

DANMARK GRØNLAND OG FÆRØERNE

AIC B
59/04

25 NOV 2004

AIM/Luftfartsinformationsledelsen, Ellebjergvej 50, DK-2450 København SV, Danmark
TEL: +45 36 18 60 00, FAX: +45 36 18 60 22, E-mail: ais@slv.dk, Internet: www.slv.dk/publikationer



AIC B 59/04. Maling af fly.

(Annullerer AIC B-22/ 02)

På given foranledning skal det meddeles, at kun værksteder autoriseret til vedligeholdelse af pågældende flytype – eller mekaniker med gyldigt certifikat på pågældende flytype – kan overvåge maling af fly og frigive fly efter maling. Baggrunden for dette er at sikre opfyldelse af relevante krav i henhold til typens vedligeholdelsesforeskrifter, f.eks. hvad angår afbalanceringskrav og vægt og balanceforhold.

Fra vedlagte FAA Continued Airworthiness Notification, er det kommet til SLV's kendskab, at fly er blevet ødelagt under maling. Ødelæggelserne er i form af skrabemærker efter brug af skarpe instrumenter og andet skarpt værktøj, bl.a. til fjernelse af sealant og placards.

Det er det autoriserede værksted eller mekanikerens ansvar, at der anvendes egnede procedurer og værktøjer i forbindelse med maling af fly.

FAA Continued Airworthiness Notification vedlagt som bilag.

(TL)

FAA Continued Airworthiness Notification to Civil Aviation Authorities

October 28, 2004

To: Civil Aviation Authorities

From: Federal Aviation Administration
Transport Airplane Directorate, ANM-100
1601 Lind Avenue, SW.
Renton WA, 98055-4056

Subject: This message is to update you regarding a previous notification dated August 6, 2004, advising you of reports we have received that some commercial transport category airplanes were damaged in the process of being repainted. The damage is in the form of scribe lines in the fuselage skin at structural joints. This update indicates the progress towards an effective solution.

Accident/Incident Description: Boeing continues to receive reports of scribe lines located at fuselage skin lap joints, butt joints, and other areas on some of its airplane models. Since issuance of the last report, additional airplanes have been found to have scribe lines. The cause appears to be the same as previously reported, i.e., the use of a sharp instrument (possibly made of metal, certain woods, or micarda) or hard plastic scrapers for removal of the pliable fillet seals at the structural joints in the skin during the repainting process.

Aircraft/Engine Model and Series: Multiple scribe lines have been found on some Boeing Model 737, 747, 757 and 767 airplanes. There is a continuing concern that any airplane model on which sealant has been removed from fuselage joints or on which large decals have been applied to the fuselage, since original delivery, could be similarly affected.

Ongoing Activities: A Boeing 737 operator working group continues to work with Boeing and the FAA towards an effective solution. The working group reviewed proposed changes to the Structural Repair Manual (SRM). Boeing has incorporated these changes and published them in the September revision of the 737 SRM. The working group reviewed and evaluated proposals for inspections for scribe lines at meetings held in July, August and September. Boeing is nearing completion of an inspection service bulletin (SB) addressing identification and inspection of airplanes with scribe lines within the 737 classic fleet. The SB publication is scheduled for December of 2004. We are considering mandating this SB. Additionally, the FAA, Boeing and industry are working on safeguards to put into place to eliminate future scribing events. Boeing is developing several educational products in this regard to publish concurrently with the SB.

Suggested Action: To ensure that sharp instruments or other tools that can damage the skin panel are not used to remove sealant or trim decals, we recommend that airworthiness authorities encourage manufacturers and operators to: (1) review sealant removal and paint stripping practices, procedures, and tools; and (2) review training provided to affected personnel to ensure that the personnel adhere to standard practices and manufacturers' instructions for stripping paint, cleaning sealants, and performing general care of fuselage pressure boundaries.

Important References:

FAA Flight Standards Information Bulletin for Airworthiness – FSAW 0310, dated November 20, 2003, "Fuselage Skin "Scribe Mark" Damage on Boeing 737 Aircraft" and HBAW, dated May 3, 2004, "Addition of Aircraft Paint Facilities to OpSpec DO91 as Substantial Maintenance Providers."

Boeing All Operator Messages - NUMBER: 1-DI67I and 1-DIWA7, dated April 23, 2004, "Possible Fuselage Skin Cracking Resulting From Scribe Lines" and **NUMBER: 1-DHGN7**, dated April 23, 2004, "Revise Sealant Removal Process for Scribe Line Inspection."

Next update: An update to this message will be provided the first week of January 2005.

Transport Airplane Directorate Contact: Sue Lucier, FAA Seattle ACO Aerospace Engineer, 425-917-6438

Ali Bahrami, Manager, Transport Airplane Directorate
Phone (425) 227-2100; fax (425) 227-1100