

298070

FAA-04-19200-4

Aircraft Certification Service

Transport Airplane Directorate "Short" Domestic Worksheet

RECEIVED

AUG 06 2003

ANM - 114

DOCKET NUMBER: 2003-NM-195-AD

TECH WRITER:

Manufacturer's Service Information/Revision/Date (Attach 2 clean copies):
Boeing Service Bulletin 747-54A2219, dated XXX.

COSP Board: 7/30/03

PROPOSED CORRESPONDING ACTION:

<input type="checkbox"/> Emergency AD	Is this action one of the following?
<input type="checkbox"/> Immediately Adopted AD	<input type="checkbox"/> Supersedure of AD (Docket No. _____)
<input checked="" type="checkbox"/> Notice of Proposed Rulemaking	<input type="checkbox"/> Revision of AD (Docket No. _____)
<input type="checkbox"/> Final rule after NPRM <i>(If FRAN, complete Attachment A.)</i>	<input type="checkbox"/> Supplemental NPRM (Docket No. _____) <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: Boeing Model 747
Applicability: Boeing model 747 powered by JT9D-3, -7 (except -70) series engines and all 747-E4B (military) airplanes, certified in any category

U.S. airplanes: 78 # worldwide airplanes: 228

Source: NASDAC, Airclaims Database, June 5, 2003.

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 8 reports of cracking in the midspar web on airplanes with JT9D-7 engines. Additionally, one operator reported a fractured stiffener. The 747-E4B aircraft are included since they have a similar midspar web design.

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.'

These actions are intended to prevent cracking in the midspar web due to fatigue and sonic induced vibration.

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

which could result in loss of the midspar load path which, when combined with the loss of the Nacelle Station 180 Bulkhead load path, may result in separation of the engine from the airplane. This may result in secondary damage to

joel (ALSO A KNOWN CONDITION WHICH IS BEING ADDRESSED THROUGH A SEPARATE NPRM) F:ADs 7/30/2003

the aircraft, which may lead to reduced controllability of the aircraft.

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.]**

Yes. Operators equivalent procedures may be used as an option to Boeing Maintenance Manuals. These items are not considered critical and will not affect safety.

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

When the service bulletin specifies to contact The Boeing Company for additional instruction, the operator must contact the FAA or a Boeing DER who 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').

Part 1: 7.0 hours, Part 2: 6.0 hours. (All hours are per airplane and are given in man-hours)

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

N/A

9. AD Body Section:

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

9a: Action # 1 (Inboard Strut Midspar Inspection)

What is the corrective action?

For Group 1 aircraft, perform a detailed inspection of the midspar web and stiffeners on the inboard struts from nacelle station 180 to nacelle station 261 for cracks, disbonds, and buckles, and the stiffeners for cracking and fractures, as per Boeing Service Bulletin 747-54A2219, dated XXX. For Group 2 airplanes, perform a detailed inspection of the midspar web on the inboard struts from nacelle station 274.10 to nacelle station 325.60 for cracks, disbonds, and buckles, and the stiffeners for cracks and fracturing as per Boeing Service Bulletin 747-A2219, dated XXX. If any cracking, disbonds, or buckles are found on the web or stiffeners, repair prior to further flight as per the accomplishment instructions of S/B 747-54A2219, dated XXX.

What is its compliance time?

Within 18 months from the effective date of the AD.

(Add grace period if not available)

What is repetitive interval?

Repeat every 1200 flight-cycles.

JULY 31, 2003

7/30/2003

9b: Action # 2 (Outboard Strut Midspar Inspection)

- **What is the corrective action?** For Group 1 aircraft only, perform a detailed inspection of the midspar web on the outboard struts from nacelle station 180 to nacelle station 242 for cracks, disbonds, and buckling, and the stiffeners for cracking or fractures, as per Boeing Service Bulletin 747-54A2219, dated XXX. If any cracking, disbonds, or buckles are found on the web or stiffeners, repair prior to further flight as per the accomplishment instructions of S/B 747-54A2219, dated XXX.

What is its compliance time?

Within 18 months from the effective date of the AD.

(Add grace period if not available)

What is repetitive interval?

Repeat every 1200 flight-cycles.

JULY 31, 2003

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>
Boeing	Greg Doty	7/18/03	Boeing Concurs
ATA	Joe White	7/18/03	Notified

12b. (Yes or No) Was Spec 111 (Airworthiness Concern Coordination 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? _____