

Airworthiness Directive

▶ Federal Register Information

▼ Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 89-NM-209-AD; Amendment 39-6355; AD **89-22-04**

Airworthiness Directives; BOEING Model 737-100, -200, and -200C Series Airplanes
PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective October 23, 1989.

▼ Regulatory Information

89-22-04 BOEING: Amendment 39-6355. Docket No. 89-NM-209-AD.

Applicability: Model 737-100, -200, and -200C series airplanes, line number 1 to 920, with more than 40,000 total landings, certificated in any category.

Compliance: Required as indicated, unless previously accomplished.

To prevent rapid decompression and the inability of the fuselage to support flight loads, accomplish the following:

A. Within 10 days after the effective date of this AD, unless the interior inspections and repairs described in paragraph B., below, has been accomplished within the last 60 days, perform a one-time external close detailed visual inspection for evidence of cracking of the fuselage Stringer 14 lap joint, left and right, at Body Station 727 and aft therefrom for a distance of 60 inches. If cracks are found, conduct the inspections defined in paragraph B., below, and repair prior to further flight, in accordance with the repair procedure specified in Boeing Alert Service Bulletin 737-53A1135, dated September 26, 1989.

B. Within 30 days after the effective date of this AD, perform an internal detailed visual inspection of the fuselage Stringer 14 lap joint, left and right, and an internal high frequency eddy current inspection at Body Station 727 and aft therefrom for a distance of 60 inches, in accordance with Boeing Alert Service Bulletin 737-53A1135, dated September 26, 1989, for cracks in the lower skin at the lower row of fasteners and one inch below the center line of the lower row of fasteners. If cracks are found, repair prior to further flight, in accordance with the repair procedure defined in that service bulletin.

C. Within 15 days after the completion of the inspections required in paragraph B., above, where cracking was detected, submit a report to the Manager, Seattle Aircraft Certification Office, FAA, Northwest Mountain Region, through the Principal Maintenance Inspector (PMI). The report must include the line number of the airplane inspected, the number of cycles, the inspection method used, the size and location of the crack, and the status of compliance with Boeing Service Bulletin 737-53-1065, dated January 4, 1985, or later revisions.

D. An alternate means of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Seattle Aircraft Certification Office, FAA, Northwest Mountain Region.

NOTE: The request should be forwarded through an FAA Principal Maintenance Inspector (PMI), who will either concur or comment, and then send it to the Manager, Seattle Aircraft Certification Office.

E. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service documents from the manufacturer may obtain copies upon request to Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124. These documents may be examined at the FAA, Northwest Mountain Region, Transport Airplane Directorate, 17900 Pacific Highway South, Seattle, Washington, or Seattle Aircraft Certification Office, 9010 East Marginal Way South, Seattle, Washington.

This amendment (39-6355, AD **89-22-04**) becomes effective on October 23, 1989.

▼ **Footer Information**

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