

296188

FAA-04-19022-4

COSPBRO 4/21/04

Aircraft Certification Service

Transport Airplane Directorate "Short" Domestic Worksheet

RECEIVED

DOCKET NUMBER: 2004-NM-122(64)-AD

TECH WRITER:

JUN - 8 2004

Manufacturer's Service Information/Revision/Date (Attach 2 clean copies):

Boeing Service Bulletin 737-53-1251, Revision 0, dated May 20, 2004 - Preliminary Copy

ANM-114

PROPOSED CORRESPONDING ACTION:

<input type="checkbox"/> Emergency AD	<i>Is this action one of the following?</i>
<input type="checkbox"/> Immediately Adopted AD	<input type="checkbox"/> Supersedure of AD (Docket No. TBD)
<input checked="" type="checkbox"/> Notice of Proposed Rulemaking	<input type="checkbox"/> Revision of AD (Docket No. TBD)
<input type="checkbox"/> Final rule after NPRM <i>(If FRAN, complete Attachment A.)</i>	<input type="checkbox"/> Supplemental NPRM (Docket No. TBD) <i>(If any of the above is checked, complete Attachment B.)</i>
<input type="checkbox"/> Other (No-Notice Final Rule)	

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1. Model, Applicability, # Airplanes (both U.S. & worldwide) - Refer to SB; state any differences for this AD:

Model: Certain Boeing Model 737-600/-700/-700C/-800/-900 Airplanes
Applicability: Line numbers 1 - 1166

U.S. airplanes: 457 # worldwide airplanes: 1,166
Source: National Aviation Safety Data Analysis Center (NASDAC)

AD Summary and Discussion Sections:

2. What has the manufacturer told the FAA? "The FAA has received reports indicating that..."
Describe background/events that prompted the AD in 1-2 sentences. Refer to SB 'Reason.'

The FAA has received reports of fatigue cracks in the BS 1016 aft pressure bulkhead web at the dome apex. Boeing found these cracks on the Boeing 737-800 fatigue test article. Operators have also found these cracks on 737 classic airplanes.

3a. What is the unsafe condition AND its cause? "These actions are intended to prevent..."
Describe unsafe condition and its cause in 2-3 sentences (non-technical terms). Refer to SB 'Reason.'

The actions of this service bulletin are intended to detect fatigue cracks in the BS 1016 aft pressure bulkhead web at the dome apex.

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3b. What is the end-level effect on the airplane?*"...which could result in..."**Provide a 1-sentence description; use non-technical terms.*

Undetected fatigue cracks in the BS 1016 aft pressure bulkhead web can lead to rapid decompression.

AD Relevant Service Information Section:**4. (Yes or No) Is the corrective action required in this AD considered to be interim action?**

No

5. (Yes or No) Is this action considered 'sensitive', or is it related to a Safety Recommendation?*(If yes, state why sensitive, and/or provide copy of FAA/NSTB Safety Recommendation.)*

No

6. Does the referenced service document include reference to an "operator's equivalent procedure?"*[If yes, specify whether that procedure employed by the operator (even if not technically 'equivalent') adequately addresses the identified unsafe condition and provides an acceptable level of safety.]*

No

7. AD Differences Section (if needed):*"This AD differs from the SB*

Check if: Flight with Cracks Mandate Terminating Action Contact Mgr, FAA
 Compliance time Mandate AFM Action

Describe any other differences between service bulletin and this proposed FAA AD.

The Service Bulletin indicates an initial inspection threshold of 26,000 total flight cycles. The AD indicates an inspection threshold of 26,000 total flight cycles or 4,000 flight cycles from the *effective date of the AD*, whichever occurs later.

If any crack is found, the Service Bulletin indicates that Boeing should be contacted. The AD indicates that the area must be repaired with a method approved by the FAA SACO Manager, or by a Boeing Company DER that has been authorized by the FAA to make such findings.

AD Cost Impact Section:**8a. Work hours for corrective action(s) required: (List hours or reference SB 'Manpower').**

The service bulletin indicates 8.5 task hours to perform the inspections.

8b. Parts Cost, if any: (List costs or reference SB 'Material - Cost and Availability').

There are no new parts associated with this service bulletin.

9. AD Body Section:

For EACH corrective action, mark up SB, if usable -OR- fill out Corrective Action Table below.

9a: Action # 1**What is the corrective action?**

Perform detailed inspections, low frequency eddy current inspections, and high frequency eddy current inspections to detect cracks in the BS 1016 aft pressure bulkhead web at the dome apex.

If any crack is found, prior to further flight, repair the area in accordance with a method approved by the FAA SACO Manager, or by a Boeing Company DER that has been authorized by the FAA to make such findings. For a repair method to be approved as required by the AD, the approval must specifically reference this AD.

What is its compliance time?**(Add grace period if not available)**

Perform the first inspections at or before 26,000 total airplane flight cycles or within 4,000 flight cycles of the effective date of the AD, whichever occurs later.

What is repetitive interval?

Repeat the inspections at intervals not to exceed 4,000 Flight Cycles.

10. (Yes or No) Should corrective action(s) required in this AD to be applied to spares as well?

No

11. Should a ferry flight permit be: Permitted Permitted with limitations* Prohibited

*List limitations.

12a. With whom outside the FAA has this proposal been discussed (i.e. ATA, RAA, ALPA, etc.)?

NOTE: This item should be completed prior to submission of the AD Proposal Worksheet.

Organization

Boeing Safety

ATA

Person Contacted

Leo Ryzewski

Charlie Bautz

DateReaction

No objection

No objection

12b. (Yes or No) Was the lead airline process used in developing the requirements of this action? YES

13. Check the appropriate response:

Yes No Does this action affect the Presidential fleet?

Yes No Does this action affect the FAA fleet?

Yes No Was this action prompted by the use of suspected unapproved parts (SUP)?

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14. Check the category that best describes *the cause of the unsafe condition addressed by this AD*:

<input checked="" type="checkbox"/>	Design Problem*	<input type="checkbox"/>	Unapproved Parts	<input type="checkbox"/>	Operational
<input type="checkbox"/>	Maintenance	<input type="checkbox"/>	Quality Control Problem**	<input type="checkbox"/>	Other (specify): _____
<input type="checkbox"/>		<input type="checkbox"/>	**Reporting Reqt Needed?		_____