



U.S. Department
of Transportation
**Federal Aviation
Administration**

Bijlage 16

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue S.W.
Renton, Washington 98055-4056

FEB 03 1995

In Reply
Refer To: 95-120S-98

Mr. Henk N. Wolleswinkel
Director, Department of Civil Aviation
Ministry of Transport and Public Works
Aeronautical Inspection Directorate
2130 AN Hoofddorp
The Netherlands

Luchtvaartinspectie				
Class.nr.				
Ter behandeling aan:				Opbergen
Datum		15 FEB. 1995		
DLI				
<i>[Signature]</i>	16/2			

Dear Mr. Wolleswinkel:

Recommendations of Accident Investigation Board, El-Al Accident

We received a copy of your letter to Mr. John Purvis of the Boeing Company concerning the final responses to the El - Al accident recommendations. You have requested the FAA to confirm the Boeing views as expressed in the Boeing letter of July 14 and supply additional information for your final report.

The FAA concurs with the content of Boeing letters B-U01B-14845-ASI, dated July 14, 1994, and B-U01B-15118-ASI, dated February 1, 1995, and has further comments as listed below:

Recommendation 4.1

Four Boeing Alert Service Bulletins have been issued and approved by the FAA to define the strut and wing modifications for in-service airplanes. An NPRM to mandate the basic structural modification has been issued for each service bulletin. The NPRM's require incorporation of the strut and wing modification program within a compliance time of 3 to 7 years from the effective AD dates. Incorporation of the strut and wing modification on production airplanes started at line number 1047, delivered December 1994.



NPRM Docket No.	Engine Types	Fed. Reg. Publish Date	Close of Comment
94-NM-224	CF6-80C2 & PW4000	1/6/95	3/3/95
94-NM-252	RB211	2/13/95*	3/6/95
94-NM-208	JT9D-70 & CF6-45,-50	1/3/95	2/28/95
94-NM-187	JT9D-3,-7	12/21/94	2/16/95

*Projected Federal Register publication date. The NPRM is currently signed out and ready for publication.

Recommendation 4.3

Findings of the Boeing flight loads survey have been used for the design of the modified 747 strut, reassessment of the 757 and 767 strut for the Structural Inspection Program Document (SIPD), and establishing inspection intervals for Boeing Service Bulletins and Airworthiness Directives. The date for completion of the 757 and 767 strut damage tolerance reassessment is scheduled for June 1995.

Recommendation 4.4

Since the October 4, 1992, EI - AI accident, the FAA has issued numerous AD's on the 747 strut and wing backup structure to ensure the safety of the fleet. These AD's are interim action and terminate upon incorporation of the strut and wing modification program. The active AD's issued since the accident or in the NPRM phase of rulemaking are listed below.

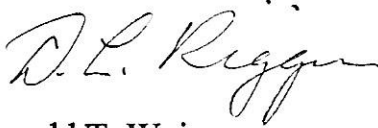
AD Number	Boeing Service Bulletin	Subject
92-24-51	747-54A2150	Inspection/Replacement of Midspar Fusepins
93-03-14	747-54A2153	Inspection/Replacement of Diagonal Brace Fusepins
93-17-07	747-54A2152	Inspection of Midspar Fitting and Springbeam Lugs
94-10-05	747-71A2269	Forward Lower Engine Mount Inspection for JT9D-3,-7 equipped airplanes
94-17-07	747-54-2160	Forward Lower Spar Web Inspection for JT9D-3,-7 equipped airplanes
94-22-08	747-54-2091 747-54-2163	Strut Skin and Internal Structure Inspection / Modification for CF6-45,-50 equipped airplanes

94-25-01	747-54A2171	Strut Spring Beam Inspection for JT9D-70 equipped airplanes
94-NM-27	747-57A2266	Wing Front Spar Web and Fastener Inspection / Modification; Model 747-100 Airplanes
94-NM-120	747-57A2259	Wing Front Spar Web and Fastener Inspection / Modification; Model 747SP Airplanes
94-NM-123	747-54A2166	Upper Link Fusepin Inspection / Replacement

Recommendation 4.5 - 4.14

The FAA has no further comment on these recommendations.

Sincerely,



for Ronald T. Wojnar
Manager, Transport Airplane Directorate
Aircraft Certification Service