

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-059/2001

Datum vydání: 10. července 2001

## LETOUN - UZAVÍRACÍ VENTIL PALIVA NA NOSNÍKU KŘÍDLA - KONTROLA

**Týká se:** letadel Boeing 737 a 757, certifikovaných v kterékoliv kategorii, vyjmenovaných v tabulce FAA AD 2001-13-07 část "Applicability" (příloha tohoto PZZ).

**Datum účinnosti:** 01. srpna 2001

**Provést v termínech:** Jak je popsáno v FAA AD 2001-13-07, od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle FAA AD 2001-13-07.

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 2001-13-07.

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

**2001-13-07 Boeing:** Amendment 39-12287. Docket 2000-NM-308-AD.

Applicability: The following models and series of airplanes as listed in the service bulletins below, certificated in any category:

Airplane Model	Boeing special attention service bulletin
737-300, 737-400, 737-500.....	737-28-1164, dated August 24, 2000.
737-600, 737-700, 737-800.....	737-28-1160, Revision 1, dated October 26, 2000.
757-200, 757-200PF, 757-200CB.....	757-28-0060, Revision 1, dated October 26, 2000.
757-300.....	757-28-0061, Revision 1, dated October 26, 2000.

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 inability to shut off the flow of fuel to an engine after an uncontained engine failure, which could result in a fire spreading to other parts of the airplane, accomplish the following:

### Test and Repair

(a) Within 6 months after the effective date of this AD, perform a test to determine if there is continuity or to measure voltage, as applicable, of the two electrical circuits that close the fuel shutoff valve on the wing spar. Do the test per Boeing Special Attention Service Bulletin 737-28-1164, dated August 24, 2000, or Boeing Service Bulletin 737-28-1164, Revision 1, dated May 10, 2001 (for Boeing Model 737-300, 737-400, and 737-500 series airplanes); or Boeing Special Attention Service Bulletin 737-28-1160, Revision 1 (for Boeing Model 737-600, 737-700, and 737-800 series airplanes); Boeing Special Attention Service Bulletin 757-28-0060, Revision 1 (for Boeing Model 757-200, 757-200PF, and 757-200CB series airplanes); or Boeing Special Attention Service Bulletin 757-28-0061, Revision 1 (for Boeing Model 757-300 series airplanes); all dated October 26, 2000; as applicable.

(1) For Boeing Model 737-300, 737-400, and 737-500 series airplanes: If any discontinuity is detected, prior to further flight, repair per Boeing Service Bulletin 737-28-1164.

(2) For airplane models other than those listed in paragraph (a)(1) of this AD: If any measurement is not between 21 and 34 volts direct current (DC), prior to further flight, repair per the applicable service bulletin.

Note 2: Tests accomplished per Boeing Special Attention Service Bulletin 737-28-1160 (for Boeing Model 737-600, 737-700, and 737-800 series airplanes), dated June 5, 2000; Boeing Special Attention Service Bulletin 757-28-0060 (for Boeing Model 757-200, 757-200PF, and 757-200CB series airplanes), dated June 15, 2000; or Boeing Special Attention Service Bulletin 757-28-0061, dated June 15, 2000 (for Boeing Model 757-300 series airplanes); as applicable; are acceptable for compliance with paragraph (a) of this AD.

Note 3: Tests accomplished prior to the effective date of this AD per Boeing All Base Telex M-7200-00-01064, dated April 24, 2000; Boeing Telex SWA-DAL-00-00182H, dated March 27, 2000; Boeing Telex CAL-IAH-00-00681H, dated April 7, 2000; Boeing All Base Telex M-7200-00-01231, dated May 31, 2000; or Boeing Telex AAL-AFW-00-00324H, dated March 27, 2000; are acceptable for compliance with 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 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**

(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 Special Attention Service Bulletin 737-28-1164, dated August 24, 2000; Boeing Service Bulletin 737-28-1164, Revision 1, dated May 10, 2001; Boeing Special Attention Service Bulletin 737-28-1160, Revision 1, dated October 26, 2000; Boeing Special Attention Service Bulletin 757-28-0060, Revision 1, dated October 26, 2000; or Boeing Special Attention Service Bulletin 757-28-0061, Revision 1, dated October 26, 2000; as applicable. 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 August 1, 2001.

Issued in Renton, Washington, on June 19, 2001.

Kalene C. Yanamura, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.