

(i) Prior to the accumulation of 6,000 total landings; or

(ii) Within 500 landings or 18 months after the effective date of this AD, whichever occurs first.

(2) For Model 707-100 and -200 series airplanes: Inspect at the later of the times specified in paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Prior to the accumulation of 6,400 total landings; or

(ii) Within 500 landings or 18 months after the effective date of this AD, whichever occurs first.

(b) For Model 720 and 720B series airplanes on which no bulb angle stiffeners have been installed in accordance with Boeing Service Bulletin 2590: Perform a visual inspection and an eddy current inspection to detect cracks in the area of the upper forward skin of the wing center section specified in paragraph b. of Part I of the Accomplishment Instructions of Boeing Service Bulletin 2590, Revision 8, dated June 2, 1972; Revision 9, dated March 14, 1975; Revision 10, dated January 31, 1991; or Revision 11, dated December 12, 1991. Perform the inspections at the later of the times specified in paragraphs (b)(1) and (b)(2) of this AD, in accordance with the procedures specified in the service bulletin. Repeat these inspections thereafter at intervals not to exceed 450 landings.

(1) Prior to the accumulation of 4,000 total landings; or

(2) Within 500 landings or 18 months after the effective date of this AD, whichever occurs first.

(c) For Model 720 and 720B, and 707-100, -200, -300, -300B, -300C, and -400 series airplanes on which bulb angle stiffeners have been installed, but on which the wing skin has not been replaced, in accordance with Boeing Service Bulletin 2590: Accomplish the inspections required by paragraph (c)(1), (c)(2), or (c)(3) of this AD, as applicable, in accordance with Boeing Service Bulletin 2590, Revision 11, dated December 12, 1991. Repeat these inspections thereafter at intervals not to exceed 1,000 landings.

**Note 2:** Revision 11 of Boeing Service Bulletin 2590 is part of Boeing Service Bulletins 3484 (for Model 707-100 and -200 series airplanes), 3485 (for Model 720 and 720B series airplanes), and 3486 (for Model 707-300, -300B, -300C, and -400 series airplanes), all dated December 12, 1991. Boeing Service Bulletin 2590 references these service bulletins as additional sources of service information concerning accomplishment of the inspections required by paragraph (c) of this AD.

(1) For Model 720 and 720B series airplanes: Perform a visual and an eddy current inspection to detect cracks in the areas of the upper forward skin of the wing center section specified on pages 34 and 35 of Boeing Service Bulletin 3485, dated December 12, 1991, at the later of the times specified in paragraphs (c)(1)(i) and (c)(1)(ii) of this AD.

(i) Prior to the accumulation of 2,200 landings after installation of the bulb angle stiffeners; or

(ii) Within 500 landings or 18 months after the effective date of this AD, whichever occurs first.

(2) For Model 707-300, -300B, -300C, and -400 series airplanes: Perform a visual and an eddy current inspection to detect cracks in the areas of the upper forward skin of the wing center section specified on page 55 of Boeing Service Bulletin 3486, dated December 12, 1991, at the later of the times specified in paragraphs (c)(2)(i) and (c)(2)(ii) of this AD.

(i) Prior to the accumulation of 2,200 landings after installation of the bulb angle stiffeners; or

(ii) Within 500 landings or 18 months after the effective date of this AD, whichever occurs first.

(3) For Model 707-100 and -200 series airplanes: Perform a visual and an eddy current inspection to detect cracks in the areas of the upper forward skin of the wing center section specified on pages 37 and 38 of Boeing Service Bulletin 3484, dated December 12, 1991, at the later of the times specified in paragraphs (c)(3)(i) and (c)(3)(ii) of this AD.

(i) Prior to the accumulation of 2,200 landings after installation of the bulb angle stiffeners; or

(ii) Within 500 landings or 18 months after the effective date of this AD, whichever occurs first.

(d) If any crack is found during any inspection required by paragraph (a), (b), or (c) of this AD, prior to further flight, repair in accordance with Part II of the Accomplishment Instructions of Boeing Service Bulletin 2590, Revision 7, dated September 22, 1969; Revision 8, dated June 2, 1972; Revision 9, dated March 14, 1975; Revision 10, dated January 31, 1991; or Revision 11, dated December 12, 1991.

(e) For Model 707 series airplanes: Accomplishment of the "Reinforcing Stiffener Installation and Skin Panel Replacement" in accordance with Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 2590, Revision 6, dated July 8, 1968; Boeing Service Bulletin 2590, Revision 7, dated September 22, 1969, Revision 8, dated June 2, 1972, Revision 9, dated March 14, 1975, Revision 10, dated January 31, 1991, or Revision 11, dated December 12, 1991; constitutes terminating action for the inspections required by paragraphs (a), (b), and (c) of this AD. Accomplishment of the reinforcement and replacement in accordance with Boeing Alert Service Bulletin 2590, Revision 5, dated September 20, 1967, also is considered acceptable for compliance with paragraph (e) of this AD provided that the forward skin panel also is replaced in accordance with that service bulletin.

(f) For Model 720 series airplanes: Accomplishment of the "Reinforcing Stiffener Installation and Skin Panel

Replacement" in accordance with Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 2590, Revision 6, dated July 8, 1968; Boeing Service Bulletin 2590, Revision 7, dated September 22, 1969, Revision 8, dated June 2, 1972, Revision 9, dated March 14, 1975, Revision 10, dated January 31, 1991, or Revision 11, dated December 12, 1991; constitutes terminating action for the inspections required by paragraphs (a), (b), and (c) of this AD.

Accomplishment of the reinforcement and replacement in accordance with Boeing Alert Service Bulletin 2590, Revision 4, dated May 26, 1967, or Revision 5, dated September 20, 1967, also is considered acceptable for compliance with paragraph (f) of this AD provided that the forward skin panel also is replaced in accordance with that service bulletin.

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(i) The actions shall be done in accordance with the following service documents:

Boeing Alert Service Bulletin 2590, Revision 4, dated May 26, 1967;  
Boeing Alert Service Bulletin 2590, Revision 5, dated September 20, 1967;  
Boeing Alert Service Bulletin 2590, Revision 6, dated July 8, 1968;  
Boeing Service Bulletin 2590, Revision 7, dated September 22, 1969;  
Boeing Service Bulletin 2590, Revision 8, dated June 2, 1972;  
Boeing Service Bulletin 2590, Revision 9, dated March 14, 1975;  
Boeing Service Bulletin 2590, Revision 10, dated January 31, 1991;  
Boeing Service Bulletin 2590, Revision 11, dated December 12, 1991;  
Pages 37 and 38 of Boeing Service Bulletin 3484, dated December 12, 1991;  
Pages 34 and 35 of Boeing Service Bulletin 3485, dated December 12, 1991; and  
Pages 55 and 56 of Boeing Service Bulletin 3486, dated December 12, 1991.

Boeing Alert Service Bulletin 2590, Revision 6, dated July 8, 1968, contains the following specified effective pages: