je popsáno v FAA AD 98-22-10 (příloha tohoto PZZ).

Postup provedených prací: dle FAA AD 98-22-10.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Tůma. 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 98-22-10.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

98-22-10 BOEING: Amendment 39-10858. Docket 98-NM-245-AD. Supersedes AD 88-03-03, amendment 39-5832.

Applicability: Model 737 series airplanes, as listed in Boeing Service Bulletin 737-53A1108, Revision 5, dated October 26, 1989; 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 (f)(1) 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 fatigue cracking of the aft frame and frame support structure of the forward service doorway, which could result in loss of the door, and consequent rapid decompression of the fuselage, accomplish the following:

RESTATEMENT OF THE REQUIREMENTS OF AD 88-03-03:

(a) Prior to the accumulation of 25,000 total landings or within 4,500 landings after February 28, 1988 (the effective date of AD 88-03-03, amendment 39-5832), whichever occurs later, perform an internal visual inspection for cracking in the intercostals and stringers, which support the doorstop fittings of the aft frame of the service doorway, in accordance with Boeing Service Bulletin 737-53A1108, Revision 1, dated March 12, 1987; Revision 2, dated August 13, 1987; Revision 3, dated March 3, 1988; Revision 4, dated November 17, 1988; or Revision 5, dated October 26, 1989.

(1) If no cracking is found during any inspection performed in accordance with paragraph (a) of this AD, repeat the inspection thereafter at intervals not to exceed 9,000 landings, until the inspection required by paragraph (b) of this AD is accomplished.

(2) If any cracking is found during any inspection performed in accordance with paragraph (a) of this AD, prior to further flight, repair in accordance with the service bulletin.

Thereafter, repeat the inspection at intervals not to exceed 9,000 landings, until the inspection required by paragraph (b) of this AD is accomplished.

NEW REQUIREMENTS OF THIS AD:

(b) Perform a close visual inspection for cracking of the aft frame web and an internal visual inspection for cracking of the intercostals and stringers of the frame support structure of the forward service doorway, in accordance with Boeing Service Bulletin 737-53A1108, Revision 1, dated March 12, 1987; Revision 2, dated August 13, 1987; Revision 3, dated March 3, 1988; Revision 4, dated November 17, 1988; or Revision 5, dated October 26, 1989; at the latest of the times specified in paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD. Accomplishment of these inspections constitutes terminating action for the repetitive inspection requirements of paragraphs (a)(1) and (a)(2) of this AD.

(1) Prior to the accumulation of 18,000 total landings.

(2) If an internal visual inspection was performed in accordance with paragraph (b) of AD 88-03-03: Within 4,500 landings after the last inspection performed in accordance with paragraph (b) of AD 88-03-03.

(3) Within 700 landings after the effective date of this AD.

(4) Within 90 days after the effective date of this AD.

(c) If no cracking of the aft frame web, intercostals, or stringers is detected during any inspection required by paragraph (b) of this AD, repeat the inspection thereafter at intervals not to exceed 4,500 landings, until the actions specified by paragraph (e) of this AD are accomplished.

(d) If any cracking of the aft frame web, intercostals, or stringers is detected during any inspection required by paragraph (b) of this AD, prior to further flight, remove the six doorstep fittings, and perform a detailed visual inspection to detect further cracking of the frame web. Prior to further flight, repair any cracked intercostal in accordance with Figure 3 of Boeing Service Bulletin 737-53A1108, Revision 1, dated March 12, 1987; Revision 2, dated August 13, 1987; Revision 3, dated March 3, 1988; Revision 4, dated November 17, 1988; or Revision 5, dated October 26, 1989. Prior to further flight, repair any cracked frame web or stringer in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the Manager, Seattle ACO, to make such findings. Thereafter, repeat the inspection specified in paragraph (b) of this AD at intervals not to exceed 4,500 landings, until the actions specified by paragraph (e) of this AD are accomplished.

(e) Repair of all intercostals in accordance with Figure 3 of Boeing Service Bulletin 737-53A1108, Revision 1, dated March 12, 1987; Revision 2, dated August 13, 1987; Revision 3, dated March 3, 1988; Revision 4, dated November 17, 1988; or Revision 5, dated October 26, 1989; or modification of all intercostals accomplished in accordance with the requirements of AD 90-06-02, amendment 39-6489; constitutes terminating action for the repetitive inspection requirements of this AD.

(f) (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 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.

(f) (2) Alternative methods of compliance pertaining to inspection methods, approved previously in accordance with AD 88-03-03, amendment 39-5832, are not considered to be approved as alternative methods of compliance with this AD.

(f) (3) Alternative methods of compliance pertaining to repairs or modifications, approved previously in accordance with AD 88-03-03, amendment 39-5832, are considered to be approved as alternative methods of compliance with this 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.

(g) 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.

(h) The internal visual inspection for cracking in the intercostals and stringers, close visual inspection for cracking of the aft frame web, and repair of intercostals, if necessary, shall be done in accordance with Boeing Service Bulletin 737-53A1108, Revision 1, dated March 12, 1987; Boeing Service Bulletin 737-53A1108, Revision 2, dated August 13, 1987; Boeing Service Bulletin 737-53A1108, Revision 3, dated March 3, 1988; Boeing Service Bulletin 737-53A1108, Revision 4, dated November 17, 1988; or Boeing Service Bulletin 737-53A1108, Revision 5, dated October 26, 1989. Boeing Service Bulletin 737-53A1108, Revision 3, dated March 3, 1988, contains the following list of effective pages:

Page Number Shown on Page	Revision Level Shown on Page	Date Shown on Page
1-14, 22	3	March 3, 1988

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.

(i) This amendment becomes effective on November 12, 1998.

FOR FURTHER INFORMATION CONTACT:

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