

# BOEING SERVICE BULLETIN 727-53A0233

**ALERT**

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Boeing recommends that operators use the format that follows to report the results of the inspections in this service bulletin to Boeing. Use of this standard format will result in a more rapid review and approval of the data. A Return to Service Proposal will be provided by Boeing after review of the data.

<b>INTRODUCTION</b>		
The following is a summary of the work carried out on airplane _____ as part of a return to service workpack.		
	Airplane Model:	
	Airplane Registration:	
	Airplane Variable Number:	
	Airplane Line Number:	
	Airplane Serial Number:	
	Airplane Total Hours / Flight Cycles:	
	Airplane Flight Cycles Since Scribe Line Introduction:	
<b>BACKGROUND</b>		
_____ has completed the following work on airplane _____:		
<b>INSPECTIONS:</b>		
The following inspections were completed on airplane _____:		
	Detailed Visual Inspections:	
	Skin Lap Joints:	
	Fuselage skin lap joints between STA _____ To STA _____	
	Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)	
	Action:	
	-	
	Skin Butt Joints:	
	Fuselage skin butt joints between STA _____ To STA _____	
	Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)	
	Action:	
	-	
	External Approved Repairs:	
	Fuselage skin around external approved repairs.	

## Appendix B: REPORTING TEMPLATE - AIRPLANES WITH SCRIBE LINES (SHEET 1 OF 2)

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		Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)
		Action:
		-
		External Features:
		Fuselage skin around external features.
		Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)
		Action:
		-
		Decals and Fairings:
		Fuselage skin around decals and fairings.
		Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)
		Action:
		-
		Maximum Observed Scribe Line Depth:
		The maximum scribe line depth for all locations (skin lap joints, skin butt joints, external repair doublers, external features, and decals and fairings) is _____ inches.
		Action:
		-
		NDT Inspections:
		All NDT inspections for cracks at scribe line locations have been accomplished as shown in the Accomplishment Instructions of Service Bulletin 727-53A0233.
		Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)
		Action:
		-
		-
		-
		-
		-
		-
		-

**Appendix B: REPORTING TEMPLATE - AIRPLANES WITH SCRIBE LINES  
(SHEET 2 OF 2)**

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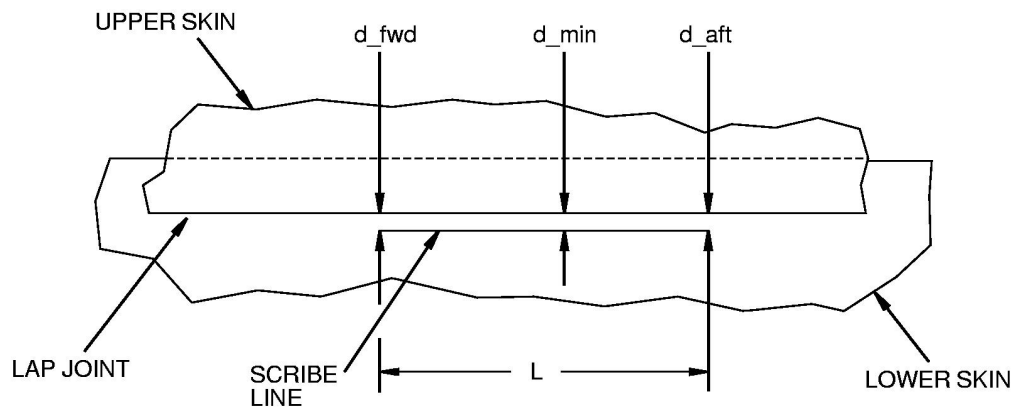


Table 1 - Skin Lap Joints

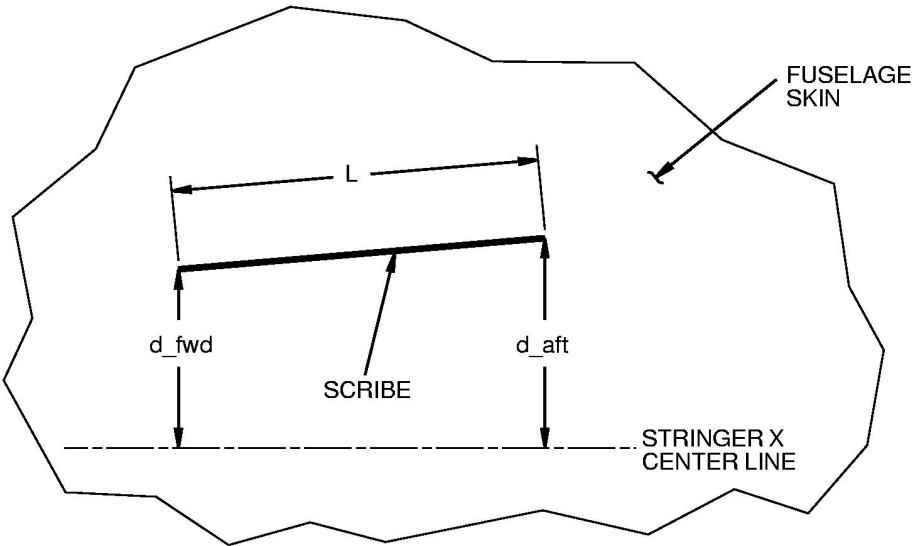
Location			Length (inches)	Distance From Lap (Inches)			Depth (inches)
Stringer	Forward Body Station	Aft Body Station	L	d_fwd (a)	d_min (b)	d_aft (c)	
S-							
S-							
S-							
S-							
S-							
S-							
(a) d_fwd = Distance from the edge of the upper skin of the forward end of the scribe line.							
(b) d_min = Minimum distance of the scribe line at any point along the entire length of the scribe line from the edge of the upper skin.							
(c) d_aft = Distance from the edge of the upper skin of the aft end of the scribe line.							

### Appendix C: AIRPLANE FUSELAGE SCRIBE LINE MARK SUMMARY TABLES (SHEET 1 OF 2)

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Table 2 - Locations other than Skin Lap Joints

Forward Body Station	Aft Body Station	Stringer	Length (inches)	Distance From Stringer (Inches)		Depth (inches)
			L	d_fwd (a)	d_aft (b)	
		S-				
		S-				
		S-				
		S-				
(a) d_fwd = Distance of the forward end of the scribe from the stringer.						
(b) d_aft = Distance of the aft end of the scribe from the stringer.						

Appendix C: AIRPLANE FUSELAGE SCRIBE LINE MARK SUMMARY TABLES  
(SHEET 2 OF 2)

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