

ALERT BULLETIN

AB 2007:6/3-4
3/6/07
723155

TO: Boeing Airplane Company, FAA (SEA-AEG)

INFO: FAA (AFS-230, AFS-200, AFS-300, AFS-900), AASC, AIA, ALPA, AMFA, APA, ASAP, ATA, CAPA, IAM, IATA, ICASS, IFALPA, IPA, NATA, NTSB, PAMA, SWAPA, TWU

FROM: Linda J. Connell, Director
NASA Aviation Safety Reporting System

SUBJ: B737-700/800/900 CENTER FUEL ACCESS DOOR

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS received a report from a maintenance director of quality control who expressed concern regarding the lack of a required secondary seal on the subject access doors. The reporter indicates that if the subject door developed a leak, with the extremely hot air conditioning pack located just below, a strong possibility of fire/explosion exists. The reporter suggested that while the tank access door is a different part number, the internal seal is still mounted in the door, as were earlier models of the B-737. Considering the new measures in force to make fuel tank safety a priority, the reporter claims the omission of a secondary/Mylar type seal in this critical non-vented area is a safety hazard.

(Keywords: Center Fuel Access Door)

To properly assess the usefulness of our FYI service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Harvey Hartmann or Don Purdy at (408) 541-2800 or email at hhartmann@mail.arc.nasa.gov, dpurdy@mail.arc.nasa.gov.



Aviation Safety Reporting System
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ACN: 723155

Time

Date : 200701

Day : Fri

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft / 1

Make Model : B737-800

Person / 1

Function.Oversight : Supervisor

Function.Other Personnel.Other : Quality Control

ASRS Report : 723155

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Independent Detector.Other.Other : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

I HAVE A CONCERN ABOUT THE CENTER FUEL TANK ACCESS DOOR ON THE B737-700, 800 SERIES ACFT. THIS PARTICULAR ACCESS DOOR IS LOCATED ABOVE THE AIR CONDITIONING PACK LIKE ALL GENERATION B737S. THE OLDER B737S REQUIRE THE CENTER TANK ACCESS DOOR TO BE SEALED WITH A FUEL TANK SEALANT IN ORDER TO ACT AS A SECONDARY SEAL, HOWEVER, THE NEWER 700 AND 800 SERIES DO NOT REQUIRE A SECONDARY SEAL. ALTHOUGH THE ACCESS DOOR ON THE 700 AND 800 SERIES HAS A DIFFERENT PART NUMBER THAN THE OLDER B737, THE FACT THAT IF THE DOOR DEVELOPS A LEAK WITH AN EXTREMELY HOT AIR CONDITIONING PACK LOCATED JUST BELOW, THERE IS A HIGH PROBABILITY THAT A FIRE OR EXPLOSION COULD OCCUR. IN THE WAKE OF ALL THE NEW MEASURES CURRENTLY IN FORCE TO MAKE FUEL TANK SAFETY A PRIORITY, THE OMISSION OF A SECONDARY SEAL OR MYLAR SEAL AT THIS CRITICAL NON-VENTED AREA IS IN MY OPINION AN ACCIDENT WAITING TO HAPPEN. I WOULD APPRECIATE YOUR ASSISTANCE IN THIS MATTER IN PROVIDING SOME FORM OF BACKGROUND IF THIS IS IN FACT A CORRECT PROC OR IF IT HAD JUST BEEN OVERLOOKED AND THE CONCERN I HAVE IS JUSTIFIABLE.

CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR BELIEVES THIS IS A SAFETY OF FLT ITEM. THIS LACK OF A SECONDARY SEAL ALSO APPLIES TO THE B737-700 AND 900 MODELS AND WAS MISSING FROM THE MAINT MANUAL TANK ENTRY PROC. THE RPTR BELIEVES THAT WHILE THE TANK ACCESS DOOR IS A DIFFERENT PART NUMBER, THE INTERNAL SEAL IS STILL MOUNTED IN THE DOOR THE SAME AS THE EARLY B737 ACFT. THE CONCERN OF THE RPTR IS THE NON-VENTED AREA WHERE A FUEL LEAK OR SEEP ON HOT ENG PNEUMATIC DUCTS AND PACK EQUIP COULD BE CATASTROPHIC.

Synopsis

A DIRECTOR OF QUALITY CONTROL RPTS CONCERN REGARDING A LACK OF SECONDARY SEAL FOR THE CENTER FUEL TANK ACCESS DOOR, WHICH IS LOCATED ABOVE THE LEFT PACK ON THE B737-800. THE EXTERIOR SECONDARY SEAL HAS BEEN ELIMINATED FROM THE MAINT MANUAL.