

delaminating from their skin panels, which could result in fatigue cracks in the skin doublers and skin panels and consequent rapid decompression of the airplane.

**DATES:** Comments must be received by July 28, 2003.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-11-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: *9-anm-nprmcomment@faa.gov*. Comments sent via fax or the Internet must contain "Docket No. 98-NM-11-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Duong Tran, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6452; fax (425) 917-6590.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a

request to change the service bulletin reference as two separate issues.

- For each issue, state what specific change to the proposed AD is being requested.

- Include justification (*e.g.*, reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-NM-11-AD." The postcard will be date stamped and returned to the commenter.

##### **Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-11-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### **Discussion**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Boeing Model 737 series airplanes, was published as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on August 10, 2000 (65 FR 48937). That original supplemental NPRM (hereafter referred to as "the first supplemental NPRM") would have required inspections of certain bonded skin panels to detect delamination of the skin doublers (tear straps) from the skin panels, and follow-on corrective actions if necessary. The first supplemental NPRM was prompted by reports that certain skin doublers were delaminated from their skin panels due to improper processing of certain skin panels. That condition, if not corrected, could result in fatigue cracks in the skin doublers and skin panels and consequent rapid decompression of the airplane.

##### **Explanation of New Service Information**

Since the issuance of the first supplemental NPRM, Boeing has issued Service Bulletin 737-53-1179, Revision

2, dated October 25, 2001. (The first supplemental NPRM refers to Revision 1 of that service bulletin, dated September 30, 1999, as the appropriate source of service information for the actions proposed in that first supplemental NPRM.) Revision 2 of the service bulletin does the following:

- Revises the inspection method from close visual to detailed visual for the one-time internal inspection for cracks or corrosion of bonded skin panels.
- Extends the compliance time for the one-time internal inspection to 50,000 total flight cycles (or 50,000 flight cycles after skin panel replacement, as applicable), or 20,000 flight cycles after service bulletin release, whichever is later.
- Expands the area of the external inspection from under stringer 17 to under all stringers.
- Expands the inspection area following a finding of delamination to include all fasteners common to the delamination area plus two fasteners on each side of the delamination area.
- Expands the effectivity to include certain airplanes not listed in the effectivity listing of Revision 1 of the service bulletin.

Accomplishment of the actions specified in Revision 2 of the service bulletin is intended to adequately address the unsafe condition.

##### **Explanation of Changes to Proposal**

We have revised the preamble and body of this second supplemental NPRM to identify affected airplane models more specifically.

We have changed all references to "detailed visual inspection" in the first supplemental NPRM to "detailed inspection" in this second supplemental NPRM. Also, for clarification, we have revised the definition of a "general visual inspection" in this second supplemental NPRM.

In addition, because the language in Note 6 of the first supplemental NPRM is regulatory in nature, that note has been redesignated as paragraph (g) of this second supplemental NPRM.

##### **Comments**

Due consideration has been given to the comments received in response to the first supplemental NPRM. While one commenter supports the proposal, certain comments have resulted in changes to the proposal that are reflected in this second supplemental NPRM. Certain other comments received in response to the original NPRM and first supplemental NPRM are no longer relevant to this proposal because of the changes in the proposal related to Revision 2 of the service