



U.S. Department
of Transportation
**Federal Aviation
Administration**

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue SW.
Renton, Washington 98057

NOV 28 2012

In Reply
Refer To: 120S-12-704

Mr. Douglas M. Lane
ODA Deputy Lead Administrator
Boeing Regulatory Administration
P.O. Box 3707, M/C 03-56
Seattle, WA 98124-2207

Dear Mr. Lane:

Airworthiness Directive (AD) 2012-23-04 was published on November 21, 2012 with an effective date of December 26, 2012. AD 2012-23-04 supersedes AD 95-12-17 to require inspections of the outboard chord of the body station (BS) 727 bulkhead for model 737 airplanes and to expand the applicability of AD 95-12-17 in accordance with Service Bulletin (SB) 737-53A1166, Revision 2.

Both Boeing and this office have received inquiries from operators concerning Paragraph (l) of AD 2012-23-04. That paragraph corresponds to Table 5 of SB 737-53A1166, Rev. 2 to specify inspections of the auxiliary chord at BS 727. However, Footnote (a) of Table 5 specifies a new 27,000 flight cycle threshold if the frame chord is replaced, and this provision was not included in AD 2012-23-04.

Specifying a new inspection threshold upon replacement of the frame chord provides an acceptable level of safety because the affected structure is restored to an as-delivered configuration.

The Manager, Seattle Aircraft Certification Office, Federal Aviation Administration (FAA), approves an adjustment to the initial inspection compliance time for frame chords replaced in accordance with SB 737-53-1088, dated December 14, 1989, or SB 737-53-1088, Revision 1, dated May 25, 2006, from 27,000 total flight cycles or within 5,000 flight cycles after December 26, 2012 (the effective date of AD 2012-23-04), whichever occurs later, to 27,000 flight cycles after frame chord replacement or within 5,000 flight cycles after December 26, 2012 (the effective date of AD 2012-23-04), whichever occurs later, required by Paragraph (l) of AD 2012-23-04.

In accordance with FAA Order 8110.103A Chg 1, dated June 30, 2011, the following conditions apply:

1. All provisions of AD 2012-23-04 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

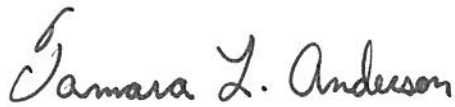
2. This alternative method of compliance (AMOC) is applicable to all 737-100, -200, -200C, -300, -400 and -500 series airplanes listed in Paragraph (c) of AD 2012-23-04.
3. This AMOC is transferable with airplane(s) to other operators. A transferable AMOC is an AMOC that will continue to apply to a product after it has been transferred to a new owner/ operator.
4. Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA.

We request that Boeing make a copy of this letter available to operators of affected aircraft.

If you have any questions regarding this correspondence, please contact Mr. Alan Pohl, Aerospace Engineer, of this office at telephone 425-917-6450, or via e-mail at alan.pohl@faa.gov.

Sincerely,



FOR Ross Landes
Acting Manager, Seattle Aircraft
Certification Office, ANM-100S