

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-1-010/98

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98-03-10 BOEING:

Amendment 39-10302. Docket 97-NM-334-AD. Supersedes AD 97-15-06, Amendment 39-10079.

Applicability: Model 737, 747, 757, and 767 series airplanes, certificated in any category; equipped with non-powered IPECO pilots' seats; and having the following line position numbers:

Airplane Model	Line Position Numbers
737	1 through 2836 inclusive
747	1 through 1104 inclusive
757	1 through 731 inclusive
767	1 through 642 inclusive

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.

NOTE 2: Paragraph (a) of this AD merely restates the requirements of paragraph (a) of AD 97-15-06, amendment 39-10079. As allowed by the phrase, "unless accomplished previously," if those requirements of AD 97-15-06 have already been accomplished, this AD does not require that those actions be repeated.

To prevent uncommanded movement of the pilots' seats during acceleration and take-off of the airplane, and consequent reduced controllability of the airplane, accomplish the following:

(a) For airplanes equipped with non-powered IPECO pilots' seats as listed in Boeing Service Bulletin 737-25-1334, 747-25-3132, 757-25-0183, or 767-25-0244, all dated

December 19, 1996: Within 90 days after July 31, 1997 (the effective date of AD 97-15-06, amendment 39-10079), perform a one-time operational test of the pilots' seats and the seat locks to determine that the lock pin of the seat track fully engages in all lock positions of the seat track, in accordance with Boeing Service Bulletin 737-25-1334, dated December 19, 1996, or Revision 1, dated January 15, 1998 (for Model 737 series airplanes); 747-25-3132, dated December 19, 1996, or Revision 1, dated January 15, 1998 (for Model 747 series airplanes); 757-25-0183, dated December 19, 1996, or Revision 2, dated January 15, 1998 (for Model 757 series airplanes); or 767-25-0244, dated December 19, 1996, or Revision 1, dated January 15, 1998 (for Model 767 series airplanes); as applicable.

(1) If the seat lock pin fully engages in all lock positions of the seat track, no further action is required by this AD.

(2) If the seat lock pin does not fully engage in all positions of the seat track, prior to further flight, re-align the seat tracks, in accordance with the applicable service bulletin specified in paragraph (a) of this AD.

(b) For airplanes other than those identified in paragraph (a) of this AD: Within 90 days after the effective date of this AD, perform a one-time operational test of the pilots' seats and the seat locks to determine that the lock pin of the seat track fully engages in all lock positions of the seat track, in accordance with Boeing Service Bulletin 737-25-1334, Revision 1 (for Model 737 series airplanes); 747-25-3132, Revision 1 (for Model 747 series airplanes); 757-25-0183, Revision 2 (for Model 757 series airplanes); or 767-25-0244, Revision 1 (for Model 767 series airplanes); all dated January 15, 1998, as applicable.

(1) If the seat lock pin fully engages in all lock positions of the seat track, no further action is required by this AD.

(2) If the seat lock pin does not fully engage in all positions of the seat track, prior to further flight, re-align the seat tracks, in accordance with the applicable service bulletin specified in paragraph (b) of this AD.

(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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Alternative methods of compliance, approved previously in accordance with AD 97-15-06, amendment 39-10079, are approved as alternative methods of compliance for this AD.

(c) (2) 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.

(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.

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

Service Bulletin Number	Revision Level	Service Bulletin Date
737-25-1334	Original	December 19, 1996
747-25-3132	Original	December 19, 1996
757-25-0183	Original	December 19, 1996
767-25-0244	Original	December 19, 1996
737-25-1334	1	January 15, 1998

747-25-3132	1	January 15, 1998
757-25-0183	2	January 15, 1998
767-25-0244	1	January 15, 1998

(1) The incorporation by reference of Boeing Service Bulletin 737-25-1334, Revision 1; Boeing Service Bulletin 747-25-3132, Revision 1; Boeing Service Bulletin 757-25-0183, Revision 2; and Boeing Service Bulletin 767-25-0244, Revision 1; all dated January 15, 1998; 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 Boeing Service Bulletin 737-25-1334, Boeing Service Bulletin 747-25-3132, Boeing Service Bulletin 757-25-0183, and Boeing Service Bulletin 767-25-0244; all dated December 19, 1996; was approved previously by the Director of the Federal Register as of July 31, 1997 (62 FR 38017, July 16, 1997).

(3) 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.

(f) This amendment becomes effective on February 19, 1998.

FOR FURTHER INFORMATION CONTACT: Meghan Gordon, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2207; fax (425) 227-1181.

Případné dotazy konzultujte s pracovníkem ÚCL Technický inspektorát: Ing. Tůma tf.č.2011/1729