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29 July 1993  
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 9-51-30-0  
 10-51-30-10  
 11-51-22-00

AOL 8-1179  
 AOL 9-2380  
 AOL 10-2141  
 AOL 11-219

To: All DC-8, DC-9, MD-80, DC-10 and MD-11 Operators

Subject: XENON FLASHLAMP/CO<sub>2</sub> PAINT REMOVAL PROCESS (FLASHJET)

Applicable To: All DC-8, DC-9, C-9, MD-80, DC-10, KC-10A and MD-11 Aircraft

Reference: (a) Douglas Customer Service Document (CSD) Number 5, dated 8 April 1993  
 (b) Douglas Aircraft Report Number 93K0296, Revision A, Section 2, dated 10 March 1993

**REASON**

A NEW PAINT STRIPPING PROCESS HAS BEEN DEVELOPED JOINTLY BY MCDONNELL DOUGLAS AEROSPACE, MAXWELL LABORATORIES, INC., AND COLD JET, INC.

The new process was developed as a result of stringent environmental regulations and the escalating costs and difficulty associated with large quantities of liquid and solid hazardous waste disposal. Many operators have requested alternatives to chemical stripping and impingement media paint removal of organic coatings.

The Douglas Aircraft Company has approved the use of the new FLASHJET coatings removal process for use on metallic and non-metallic surfaces, when performed per the established processes.

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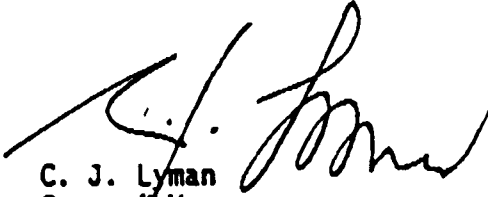
The Federal Aviation Administration (FAA) has reviewed the reference (b) report and found the FLASHJET process acceptable for aircraft paint stripping. Domestic operators may obtain FAA approval to use the process by submitting their detailed final procedure to their local cognizant regulatory agency (Principal Maintenance Inspector). Foreign operators may obtain regulatory approval to use the process by submitting their final procedures to their cognizant regulatory agency as appropriate. The final procedure must include, but not be limited to, detail procedures for each part of each type of aircraft, training and qualification of personnel to use the process, quality control, preparation of the aircraft such as masking and protection of vital systems, etc.

The enclosed reference (a) CSD provides instructions and criteria for operator's qualification, materials testing and process restrictions.

Chapter 51 of the Structural Repair Manual (SRM) for each model jet transport is being revised to incorporate basic description and operation information for the FLASHJET process. The SRM revisions are scheduled to be issued during the Fourth Quarter 1993.

Should additional information be required, please submit your inquiries through your local Douglas Field Service Representative or to Product Support, Attention: Technical Services, Structures, Douglas Aircraft Company, P. O. Box 1771, Long Beach, CA 90801; SITA: TOAMD7X, ARINC: LAXMDCR, Telex: 674357, FAX: (310) 593-7710, or call (310) 593-8114.

THIS AOL IS FOR ADVISORY PURPOSES ONLY. NO FAA APPROVAL IS REQUIRED.

  
C. J. Lyman  
General Manager  
Technical Services  
Product Support

EHH:ad  
(NAA)  
Enclosure: Noted