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FAA-04-19175-4

Aircraft Certification Service

Transport Airplane Directorate "Short" Domestic Worksheet

DEPT. OF TRANSPORTATION  
DOCKETS

RECEIVED

NOV - 5 2003

DOCKET NUMBER: 2003-NM-246-AD  
2003 SEP 30 A 10:04

TECH WRITER:

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

Boeing Service Bulletin 747-53A2484, revision 0, dated June 26, 2003

COSP BOARD 10/29/03

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 <sup>sub</sup> and -400D

Applicability: 747-100B, -200B, -300 and -400, line numbers 1-875 with a stretched upper deck.

# U.S. airplanes: 69 <sup>per SB</sup> # worldwide airplanes: 243

Source: NASDAC Database

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 indicating that operators have found cracks in fuselage stringers 8 and 10 at the Body Station (BS) 460, 480 and 500 frame locations.

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 cracks in the fuselage stringers which, if left undetected, could cause skin cracking that could become large and compromise the structural integrity of the skin panel. The cause of the cracking is fatigue.

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 rapid depressurization of the airplane.

AD Relevant Service Information Section:

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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 x Mandate AFM Action \_\_\_ OTHER Describe any other differences between service bulletin and this proposed FAA AD.

SB APPROVED IN ERROR W/O FAA COORDINATION Fox In lieu of the compliance times found in paragraph 1.E. of the SB, accomplish inspections at the following times: FOR AIRPLANES WITH 19,000 OR LESS TOTAL FLIGHT CYCLES: 8,000 total flight cycles or 2,000 cycles after the effective date of this AD, whichever occurs later. FOR AIRPLANES WITH GREATER THAN 19,000 TOTAL FLIGHT CYCLES: 1,000 flight cycles after the effective date of this AD. ACCOMPLISH REPEAT INSPECTIONS AT 3,000 FLIGHT CYCLE INTERVALS.

REASON: COMPLEX COMPLIANCE TIMES NOT BASED ON ENGINEERING AD Cost Impact Section: DATA WERE USED IN SB. ALL SHORTER THAN PROPOSAL.

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

3 work hours for inspections.

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? Accomplish detailed inspection for cracking of the stringers i.a.w. S/B. What is its compliance time? For airplanes with 19,000 or less total flight cycles: 8,000 total flight cycles or 2,000 cycles after the effective date of this AD, whichever occurs later. (Add grace period if not available) For airplanes with greater than 19,000 total flight cycles: 1,000 flight cycles after the effective date of this AD. What is repetitive interval? Repeat inspections every 3,000 flight cycles.

9b: Action # 2 What is the corrective action? If cracks are found in the stringer, repair i.a.w. S/B. What is its compliance time? Prior to further flight. (Add grace period if not available) What is repetitive interval? N/A - One time action only. Repair terminates inspection for that repaired stringer-frame location only.

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**9c: Action # 3**

**What is the corrective action?**

If no cracks are found during inspection defined by Action #1, operator may accomplish optional modification i.a.w. S/B.

**What is its compliance time?**

Modification is optional.

**(Add grace period if not available)**

**What is repetitive interval?**

N/A – One time action only.

**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	Rob Harrower	2/28/02	Concurs
ATA	Joe White		

**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? \_\_\_\_\_