

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-007/2001

Datum vydání: 22. ledna 2001

LETOUN - KLIMATIZACE - KONTROLA

Týká se: letadel 737-300, 737-400, 737-500, 747, 757-200, 757-300, 767-200, 767-300 a 767-300F; certifikovaných v kterékoliv kategorii, pořadový čísel na výrobní lince, jak je blíže specifikováno v tabulce v části "Applicability" v FAA AD 2000-26-05 (příloha tohoto PZZ).

Datum účinnosti: 22. února 2001

Provést v termínech: Jak je popsáno v FAA AD 2000-26-05, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2000-26-05.

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 2000-26-05.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2000-26-05 BOEING: Amendment 39-12055. Docket 2000-NM-226-AD.

Applicability: Model 737-300, 737-400, 737-500, 747, 757-200, 757-300, 767-200, 767-300, and 767-300F series airplanes, certificated in any category, having the line numbers listed in the following table:

Applicability

Model	Affected Line Numbers (L/N)	Except L/N
737-300, -400, -500	2591, 2601, 2720, 2723, 2730, 2733, 2734, 2736 through 2850 inclusive, 2852 through 3126 inclusive	N/A
747	1011 through 1233 inclusive	1012, 1174, 1216
757-200, -300	580 through 895 inclusive	581, 583 through 586 inclusive, 589, 595, 609, 613, 615, 622, 624, 626, 669, 674
767-200, -300, -300F	521 through 767 inclusive, 770	522, 525, 718, 758

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 (b) 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 potential ignition of fiberglass insulation in the environmental control system (ECS) ducts, which could propagate a small fire and lead to a larger fire, accomplish the following:

Rework or Replacement

(a) Within 6 years after the effective date of this AD, rework ECS duct assemblies or replace existing duct assemblies with

new or reworked duct assemblies, in accordance with Boeing Alert Service Bulletins 737-21A1129, 747-21A2416, 757-21A0084, 757-21A0085, or 767-21A0158; all including Appendices A and B; all dated June 29, 2000; as applicable.

Alternative Methods of Compliance

(b) 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. 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 2: 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

(c) 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

(d) The actions shall be done in accordance with Boeing Alert Service Bulletin 737-21A1129, including Appendices A and B; dated June 29, 2000; Boeing Alert Service Bulletin 747-21A2416, including Appendices A and B; dated June 29, 2000; Boeing Alert Service Bulletin 757-21A0084, including Appendices A and B; dated June 29, 2000; Boeing Alert Service Bulletin 757-21A0085, including Appendices A and B; dated June 29, 2000; or Boeing Alert Service Bulletin 767-21A0158; including Appendices A and B; dated June 29, 2000. 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.

Effective Date

(e) This amendment becomes effective on February 2, 2001.

FOR FURTHER INFORMATION CONTACT: James Cashdollar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2785; fax (425) 227-1181.

Issued in Renton, Washington, on December 20, 2000.

John J. Hickey, Manager, Transport Airplane Directorate, Aircraft Certification Service.