

THE BOEING COMPANY
C/O TRANS WORLD AIRLINES
ROOM 1-485 MCI
P. O. BOX 20126
KANSAS CITY MO 64195
ATTN J. CONNELL - CUSTOMER SERVICES DIVISION

FEB 05 1996

FROM BOECOM AT
TELEX 32-9430 STA 617 OR SITA SEAB07X OR FAX 206-544-9084

TWA-MCI-96-0012RR 02 FEB 96

~~ATA 2000-00 MODEL ALL~~~~STANDARD PRACTICES - EXTERIOR FINISHES - REMOVAL PROCESS~~

REF /A/ TWA-MCI-96-0015TR

/B/ SAE MA4872 "IATA GUIDELINES FOR EVALUATION OF AIRCRAFT
PAINT STRIPPING MATERIALS AND PROCESSES"/C/ D6-55564 REQUIREMENTS OF ALTERNATIVE PAINT STRIPPING
PROCESSES

IN THE REF /A/ TELEX, TWA ADVISED THAT THEY WERE CONSIDERING THE
USE OF THE MCDONNELL DOUGLAS "FLASHJET" PAINT STRIPPING PROCESS
AND REQUESTED A "NO TECHNICAL OBJECTION" FROM BOEING.

IT IS OUR RECOMMENDATION THAT ANY PROCESS USED TO STRIP PAINT
FROM BOEING AIRPLANES MEETS THE REQUIREMENTS OF EITHER THE REF
/B/ OR /C/ DOCUMENTS. AS TWA INDICATED, THE "FLASHJET SYSTEM"
REPORTEDLY MEETS THE REQUIREMENTS OF REF /B/. HOWEVER, WE CANNOT
PROVIDE CONFIRMATION OF THIS REPORT WITHOUT ACTUALLY PERFORMING
THE TESTING. WE, THEREFORE, CANNOT PROVIDE A "NO TECHNICAL
OBJECTION" TO ITS USE AS THAT WOULD IMPLY THAT THIS PROCESS HAS
BEEN EVALUATED AND APPROVED BY BOEING.

HOWEVER, WE HAVE NO OBJECTION TO TWA USING ANY PROCESS WHICH
MEETS REF /B/ OR /C/ REQUIREMENTS. THESE DOCUMENTS WERE
DEVELOPED TO FACILITATE THE USERS AND THEIR VENDORS IN THEIR
DECISION ON WHETHER A PROCESS WAS ACCEPTABLE FOR USE ON AIRPLANE
STRUCTURE. THE DETERMINATION THAT A PROCESS MEETS THESE
REQUIREMENTS IS THE USERS RESPONSIBILITY.

PLEASE ADVISE IF FURTHER INFORMATION IS REQUIRED.

SULLIVAN/DUYUNGAN/MIKE DIDONATO
CUSTOMER SERVICES DIVISION
BOEINGAIR M-7272 2H-95
/VNB

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