

Aircraft Certification Service
Transport Airplane Directorate "Short"
Domestic Worksheet

DEPT. OF TRANSPORTATION
DOCKETS

RECEIVED

FEB 17 2004

DOCKET NUMBER: 2004-NM-407AD

TECH WRITER:

Manufacturer's Service Information/Revision/Date (Attach 2 clean copies):
Boeing Service Bulletin 737-53-1256, dated September 18, 2003

COSP BRO 1/29/04

PROPOSED CORRESPONDING ACTION:

Emergency AD
Immediately Adopted AD
X Notice of Proposed Rulemaking
Final rule after NPRM
Other (No-Notice Final Rule)
Is this action one of the following?
Supersedure of AD (Docket No. ...)
Revision of AD (Docket No. ...)
Supplemental NPRM (Docket No. ...)

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

Model: 737-700 & -800
Applicability: Serial nos. 27835, 27836, 27977 & 28004

U.S. airplanes: 2 # worldwide airplanes: 4
Source: Service bulletin

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.'

Localized pitting in the skin panel was discovered in production on a limited number of airplanes. The pitting was caused by chemical milling solution leaking through sealer at a maskant line. This leakage caused local pits to form on the surface of the skin. The aircraft included in this action have pits large enough to reduce fatigue performance and damage tolerance capability.

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.'

This reduction of durability can lead to premature cracking at specific lap splice locations.

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

Continued operation with undetected cracks could lead to rapid decompression of the airplane.

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AD Relevant Service Information Section:

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

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.)

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.

This AD does not mandate any reporting requirement which is included in the service bulletin instructions.

AD Cost Impact Section:

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

Various - See manpower section of the SB (page 4)

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

none

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? For Grps 1, 2 & 3; Perform inspections and repair in accordance with the Accomplishment Instructions.
What is its compliance time? Initial and Post Repair inspections per Section E. Compliance, Table(s) 1 & 2.
(Add grace period if not available)
What is repetitive interval? In accordance with Section E. Compliance, Table 2.
no grace period necessary - per engr sc

9b: Action # 2
What is the corrective action? For Grp 4; Replace the fuselage skin assembly in accordance with Accomplishment Instructions.
What is its compliance time? In accordance with Section E. Compliance, Table 1
(Add grace period if not available)
What is repetitive interval? None

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

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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 Boeing	Charlie Bautz Joe Romanosky	1/29/04 1/7/04	Accepted action agreed

12b. (Yes or No) Was Spec 111 (Airworthiness Concern Coordination Process) used in developing the requirements of this action?

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? _____