

bulletin. Certain other comments that are still relevant but that have not resulted in any change to the proposal will be addressed in the final rule, along with any additional comments received in response to this second supplemental NPRM.

Revise References to Inspection Methods and Procedures

One commenter, the airplane manufacturer, requests that the FAA revise certain references to inspection methods and procedures in various places in the first supplemental NPRM:

- In paragraphs (a)(2)(i) and (b)(2)(i) of the first supplemental NPRM, change the method for the inspection for cracks or corrosion of bonded "Zone A" skin panels from internal general visual to internal detailed visual. The procedures in the service bulletin describe a detailed visual inspection rather than a general visual inspection.

- In paragraphs (a)(2)(i), (a)(2)(ii), (b)(2)(i), and (b)(2)(ii) of the first supplemental NPRM, clarify the inspection requirements for "Zone A" and "Zone B" skin panels by referring to the figures in the service bulletin that define those inspections.

- In Note 6 of the first supplemental NPRM, clarify that the internal inspections described in that paragraph apply only to "Zone A" areas, and that accomplishment of those internal inspections is acceptable specifically for compliance with paragraph (a)(2)(i) of the proposed AD.

- For clarification, if the changes above are implemented, delete Note 7 of the first supplemental NPRM.

We concur with the commenter's requests and, accordingly, have made the following changes to this second supplemental NPRM:

- We have revised paragraphs (a)(2)(i) and (b)(2)(i) of this second supplemental NPRM to specify a one-time internal detailed inspection to detect cracks or corrosion of "Zone A" skin panels.

- We have revised paragraphs (a)(2)(i), (a)(2)(ii), (b)(2)(i), and (b)(2)(ii) of this second supplemental NPRM to refer to the Accomplishment Instructions of Revision 2 of the service bulletin. (We find that referring to the Accomplishment Instructions of the service bulletin meets the commenter's intent with regard to referring to the specific figures.)

- We have revised paragraph (g) of this second supplemental NPRM (which contains the provisions of Note 6 of the first supplemental NPRM) to state that internal detailed inspections of "Zone A" skin panels that are accomplished before the effective date of the AD per previous revisions of the service

bulletin are acceptable for compliance with paragraph (a)(2)(i) of this AD.

- We have not included the contents of Note 7 of the first supplemental NPRM in this second supplemental NPRM.

Give Credit for Inspections Accomplished per Existing Programs

One commenter to the first supplemental NPRM, as well as one commenter to the original NPRM, requests that we allow credit for visual inspections of areas subject to this proposal if they were previously accomplished per an FAA-approved Corrosion Prevention and Control Program (CPCP).

We concur with the commenters' requests. We have previously issued AD 90-25-01, amendment 39-6789 (55 FR 49263, November 27, 1990), to require the implementation of a CPCP on all Boeing Model 737 series airplanes. Inspections accomplished per that CPCP are an acceptable method of compliance for certain inspections that would be required by this proposed AD, provided that these inspections are accomplished within the compliance times specified in this proposed AD. Operators must note that this credit applies only for general visual inspections of "Zone A" skin panels. Accordingly, we have added a new paragraph (h) to this second supplemental NPRM to provide this credit.

Allow Repair per Structural Repair Manual

Two commenters request that any subject area that has been repaired previously per the Boeing 737 Structural Repair Manual (SRM) be exempted from the inspection requirements of this proposal. One of the commenters notes that repair by installation of solid fasteners is defined in Chapter 51-00-01, Figure 225, of the SRM, which the commenter states is referenced in the proposal. The other commenter asks whether we intend to require an alternative method of compliance (AMOC) for each fuselage flush or external repair in the inspection area. That commenter specifically requests that all repairs per the SRM be approved as an AMOC to the proposed AD, and that we allow Boeing Designated Engineering Representatives to approve repairs.

We partially concur with the commenters' requests. We do not find it appropriate to give "blanket" approval of any repair per the SRM, and we note that neither the first supplemental NPRM nor the service bulletin refers to the specific section and figure of the SRM referred to by the commenter.

However, we find that repairs accomplished according to specific sections of the SRM referred to in Boeing Service Bulletin 737-53-1179, Revision 2, eliminate the need for the proposed inspections for the area of the repair only. All other repairs must be approved by the FAA or per data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the FAA to make such findings. Therefore, we have added a new paragraph (f) to this second supplemental NPRM (and reordered subsequent paragraphs accordingly) to specify that, where the service bulletin refers to specific sections of the SRM for repair instructions, repairs per those SRM sections eliminate the requirement to do the inspections required by this proposed AD for the repaired area only.

Define Method for Determining Configuration

One commenter requests clarification on what method to use to determine the configuration of skin panels as "Zone A" or "Zone B," as specified in Figure 2, Sheet 4 of 4, in the service bulletin.

We concur that some clarification may be necessary. As stated previously, we have revised paragraphs (a)(2)(i), (a)(2)(ii), (b)(2)(i), and (b)(2)(ii) of this second supplemental NPRM to refer to the Accomplishment Instructions and Figure 2 of the service bulletin as the appropriate reference for determining whether a skin panel is "Zone A" or "Zone B." The criteria for determining the category of a skin panel are shown under paragraph 3.A. in the Accomplishment Instructions of the service bulletin. We find that these criteria are adequate for determining the applicable inspection method for each skin panel. No further change to this second supplemental NPRM is necessary in this regard.

Give Credit for Actions Accomplished Previously

One commenter requests clarification that an operator is in compliance with the proposed AD if the terminating inspection has been done prior to the effective date of the AD.

We find that no change is necessary to meet the intent of the commenter's request. We give credit for actions accomplished before the effective date of an AD by means of the phrase "Compliance: Required as indicated, unless accomplished previously," which appears in every AD.