

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-103/2001

Datum vydání: 22. listopadu 2001

LETOUN - OVLÁDÁNÍ SMĚROVÉHO KORMIDLA - VÝMĚNA

Týká se: letadel Boeing 737-100, -200, -300, -400 a -500, 747, 757, 767 a 777, jak je blíže uvedeno v části "Applicability" FAA AD 2001-22-13 (příloha tohoto PZZ).

Datum účinnosti: 27. prosince 2001

Provést v termínech: Jak je popsáno v FAA AD 2001-22-13, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2001-22-13.

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 2001-22-13.

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Ředitel sekce technické
Úřad pro civilní letectví

2001-22-13 Boeing: Amendment 39-12492. Docket 2000-NM-395-AD.

Applicability: Model 737-100, -200, -300, -400, and -500 series airplanes; and Model 747, 757, 767, and 777 series airplanes; as listed in the following applicable Boeing service bulletin specified in the following table; certificated in any category:

Table 1.--Applicable Service Bulletins			
Model	Service bulletin	Revision level	Date
737-100, -200, -300, -400, and -500.....	Boeing Service Bulletin 737-27A1214.	1.....	July 1, 1999.
747.....	Boeing Alert Service Bulletin 747-27A2373.	Original.....	June 24, 1999.
757.....	Boeing Alert Service Bulletin 757-27A0129.	Original.....	March 25, 1999.
767.....	Boeing Alert Service Bulletin 767-27A0159.	Original.....	June 10, 1999.
777.....	Boeing Alert Service Bulletin 777-27A0030.	Original.....	April 1, 1999.

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) 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 loss of rudder control due to improperly torqued fasteners that connect the pushrod to the rudder pedal assembly, which could result in loss of controllability of the airplane, accomplish the following:

Replacement

(a) Within 18 months after the effective date of this AD: Replace the rudder pedal pushrod fasteners for both the captain's and first officer's pedal assemblies with new, improved fasteners that use self-locking, castellated nuts and cotter pins through the bolts for nut retention, per the applicable Boeing service bulletin listed in the following table:

Table 2.--Applicable Service Bulletins			
Model	Service bulletin	Revision level	Date
737-100, -200, -300, -400, and -500.....	Boeing Service Bulletin 737-27A1214.	1.....	July 1, 1999.
747.....	Boeing Alert Service Bulletin 747-27A2373.	Original.....	June 24, 1999.
757.....	Boeing Alert Service Bulletin 757-27A0129.	Original.....	March 25, 1999.
767.....	Boeing Alert Service Bulletin 767-27A0159.	Original.....	June 10, 1999.
767.....	Boeing Service Bulletin 767-27A0159.	1.....	April 5, 2001.
777.....	Boeing Alert Service Bulletin 777-27A0030.	Original.....	April 1, 1999.

Note 2: Replacement actions that include replacing the rudder pedal pushrod fasteners for both the captain's and first officer's pedal assemblies with new, improved fasteners, which use self-locking, castellated nuts and cotter pins through the bolts for nut retention, accomplished before the effective date of this amendment, per Boeing Alert Service Bulletin 737-27A1214, dated April 8, 1999, are considered acceptable for compliance with the applicable actions specified in this amendment.

Compliance With AD 98-13-12 R1

(b) Accomplishment of the requirements of paragraph (a) of this AD before the airplane is added to the U.S. Register is acceptable for compliance with AD 98-13-12 R1, amendment 39-10930.

Alternative Methods of Compliance

(c) 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 3: 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

(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 Boeing Service Bulletin 737-27A1214, Revision 1, dated July 1, 1999; Boeing Alert Service Bulletin 747-27A2373, dated June 24, 1999; Boeing Alert Service Bulletin 757-27A0129, dated March 25, 1999; Boeing Alert Service Bulletin 767-27A0159, dated June 10, 1999; Boeing Service Bulletin 767-27A0159, Revision 1, dated April 5, 2001; or Boeing Alert Service Bulletin 777-27A0030, dated April 1, 1999; 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

(f) This amendment becomes effective on December 6, 2001.

Issued in Renton, Washington, on October 24, 2001.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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