

# **PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI**

**CAA-AD-042/2001**

Datum vydání: 23. května 2001

## **LETOUN - NÁKLADOVÉ DVEŘE HLAVNÍ PALUBY - KONTROLA/VÝMĚNA**

**Týká se:** letadel Boeing 737-200 a -300 vybavených nákladovými dveřmi hlavní paluby, které byly instalovány v souladu s "Supplemental Type Certificate" (STC) SA2969SO, certifikovaných v kterékoliv kategorii.

**Datum účinnosti:** 12. července 2001

**Provést v termínech:** Jak je popsáno v FAA AD 2001-09-15, od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle FAA AD 2001-09-15 (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 2001-09-15, který nahrazuje FAA-AD 95-01-06 R1.

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

**2001-09-15 BOEING:** Amendment 39-12222. Docket 99-NM-85-AD. Supersedes AD 95-01-06 R1, Amendment 39-9449.

Applicability: Model 737-200 and -300 series airplanes equipped with main deck cargo doors installed in accordance with supplemental type certificate (STC) SA2969SO, 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 (c)(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 in-flight separation of the main deck cargo door from the airplane, accomplish the following:

NOTE 2: This AD references Pemco Alert Service Letter 737-53-0003, Revision 3, dated December 22, 1994; Pemco Service Bulletin 737-53-0003, Revision 4, dated February 22, 1995; and Pemco Service Bulletin 737-53-0003, Revision 5, dated March 25, 1999; for information concerning inspection and replacement procedures. In addition, this AD specifies replacement requirements different from those included in the service letter or service bulletin. Where there are differences between the AD and the service letter or service bulletin, the AD prevails.

### **RESTATEMENT OF REQUIREMENTS AD 95-01-06 R1:**

#### **Repetitive Inspections**

(a) Within 50 flight cycles after January 24, 1995 (the effective date of AD 95-01-06, amendment 39-9117), or within 50 flight cycles after installation of STC SA2969SO, whichever occurs later, perform a detailed visual inspection to detect

cracking in the radii on the support angles on the lower jamb of the main deck cargo door, in accordance with Pemco Alert Service Letter 737-53-0003, Revision 3, dated December 22, 1994.

- (1) If no cracking is detected, repeat the detailed visual inspection thereafter at intervals not to exceed 450 flight cycles.
- (2) If any cracking is detected, prior to further flight, replace the cracked part with a new part in accordance with the alert service letter. Repeat the detailed visual inspection thereafter at intervals not to exceed 450 flight cycles.

NOTE 3: 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."

#### **NEW REQUIREMENTS OF THIS AD:**

##### **Terminating Action**

(b) Within 1,500 flight cycles after the effective date of this AD, install redesigned lower jamb latch lug support angles in the main cargo door surround structure in accordance with Pemco Service Bulletin 737-53-0003, Revision 4, dated February 22, 1995, or Revision 5, dated March 25, 1999. This action constitutes terminating action for the requirements of this AD.

##### **Alternative Methods of Compliance**

(c) (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, Atlanta 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, Atlanta ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 95-01-06 R1, amendment 39-9449, are approved as alternative methods of compliance with paragraphs (a) and (b) of this AD.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

##### **Special Flight Permits**

(d) 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**

(e) The actions shall be done in accordance with Pemco Alert Service Letter 737-53-0003, Revision 3, dated December 22, 1994; Pemco Service Bulletin 737-53-0003, Revision 4, dated February 22, 1995, or Pemco Service Bulletin 737-53-0003, Revision 5, dated March 25, 1999; as applicable.

(1) The incorporation by reference of Pemco Service Bulletin 737-53-0003, Revision 4, dated February 22, 1995; and Pemco Service Bulletin 737-53-0003, Revision 5, dated March 25, 1999; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Pemco Alert Service Letter 737-53-0003, Revision 3, dated December 22, 1994, was approved previously by the Director of the Federal Register as of January 24, 1995 (60 FR 2323, January 9, 1995).

(3) Copies may be obtained from Pemco Aeroplex, Inc., P.O. Box 2287, Birmingham, Alabama 35201-2287. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta ACO, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; 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 June 14, 2001.

FOR FURTHER INFORMATION CONTACT: William Culler, Airframe and Propulsion Branch, ACE-117A, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30337-2748; telephone (770) 703-6084; fax (770) 703-6097.

Issued in Renton, Washington, on May 1, 2001.

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