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SACO COS System	DEPT. OF TRANSPORTATION DOCKETS	SACO COS System Worksheet
Brief Title	757 Strut Midspar Inspection	ANM-114

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2004 SEP 28 P 1:12

APR 16 2004

Aircraft Certification Service

Transport Airplane Directorate "Short" Domestic Worksheet

ANM-114

DOCKET NUMBER: 2004-NM-84-AD
TECH WRITER:

FAA-04-19140-5

Manufacturer's Service Information/Revision/Date (Attach 2 clean copies): Service Bulletin 757-54-0042

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)	

ACO Project Engineer Name/Title:	Dennis Stremick, Aerospace Engineer
Branch: Airframe, ANM-120S	Telephone: 425-917-6450
Backup Engineer: Nancy Marsh	Telephone: 425-917-6440

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

Model: Boeing Model 757
Applicability: Line Number 1-639 with Pratt & Whitney Engines

U.S. airplanes: 338 # worldwide airplanes: 410

Source:

AD Summary and Discussion Sections:

2. What has the manufacturer told the FAA? Describe background/events that prompted the AD in 1-2 sentences. Refer to SB 'Reason.'	<i>"The FAA has received reports indicating that..."</i>
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The FAA has received reports of cracking in the midspar fitting. This service bulletin is part of the overall strut improvement program, but the modification threshold is above the newly reported cracking.

3a. What is the unsafe condition AND its cause? Describe unsafe condition and its cause in 2-3 sentences (non-technical terms). Refer to SB 'Reason.'	<i>"These actions are intended to prevent..."</i>
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These actions are intended to prevent cracking in the midspar fitting and reduced structural integrity of the strut, which could result in separation the strut and engine.

3b. What is the end-level effect on the airplane? Provide a 1-sentence description; use non-technical terms.	<i>"...which could result in..."</i>
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separation the strut and engine

AD Relevant Service Information Section:

4. (Yes or No) Is the corrective action required in this AD considered to be interim action?

The modification is part of the strut improvement program mandated by AD 2003-18-05. The threshold for that AD 37,500 flight cycles or 20 years, whichever occurs first. The cracking at the midspar fitting occurred at approximately 18 years and 29,700 flight cycles. If the strut improvement program modifications have been accomplished then these inspections are ~~not~~ required.

NOT

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 has an option to operate the airplane with corrosion present on the midspar fittings for up to 18 months with repetitive inspections at 300 flight cycle intervals. 120S policy established in 1996 prohibits operation of an airplane with incomplete corrosion removal. Also, the service bulletin allows zonal inspection if there is a mix of 15-5PH and 4330M fittings. The NPRM requires initial and repeat inspections at 18 months for all 4330M fittings.

AD Cost Impact Section:

8a. Work hours for corrective action(s) required: (List hours or reference SB 'Manpower').

5 1/2 hours/engine --See Paragraph G. Manpower

3 hours for each engine to do the inspection.

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

\$21,278 --see Paragraph A. of Part 2

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?

Group 1

Inspect the midspar fittings for corrosion and cracking.

→

Perform a Detailed inspection of - - -

TAD
ARC

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What is its compliance time? 18 months after release of this AD.
 (Add grace period if not available) If corrosion or cracking is found replace the fitting prior to further flight.
 What is repetitive interval? 18 months

9b: Action # 2

What is the corrective action? Group2 *perform a detailed inspection of...*
 Inspect the midspar fittings for corrosion and cracking. Identify material of the fittings. See flow chart on Figure 2 of the service bulletin. No inspections required for 15-5PH fittings.
 What is its compliance time? 18 months after release of this AD. If corrosion or cracking is found replace the fitting prior to further flight.
 (Add grace period if not available)
 What is repetitive interval? 18 months

TAW
AEC

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.

<u>Organization</u>	<u>Person Contacted</u>	<u>Date</u>	<u>Reaction</u>
ATA	Charlie Bautz	3/5/04	Supports proceeding with NPRM
Boeing	Bob Dobrowski	3/5/04	Left voice mail

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

No

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)?

14. Check the category that best describes the cause of the unsafe condition addressed by this AD:
 Design Problem Unapproved Parts Operational
 Maintenance Quality Control Problem** Other (specify): _____
 **Reporting Reqt Needed? _____