

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-096/2002

Nahrazuje CAA AD-1-006/98, CAA-AD-063/1999 oprava, CAA-AD-104/2000R1

Datum vydání: 10. října 2002

LETOUN - OVLÁDÁNÍ SMĚROVÉHO KORMIDLA - VÝMĚNA

Týká se: letadel Boeing 737 certifikovaných v kterékoliv kategorii.

Datum účinnosti: 28. listopadu 2002

Provést v termínech: Jak je popsáno v FAA AD 2002-20-07, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle v FAA AD 2002-20-07 (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 2002-20-07, který nahrazuje FAA AD 95-06-53, FAA AD 97-05-10, FAA AD 97-09-15 R1, FAA AD 97-14-04, FAA AD 98-02-01, FAA AD 99-11-05 COR a FAA AD 2000-22-02 R1.

Ing. Pavel MATOUŠEK
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2002-20-07 Boeing: Amendment 39-12903. Docket 2001-NM-251-AD. Supersedes AD 95-06-53, Amendment 39-9199; AD 97-05-10, Amendment 39-9954; AD 97-09-15 R1, Amendment 39-10912; AD 97-14-04, Amendment 39-10061; AD 98-02-01, Amendment 39-10283; AD 99-11-05 COR, Amendment 39-11175; and AD 2000-22-02 R1, Amendment 39-11948.

Applicability: All Model 737 series airplanes; 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 (b)(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 an uncommanded rudder hardover event and consequent loss of control of the airplane due to inherent failure modes, including single-jam modes, and certain latent failure or jams combined with a second failure or jam; accomplish the following:

Installation

(a) Within 6 years after the effective date of this AD, do the actions required by paragraphs (a)(1) and (a)(2) of this AD, in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA.

(1) Install a new rudder control system that includes new components such as an aft torque tube, hydraulic actuators, and associated control rods, and additional wiring throughout the airplane to support failure annunciation of the rudder control system in the flight deck. The system also must incorporate two separate inputs, each with an override mechanism, to two

separate servo valves on the main rudder power control unit (PCU); and an input to the standby PCU that also will include an override mechanism.

(2) Make applicable changes to the adjacent systems to accommodate the new rudder control system.

Alternative Methods of Compliance

(b)(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, Seattle ACO. 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.

(2) Alternative methods of compliance, approved previously in accordance with the ADs listed in the following table, are not considered to be approved as alternative methods of compliance with this AD:

Table--List of ADs

AD No.	Amendment No.
95-06-53	39-9199
97-05-10	39-9954
97-09-15 R1	39-10912
97-14-04	39-10061
98-02-01	39-10283
99-11-05 COR	39-11175
2000-22-02 R1	39-11948

Note 2:

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 November 12, 2002.