

Service bulletin	Revision level	Date	Model
727-29A0067	Original	June 7, 2001	727-100 and -200 series airplanes.
737-29A1096	Original	June 7, 2001	737-100, -200, -200C, -300, -400 and -500 series airplanes.
747-29A2104	Original	July 19, 2001	747 series airplanes.

These service bulletins describe procedures for preparation of the electrical bonding faying surfaces on the forward and aft surfaces of the rear spars of the fuel tanks of the left and right wings, a one-time measurement of the electrical bonding resistances between the penetration fittings of the hydraulic heat exchanger and the surfaces of the rear spars and between the heat exchanger tube and the lower wing stringer surfaces, and follow-on actions. The procedures to follow before preparation of the faying surfaces include depressurizing the hydraulic systems, draining the fuel from the fuel tanks of the left and right wings, disconnecting the inlet and outlet tubes of the heat exchangers, and removing the heat exchangers. The preparation of the faying surfaces is done by sanding the surface areas down to bare metal and applying alodine protective coating on the surfaces and re-installing the heat exchangers. The follow-on actions involve applying fillet sealant and protective finishes around the penetration fittings, servicing and pressurizing the hydraulic systems and examining for signs of hydraulic fluid leakage, and servicing the fuel tank and examining for signs of fuel leakage.

Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition.

The service bulletins reference Boeing 727, 737, and 747 Airplane Maintenance Manuals, Standard Wiring Practices Manuals, and Standard Overhaul Practices Manuals for the leak check and repair instructions if any discrepancy is found.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require accomplishment of the actions specified in the service bulletins described previously, except as discussed below.

Difference Between the Service Bulletins and This Proposed AD

Although the service bulletins recommend accomplishing the specified actions at the earliest opportunity when manpower, materials, and facilities are available, we have determined that such an imprecise compliance time would not address the identified unsafe

condition in a timely manner. In developing an appropriate compliance time for this AD, we considered not only the manufacturer's recommendation, but the degree of urgency associated with addressing the subject unsafe condition, the average utilization of the affected fleet, and the time necessary to perform the required actions (between 44 and 68 work hours). In light of all of these factors, we find a 5-year compliance time for completing the required actions to be warranted, in that it represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety.

Cost Impact

There are approximately 5,085 airplanes of the affected design in the worldwide fleet. We estimate that 2,251 airplanes of U.S. registry would be affected by this proposed AD. The following table shows the estimated cost impact to do the proposed actions for airplanes affected by this proposed AD. The average labor rate is \$60 per work hour. The estimated maximum total cost for all airplanes affected by this proposed AD is \$6,302,640.

Model	Number of U.S.-registered airplanes	Work hours (estimated)	Labor cost (estimated)	Maximum fleet cost (estimated)
727	910	44	\$2,640	\$2,402,400
737	1,091	44	2,640	2,880,240
747	250	68	4,080	1,020,000

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this proposed AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as planning time, or time necessitated by other administrative actions.

Regulatory Impact

The regulations proposed herein would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this proposal would not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44

FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.