

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Airworthiness Directive

94-25-05 BOEING: Amendment 39-9089. Docket 94-NM-205-AD.

Applicability: Model 737 series airplanes having line numbers 292 through 2565, inclusive, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent sudden decompression of the airplane, accomplish the following:

(a) Prior to the accumulation of 60,000 total flight cycles or within the next 120 days after the effective date of this AD, whichever occurs later, unless accomplished previously within the last 20 days prior to the effective date of this AD, perform a low frequency eddy current inspection to detect cracking of the lower skin at the lower row of fasteners in the lap joints of the fuselage between body stations 259.50 and 1016, in accordance with Boeing Alert Service Bulletin 737-53A1177, dated November 8, 1994.

(1) If no cracking is detected, repeat the inspection thereafter at the times specified in paragraph (b) of this AD.

(2) If any cracking is detected, prior to further flight, repair in accordance with the alert service bulletin, or in accordance with a method approved by the Manager, FAA, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(b) Repeat the low frequency eddy current inspection required by paragraph (a) of this AD at the times specified in paragraphs (b)(1) and (b)(2) of this AD.

(1) If, at the time of the most recent inspection required by paragraph (a) of this AD, the airplane had accumulated 60,000 or more total flight cycles, but fewer than 69,999 total flight cycles, perform the next inspection within 3,500 flight cycles. Repeat the inspection thereafter at intervals not to exceed 3,500 flight cycles until the airplane accumulates 70,000 total flight cycles; then perform the inspections required by paragraph (b)(2) of this AD.

(2) If, at the time of the most recent inspection, the airplane had accumulated 70,000 or more total flight cycles, perform the next inspection within 1,500 flight cycles. Repeat the inspection thereafter at intervals not to exceed 1,500 flight cycles.

(c) Within 20 days after the airplane is returned to service subsequent to the completion of the inspection required by paragraph (a) of this AD, submit a report of the findings of that inspection to the FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; or fax the report to (206) 227-1181. The report should include, as a minimum, the information in paragraphs (c)(1), (c)(2), and (c)(3) if this AD.

- (1) Aircraft ID (N number, serial number, etc.).
- (2) Total number of cracks detected, including size and location of crack(s).
- (3) Negative reports must be submitted (findings of no cracking).

Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 **et seq.**) and have been assigned OMB Control Number 2120-0056.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The inspections shall be done in accordance with Boeing Alert Service Bulletin 737-53A1177, dated November 8, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on December 27, 1994.