

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-003/2001

Datum vydání: 11. ledna 2001

LETOUN - VZTLAKOVÉ KLAPKY - KONTROLA

Týká se: letadel 737-100, -200 a -200C; blíže specifikovaných v části "Applicability" v FAA AD 2000-25-07 (příloha tohoto PZZ); certifikovaných v kterékoliv kategorii.

Datum účinnosti: 22. února 2001

Provést v termínech: Jak je popsáno v FAA AD 2000-25-07, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2000-25-07.

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 2000-25-07.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2000-25-07 BOEING: Amendment 39-12041. Docket 2000-NM-365-AD.

Applicability: Model 737-100, -200, and -200C series airplanes; on which the left- or right-hand inboard flap tracks of the wing outboard flap have a part number (P/N) listed in Table 1 (below) of this AD; certificated in any category.

TABLE 1

Boeing Flap Tracks

Subject to this AD

Name	Part Number
Boeing	65-46428-9
	65-46428-15
	65-46428-17
	65-46428-19
	65-46428-21
	65-46428-23
	65-46428-25
	65-46428-27
	65-46428-33
	65-46428-35

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 per 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 detect and correct damage of the aft end of each inboard flap track of the wing outboard flap, which could result in loss of the outboard trailing edge flap and consequent loss of controllability of the airplane, accomplish the following:

Repetitive Inspections

(a) Do a detailed visual inspection to detect damage (corrosion, cracking) of the aft end of the left- and right-hand inboard flap tracks of the wing outboard flap, per Boeing All Operator Message (AOM) M-7200-00-01854, dated July 27, 2000; at the latest of the times specified in paragraphs (a)(1), (a)(2), and (a)(3) of this AD. Repeat the inspection thereafter at intervals not to exceed 1,200 flight cycles.

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."

(1) Within 30 days after the effective date of this AD.

(2) Within 1,200 flight cycles after the last documented inspection or overhaul of the aft end of each flap track.

(3) Before the accumulation of 15,000 total flight cycles.

Corrective Actions

(b) If any damage (corrosion, cracking) is detected, before further flight, repair or rework the flap track per the "Repair and Rework Instructions" specified in Boeing AOM M-7200-00-01854, dated July 27, 2000. Where the AOM specifies that the manufacturer may be contacted for disposition of certain corrective actions (i.e., repair and/or rework of the flaps), this AD requires such repair and/or rework to be done per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the airplane approved by a Boeing Company designated engineering representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference 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 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 per 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) Except as provided by paragraph (b) of this AD, the actions shall be done per Boeing All Operator Message M-7200-00-01854, dated July 27, 2000. This incorporation by reference was approved by the Director of the Federal Register per 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.

Effective Date

(f) This amendment becomes effective on January 2, 2001.

FOR FURTHER INFORMATION CONTACT: Nenita Odesa, Aerospace Engineer, Airframe Branch, ANM-120S; FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2557; fax (425) 227-1181.

Issued in Renton, Washington, on December 5, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.