PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-049/2001

Datum vydání: 07. června 2001

LETOUN - VYVÍJEČ KYSLÍKU - KONTROLA

Týká se: letadel Boeing 737, 747, 757, 767 a 777 certifikovaných v kterékoliv kategorii, vybavených vyvíječi kyslíku, jak je blíže specifikováno v části "Aplicability" FAA AD 2001-10-14 (příloha tohoto PZZ).

Datum účinnosti: 08. června 2001

Provést v termínech: Jak je popsáno v FAA AD 2001-10-14, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2001-10-14.

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 2001-10-14.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2001-10-14 Boeing: Amendment 39-12240. Docket 2001-NM-81-AD.

Applicability: Model 737, 747, 757, 767, and 777 series airplanes equipped with chemical oxygen generators, certificated in any category; as listed in the following Boeing Special Attention Service Bulletins, as applicable:

Table 1. - Service Bulletins

Service bulletin	Date	Model
737-35-1076	March 1, 2001	737
737-35-1077	March 1, 2001	737
747-35-2111	March 1, 2001	747
757-35-0021	March 1, 2001	757
757-35-0022	March 1, 2001	757
767-35-0043	March 1, 2001	767
767-35-0044	March 1, 2001	767
777-35-0008	March 1, 2001	777

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 find and fix incorrect installation of the release pin in the generator firing mechanism of the chemical oxygen generator, which could result in the unavailability of supplemental oxygen and possible incapacitation of passengers and

cabin crew during an in-flight decompression; accomplish the following:

Detailed Visual Inspections

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."

(a) For airplanes having any chemical oxygen generator and/or passenger, attendant, or lavatory service unit assembly that contains a chemical oxygen generator that has been replaced: Within 90 days after the effective date of this AD, do a detailed visual inspection of the chemical oxygen generator of the applicable assembly to verify correct installation of the release pin in the generator firing mechanism per the Accomplishment Instructions of the applicable service bulletin listed in Table 2., below. Before further flight, after replacement of any chemical oxygen generator and/or passenger, attendant lavatory service unit assembly that contains a chemical oxygen generator, repeat the detailed visual inspection.

Table 2. - Service Bulletins

Service bulletin	Date	Model
737-35-1076	March 1, 2001	737
737-35-1077	March 1, 2001	737
747-35-2111	March 1, 2001	747
757-35-0021	March 1, 2001	757
757-35-0022.	March 1, 2001	757
767-35-0043	March 1, 2001	767
767-35-0044	March 1, 2001	767
777-35-0008	March 1, 2001	777

Corrective Action

(1) If no discrepancy (release pin in safety pin hole) is found after doing the inspection required by paragraph (a) of this AD, no further action is required until replacement of any existing chemical oxygen generator and/or passenger, attendant, or lavatory service unit assembly that contains a chemical oxygen generator.

(2) If any discrepancy is found after doing the inspection required by paragraph (a) of this AD, before further flight, do the corrective action per the applicable service bulletin listed in Table 2., above.

Note 3: The release pin and safety pin are located in the generator firing mechanism. The safety pin hole is the hole in the generator firing mechanism that is closest to the main body of the generator. The release pin hole is the hole in the generator firing mechanism located furthest from the main body of the generator. The center axis of the release pin hole is perpendicular to the center axis of the safety pin hole.

Note 4: Inspections and corrective action done before the effective date of this AD, per Boeing Telex M-7200-00-02474, dated October 9, 13, 19, or 31, 2000; or Boeing Telex M-7200-00-03040, dated December 18, 2000; are considered acceptable for compliance with the initial inspection and corrective action specified in paragraph (a) of this AD. However, prior accomplishment of the inspections and corrective action specified in the telexes does not eliminate the need for the repetitive inspections required by paragraph (a) of this AD.

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 5: 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 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

(d) The actions shall be done in accordance with the following Boeing Special Attention Service Bulletins, as applicable:

Table 3.–Service Bulletins

Service bulletin	Date	Model
737-35-1076	March 1, 2001	737
737-35-1077	March 1, 2001	737
747-35-2111	March 1, 2001	747
757-35-0021	March 1, 2001	757
757-35-0022	March 1, 2001	757
767-35-0043	March 1, 2001	767
767-35-0044	March 1, 2001	767
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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 June 8, 2001.