

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-041/2001

Datum vydání: 10. května 2001

## LETOUN - CENTRÁLNÍ PALIVOVÁ NÁDRŽ - LETOVÁ PŘÍRUČKA - DOPLNĚNÍ

**Týká se:** všech letadel Boeing 737, certifikovaných v kterékoliv kategorii.

**Datum účinnosti:** 10. května 2001

**Provést v termínech:** Jak je popsáno v FAA AD 2001-08-24, od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle FAA AD 2001-08-24 (příloha tohoto PZZ).

*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 zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. - Tento PZZ byl vypracován na základě FAA AD 2001-08-24.*

**Ing. Pavel MATOUŠEK**  
**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**2001-08-24 BOEING:** Amendment 39-12201. Docket 2001-NM-94-AD.

Applicability: All Model 737 series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent ignition of fuel vapors due to the generation of sparks and a potential ignition source inside the center tank caused by metal-to-metal contact during dry fuel pump operation, which could result in a fire or explosion of the fuel tank, accomplish the following:

### Revision of Airplane Flight Manual (AFM)

(a) Within 7 days after the effective date of this AD, revise the Limitations Section of the FAA-approved AFM to include the following information. This may be accomplished by inserting a copy of this AD into the AFM.

"For ground operation, center tank fuel pump switches must not be positioned to "ON" unless the center tank fuel quantity exceeds 1,000 pounds (453 kilograms), except when defueling or transferring fuel.

Center tank fuel pump switches must be positioned to "OFF" when both center tank fuel pump low pressure lights illuminate.

Center tank fuel pumps must not be "ON" unless personnel are available in the flight deck to monitor low pressure lights."

### 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 Operations Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 1: 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.

**Effective Date**

(d) This amendment becomes effective on May 10, 2001.

FOR FURTHER INFORMATION CONTACT: Sherry Vevea, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1360; fax (425) 227-1181.

Issued in Renton, Washington, on April 18, 2001.

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