

BOEING SERVICE BULLETIN 727-53A0233**ALERT****ALERT**

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.

INTRODUCTION

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:

BACKGROUND

_____ has completed the following work on airplane _____:

INSPECTIONS:

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)**

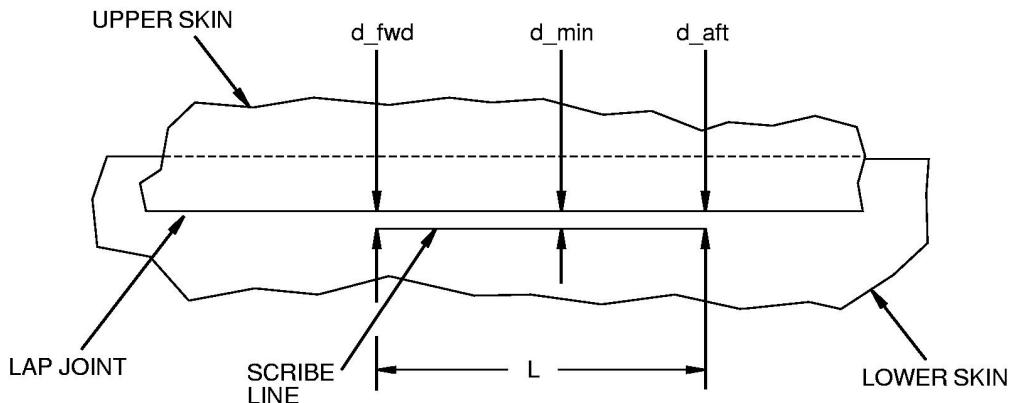
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		Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)
		Action:
		-
	External Features:	
		Fuselage skin around external features.
		Findings: (Include a detailed 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:
		-
		-
		-
		-
		-
		-
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**Appendix B: REPORTING TEMPLATE - AIRPLANES WITH SCRIBE LINES
(SHEET 2 OF 2)**

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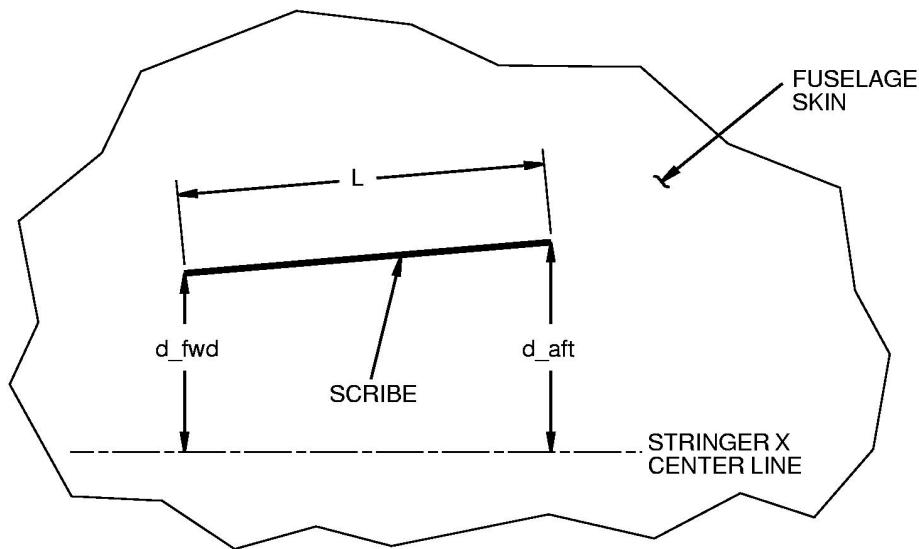
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Table 1 - Skin Lap Joints

Location			Length (inches)	Distance From Lap (Inches)			Depth (inches)
Stringer	Forward Body Station	Aft Body Station		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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