

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-029/2002

Datum vydání: 27. února 2002

LETOUN - HLAVNÍ PODVOZEK - MATICE - VÝMĚNA

Týká se: letadel Boeing 737-200, -200C, -300 a -500, jak je uvedeno v Boeing Service Bulletin 737-57A1260, Revision 2, vydaném dne 18. října, 2001; certifikovaných v kterékoliv kategorii.

Datum účinnosti: 18. dubna 2002

Provést v termínech: Jak je popsáno v FAA AD 2002-02-08, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2002-02-08 (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - 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 2002-02-08.

Ing. Pavel MATOUŠEK
Ředitel sekce technické
Úřad pro civilní letectví

2002-02-08 Boeing: Amendment 39-12636. Docket 2000-NM-332-AD.

Applicability: Model 737-200, -200C, -300, and -500 series airplanes; as identified in Boeing Service Bulletin 737-57A1260, Revision 2, dated October 18, 2001; certificated in any category.

Note 1: Operators should note that, if self-locking nuts are installed on the support beam for the main landing gear (MLG) during accomplishment of Boeing Service Bulletin 737-57-1216, dated December 17, 1992; Revision 1, dated September 23, 1993; or Revision 2, dated May 6, 1999; the airplane may be subject to the requirements of this AD.

Note 2: 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 loosening and loss of the support pin retaining bolt on the MLG, which could result in the loosening and movement of the support pin, consequent cracked support fittings, and collapse of the MLG, accomplish the following:

Replacement

(a) Within 12 months from the effective date of this AD, or within 1,500 flight cycles from the effective date of this AD, whichever occurs first, replace the retaining bolt, self-locking nut, and associated hardware of the support beam for the MLG with a new bolt, castellated nut, and new hardware, per the Accomplishment Instructions of Boeing Service Bulletin 737-57A1260, Revision 2, dated October 18, 2001.

Note 3: Replacements accomplished before the effective date of this AD per Boeing Alert Service Bulletin 737-57A1260, dated June 15, 2000; or Revision 1, dated October 12, 2000; are acceptable for compliance with paragraph (a) of this AD.

Airplanes in Other Configurations

(b) As shown under paragraph 1.E., "Compliance," of Boeing Service Bulletin 737-57A1260, Revision 2, dated October 18, 2001, if the airplane is in a configuration in which a drilled shank bolt, castellated nut, and cotter pin are installed in the subject areas of the support beam for the MLG, no action is necessary per 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 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 4: 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 Secs. 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 Service Bulletin 737-57A1260, Revision 2, dated October 18, 2001. 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

(f) This amendment becomes effective on March 19, 2002.

Issued in Renton, Washington, on January 31, 2002.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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