D6-35022-1



THE BOEING COMPANY COMMERCIAL AVIATION SERVICES MAINTENANCE PROGRAMS ENGINEERING

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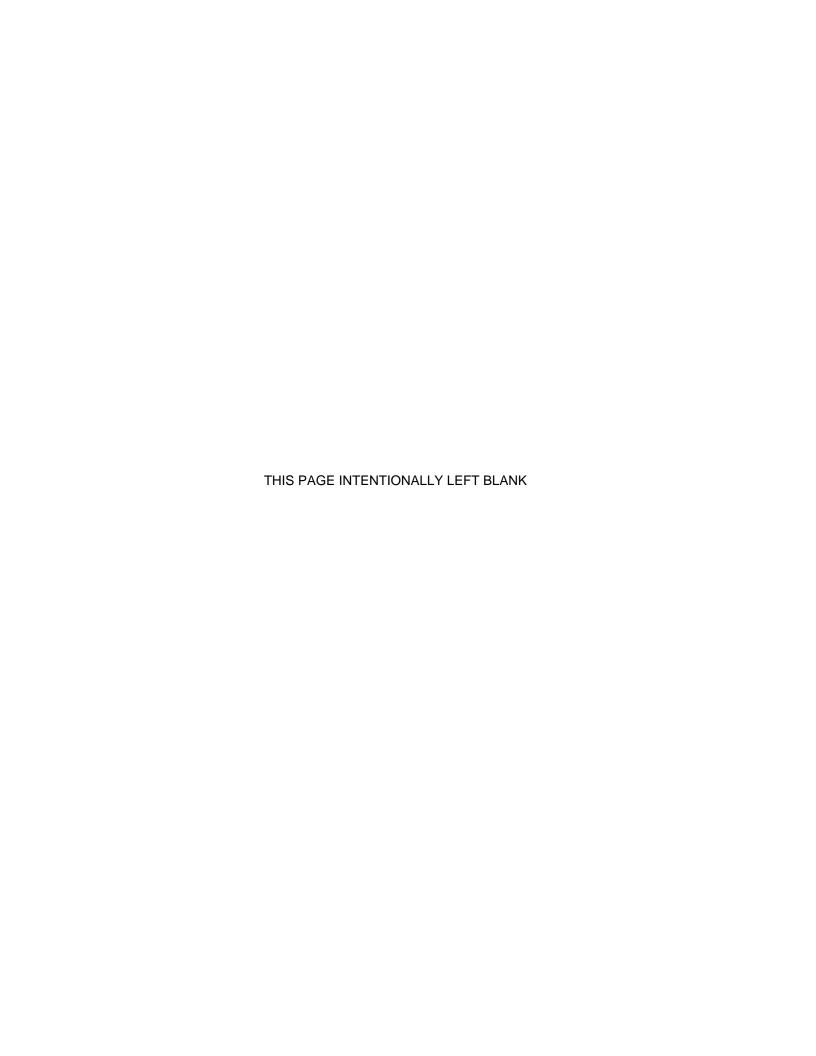
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1.0	2	BLANK	F-19	5	MAY 2008	F-39	4	NOV 2015	F-101	3	MAY 2008
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2.0	2	BLANK	F-19	7	MAY 2008	F-41	2	NOV 2015	F-101	5	MAY 2008
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6.0	2	BLANK	F-24	3	MAY 2008	F-49	10	BLANK	F-103	11	MAY 2008
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8.0	2	NOV 2015	F-25	1	MAY 2008	F-51	4	BLANK	F-104	3	MAY 2008
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8.1	2	NOV 2015	F-25	3	NOV 2015	F-95	2	NOV 2015	F-105	1	MAY 2008
8.1	3	MAY 2008	F-25	4	NOV 2015	F-95	3	MAY 2008	F-105	2	NOV 2015
8.1	4	BLANK	F-25	5	NOV 2015	F-95	4	BLANK	F-105	3	MAY 2008
W-16	1	MAY 2008	F-25	6	NOV 2015	F-96	1	MAY 2008	F-105	4	BLANK
W-16	2	NOV 2015	F-25	7	MAY 2008	F-96	2	NOV 2015	F-24	1	MAY 2008
W-16	3	MAY 2008	F-25	8	MAY 2008	F-96	3	MAY 2008	F-24	2	NOV 2015
W-16	4	BLANK	F-25	9	MAY 2008	F-96	4	MAY 2008	F-24	3	NOV 2015
8.2	1	NOV 2015	F-25	10	MAY 2008	F-96	5	MAY 2008	F-24	4	MAY 2008
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F-9	3	MAY 2008	F-26	8	MAY 2008	F-98	1	MAY 2008	F-109	2	NOV 2015
F-9	4	BLANK	F-29	1	MAY 2008	F-98	2	NOV 2015	F-109	3	MAY 2008
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F-11	3	MAY 2008	F-29	4	MAY 2008	F-99	1	MAY 2008	F-110	2	NOV 2015
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F-110	4	MAY 2008	E-37	5	MAY 2008	F-25B	4	MAY 2008	F-105B	1	MAY 2008
F-110	5	MAY 2008	E-37	6	BLANK	F-25B	5	MAY 2008	F-105B	2	BLANK
F-110	6	MAY 2008	E-38	1	MAY 2008	F-25B	6	MAY 2008	F-106B	1	MAY 2008
F-111	1	MAY 2008	E-38	2	NOV 2015	F-25B	7	MAY 2008	F-106B	2	MAY 2008
F-111	2	NOV 2015	E-38	3	MAY 2008	F-25B	8	MAY 2008	F-106B	3	MAY 2008
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F-111	4	MAY 2008	E-39	1	MAY 2008	F-25B	2	MAY 2008	F-106B	1	MAY 2008
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8.3	2	MAY 2008	E-39	3	NOV 2015	F-25B	4	MAY 2008	F-109B	1	MAY 2008
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8.3	4	BLANK	E-39	5	MAY 2008	F-29B	2	MAY 2008	F-111B	1	MAY 2008
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E-31	2	NOV 2015	E-39	7	MAY 2008	F-30B	2	BLANK	E-31B	1	MAY 2008
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E-32	6	MAY 2008	E-46	3	MAY 2008	F-49B	4	MAY 2008	E-33B	1	MAY 2008
E-32	7	MAY 2008	E-46	4	BLANK	F-49B	5	MAY 2008	E-33B	2	MAY 2008
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E-33	2	NOV 2015	E-47	3	MAY 2008	F-51B	2	BLANK	E-33B	5	MAY 2008
E-33	3	MAY 2008	E-47	4	BLANK	F-95B	1	MAY 2008	E-33B	6	BLANK
E-33	4	MAY 2008	9.0	1	NOV 2015	F-95B	2	BLANK	E-34B	1	MAY 2008
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E-33	7	MAY 2008	10.0	2	BLANK	F-96B	3	MAY 2008	E-34B	4	MAY 2008
E-33	8	MAY 2008	11.0	1	NOV 2015	F-96B	4	MAY 2008	E-35B	1	MAY 2008
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E-34	3	NOV 2015	W-16B	2	BLANK	F-97B	1	NOV 2015	E-35B	4	BLANK
E-34	4	MAY 2008	F-9B	1	MAY 2008	F-97B	2	MAY 2008	E-36B	1	MAY 2008
E-34	5	MAY 2008	F-9B	2	BLANK	F-97B	3	MAY 2008	E-36B	2	BLANK
E-34	6	MAY 2008	F-11B	1	MAY 2008	F-97B	4	BLANK	E-37B	1	MAY 2008
E-34	7	MAY 2008	F-11B	2	BLANK	F-98B	1	MAY 2008	E-37B	2	MAY 2008
E-34	8	BLANK	F-16B	1	MAY 2008	F-98B	2	BLANK	E-37B	3	MAY 2008
E-35	1	MAY 2008	F-16B	2	MAY 2008	F-99B	1	MAY 2008	E-37B	4	BLANK
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E-36	4	BLANK	F-24B	1	MAY 2008	F-103B	4	MAY 2008	E-46B	1	MAY 2008
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E-37	2	NOV 2015	F-25B	1	MAY 2008	F-103B	6	BLANK	E-47B	1	MAY 2008
E-37	3	MAY 2008	F-25B	2	MAY 2008	F-104B	1	MAY 2008	E-47B	2	BLANK



REVISION HIGHLIGHTS

REV SYM	DESCRIPTION	DATE	APPROVAL
O/R	Original Release	5/2008	W. Lindholm
JAN 2010	Revised Section 1 by updating the chart information on Page 1.0.1 to reflect the current information for the Airworthiness Directive and Approval Date for this appendix.		R. Geving
	Revised Section 3.1 by incorporating the following changes:		
	Revised the initial inspection threshold for SSI Number F-110 to 20,000 flight cycles.		
	Added Flag Note [3] to SSI Numbers F-6, F-9, F-11, F-19, F-20, F-24, F-26, F-29, F-39, F-41, F-49, F-51, F-96, F-97, F-98, F-103, F-106, F-108, F-111, and E-47.		
NOV 2015	This revision constitutes major changes as follows:	11/2015	J. Radtke
	 Section 1.0 through 11.0 were revised to be consistent with 747 SSID Revision H. 		
	Flagnote 3 (operation limit) in Section 3.1 and 3.2 was removed due to publication of revised and added NDT procedures.		
	 Section 8.0.2 (NDT procedures) was removed because NDT procedures were incorporated into NDT Manual D6-7170. 		
	Specific changes are as follows:		
	Revised the references to the 747-400 Supplemental Structural Inspection Document throughout this appendix by replacing "747-400" with "747" to reflect the actual title of the document.		
	Revised the table of Inspection Instructions for each SSI item by deleting the Reference columns, as this information is included in the cross-reference matrix located in 747 SSID, D6-35022, in the beginning of every major section.		
	Revised Section 1.0 Purpose, step 1 to add AD 2004-07-22 R1 for Appendix A Rev 1 and for D6-35022 rev H.		
	Added a note [2] "Contains SSIs for LCF only".		
	Revised step 5 to reference thresholds listed in section 3.		
	Revised Section 3.0 Implementation statement referencing "supplemental inspection programs" to "Supplemental Structural Inspection Programs (SSIPs)" and to include recommendations for inspection incorporation into an operators maintenance program.		
	Removed flagnote 3 from Section 3.1 and 3.2.		
	Revised initial inspection threshold (flight hours) for the wing items.		
	Added a note for Strut SSIs in the repeat inspections.		
	Added a foot note 1 to account for known cracking.		
	Added new section for "Removable Structural Components".		
	Revised section 3.1 Initial Inspection (Thresholds) - Fuselage to add F-2 in the table for Fuselage Bulkhead BS 260.		
	(Continued on next page)		



REV SYM	DESCRIPTION	DATE	APPROVAL	
NOV 2015, Continued	Revised section 3.3 Inspection Interval Limits verbiage to remove the MPD references and replaced with the correct MRBR references. Added 2D-check (12,000 flight cycles) interval from MPD, Section 9.		nued from ous page	
	Revised section 8.0 SSI Inspection Options with Example DTR Check Forms, Phased paragraph to "Phased or Sample inspection programs are obsolete per AD 2004-07-22 R1".			
	Revised "MPD, as referenced in Section 10" to "Maintenance Planning Document (MPD) D621U400, as referenced in Appendix A".			
	Deleted Section 8.0.2 NDT Inspection Procedures due to publication of listed NDT procedures.			
	Revised Section 8.1 Wing SSI Information table for W-2 DTR check form from W-2 to A and B.			
	Added DTR check form W-16AA.			
	Revised applicability for W-43C.			
	Added SSIs, W-45 Wing Main Landing Gear Beam and W-46 Wing Inboard Flap Track #4 and #5. Forward attach support fittings (Light and Heavy Weights).			
	Added the note to account for Flight Length Sensitive (FLS) requirements.			
	Revised the table of Inspection Instructions for each SSI item by deleting the Reference columns, as this information is included in the cross-reference matrix located in 747 SSID, D6-35022, in the beginning of every major section.			
	The following changes were made to the table of Fuselage SSI/DTR Forms in Section 8.2:			
	Revised F-1 DTR check form from F-1 to A and B.			
	Added new SSI, F-2 Fuselage Bulkhead, BS 260 Nose Gear Wheel Well.			
	Added DTR check forms, F-6F and G. (Not applicable to LCF.)			
	Revised DTR check forms for F-19 and F-20. (Not applicable to LCF.)			
	Added DTR check forms, F-31C and D. (Not applicable to LCF.)			
	Added new SSI, F-32 Lower Lobe Bulk Cargo Doors. (Not applicable to LCF.)			
	Revised F-37 DTR check form from F-37 to A thru C. (Not applicable to LCF.)			
	Revised F-64 DTR check form title to include "and Cutouts" and revised DTR check form from A - E to A - O. (Not applicable to LCF.)			
	Revised F-65 DTR check form from A & B to A - D. (Not applicable to LCF.)			
	Added new SSI, F-66 Underwing Longeron Fitting at Body Station 990 and F-67 Fuselage Skin at Underwing Longeron Fittings. (Not applicable to LCF.)			
	Revised F-19UU Inspection Options to list the correct NDT Manual references and the notes for II.(1) and (2).			
	Revised F-20 Inspection Options to list the correct NDT Manual references for F-20MM I. (1).			
	Revised F-24AA Inspection Options I. (2) to list the correct NDT Manual references.			
	Revised F-25HH Inspection Options II.(3) from "outer skin" to "inner skin".			
	Revised F-25QQ Inspection Options VI.(1) from "lower fastener" to "upper fastener".			
	Revised F-25RR Inspection Options VII.(1) from "lower fastener" to "upper fastener".			
	(Continued on next page)			



REV SYM	DESCRIPTION	DATE	APPROVAL	
NOV 2015, Continued	Revised F-25SS Inspection Options VIII by adding "S-19 and" to the inspection statement and revised VIII.(3) from "Outer Skin" to "Inner Skin".	Continued from previous page		
	Revised F-29BB Inspection Options II. (1) to list the correct NDT Manual references. Revised F-39II Inspection Options II from "hinge fittings" to "hinge fairings" and revised II.(1) from "fittings" to "fairings".			
	Revised DTR check form F-39HH to add a note (1) to be consistent with 747 SSID, D6-35022, Rev H, F-39C form.			
	Revised DTR check form F-39II SSI location title from "hinge fittings" to "hinge fairings".			
	Revised F-103B Inspection Options II.(1) from "forward row" to "aft row".			
	Revised F-103D Inspection Options IV.(1) from "forward row" to "aft row".			
	Revised F-106D Inspection Options IV.(2) from "Direction 1" to Direction 2".			
	Revised F-108A Inspection Options I.(3) from "HFEC" to "LFEC" and corrected the NDT Manual references to reflect "53-30-00, Procedure 5".			
	Revised F-108B Inspection Options II.(2) to list the correct NDT Manual reference.			
	Revised F-110C Inspection Options III to include "BS" in front of 2053.			
	Revised E-32B Inspection Options II.(1) Zone(s) to reflect the correct zones for the 747-400.			
	Revised E-32E Inspection Options V by deleting "BL 43.5" from the inspection statement and revised V.(1) Zone(s) by deleting 333 and 343.			
	Revised E-34B Inspection Options II.(2) from "External" to "Internal".			
	Revised E-37A Inspection Options I.(1) Hinge Pin from "(Internal)" to "(Internal and (External)" and clarified instructions. Revised Access to delete AMM reference.			
	Revised E-39 Illustration to clarify the inspection area.			
	Revised E-46 Illustration by changing the "S-1" callout to "REAR SPAR".			
	Revised E-47 Illustration by changing the "S-1" callout to "REAR SPAR", E-47 Inspection Options I.(1) to list the correct NDT Manual references, and E-47 Inspection Options I.(3) from "chord" to "stringer".			
	Revised Section 10.1 Airplane Zone Diagrams and 10.2 Airplane Access Panels statement on how to obtain a hard copy and added "D6-35022" for the specific referenced document to Sections 10.3, 10.4 and 10.5.			
	"Revised Section 11.0 Blank Damage Tolerance Rating (DTR) Check Forms to delete the reference to 747-400 SSID and reference 747 SSID.			
	Added Section 11.0.1 Table of Contents.			
	Revised NOTES 1: Changed "active pages" to "effective pages, see LOP Section." and deleted "Volume 1".			
	Added Notes 3. through 5. and new section 11.0.2 Interval Conversion Factor.			
	Revised DTR check form F-39HH to add a note (1) to be consistent with 747 SSID, D6-35022, Rev H, F-39C form.			
	Revised DTR check form F-39II SSI location title from "hinge fittings" to "hinge fairings".			
	Revised DTR check form F-97A "Total DTR" box to be consistent with the standard "blank" format of section 11.			





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1.0 PURPOSE

The purpose of the Supplemental Structural Inspection Program is to ensure continuing structural airworthiness of 747 airplanes with a high number of flight cycles in accordance with the requirements of 14 CFR Part 25.571 and the guidance in FAA AC 91-56B. This document is an appendix to the 747 Supplemental Structural Inspection Document (SSID), D6-35022 and includes the SSIs that are only applicable to the 747-400 Large Cargo Freighter (LCF). Where applicable, references to the 747-400 SSID will be indicated in this document. This FAA approved document provides operators with data to be used in evaluating and supplementing their existing structural inspection program.

It is important to realize that:

1. Airworthiness Directives (ADs) have been issued by the FAA, requiring implementation of a Supplemental Structural Inspection Program in accordance with this document and subsequent revisions for Model 747 Series listed in Section 3.0.

SSID REVISION	AD	EFFECTIVE DATE
D6-35022 Rev. G	2004-07-22 R1	January 22, 2008
D6-35022 Rev. H	[1]	[1]
D6-35022-1 Appendix A Original [2]	2004-07-22 R1	January 22, 2008
D6-35022-1 Appendix A Rev. A [2]	[1]	[1]

^[1] AD not released at printing of SSID revision.

- 2. This document identifies Structural Significant Items (SSIs) having fatigue crack growth characteristics warranting special attention and requiring inspection to ensure timely detection of damage.
- 3. The inspection requirements defined by this document are based on the premise that operators are applying and will continue to apply an approved structural inspection program for identification of cracks, corrosion and other forms of damage on their 747 airplanes.
- 4. Supplemental inspection requirements resulting from this document should be accomplished in conjunction with, but not as a substitute for the existing approved structural inspection program.
- 5. Each operator with an aircraft approaching the threshold listed in Section 3.0 should revise their existing approved maintenance program to include the data contained in this document. The procedure for achieving this will vary due to the differences that exist in operator maintenance programs, operating environments and fleet modification status.
- 6. MPD references have only been included for the purpose of relating each SSI to a general structural area(s).

^[2] Contains SSIs for LCF only.





2.0 INTRODUCTION

Please refer to the 747 Supplemental Structural Inspection Document, D6-35022, for all of Section 2.0.







3.0 IMPLEMENTATION

Airplanes with the highest number of flight cycles are most likely to experience initial fatigue cracking in the fleet. Therefore, Supplemental Structural Inspection Programs (SSIPs) for these airplanes, coupled with the reporting of discrepancies found and where necessary, follow-up action, will maintain structural airworthiness in the total fleet if fatigue cracking should occur. To maintain adequate fleet surveillance, each operator with airplanes approaching the initial inspection threshold listed below must provide for those airplanes a SSIP which meets the requirements established by this document.

This document is effective for 747-400 airplanes modified to the 747-400 Large Cargo Freighter (LCF) configuration. Because the stress environment changed for some SSIs when the airplanes were modified to the 747-400 LCF configuration, the thresholds were established based on the number of flight cycles that the airplane had when it was modified. Where applicable, the thresholds based on the number of flight cycles when modified to the 747-400 LCF configuration are shown in the tables in Sections 3.1 and 3.2.

Boeing recommends inspection of all Structural Significant Items (SSIs) listed in this document be incorporated into the airline's scheduled maintenance program prior to the given threshold:

Initial Inspection (Threshold)

- For all Wing items^[1]: No later than 20,000 total accumulated flight cycles or 115,000 total accumulated flight hours, whichever comes first.
- For all other items^[1]: No later than 20,000 total accumulated flight cycles or the initial inspection (thresholds) shown in the tables in Sections 3.1 and 3.2, whichever comes first.

Repeat Inspections

At intervals in accordance with the applicable Damage Tolerance Rating (DTR) Check Forms as defined in Sections 8.1, 8.2, and 8.3 of this appendix (for all Strut SSIs, refer to the 747 SSID, D6-35022). Application of the DTR system is discussed further in Sections 5.0 and 7.0 of this appendix.

Airplane Identification

			SERIAL		AT TIME OF MODIFICATION		
	VAR EFF	BASIC	NUMBER	LINE NO.	CYCLES	HOURS	
1	RT876	R2546	25879	904	8,266	28,105	
2	RT632	R2448	24310	778	12,825	64,802	
3	RT631	R2440	24309	766	12,945	64,896	
4	RT743	R2570	27042	932	7,854	59,483	

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^[1] With some SSI inspections addressing known cracking, the Inspection Threshold cannot be escalated without accounting for the areas of known cracking.



Removable Structural Components

Initial inspection (threshold) and intervals are measured in flight cycles or flight hours that a particular SSI detail has accumulated regardless of what the airframe as a whole has accumulated. Most SSI details have never been replaced and therefore have accumulated the same flight cycles and flight hours as the airframe. Some SSI details are replaced, such as when installing Removable Structural Components (repairable/rotable/expendables) or installing used structural parts as a repair. In these cases the SSI details have accumulated flight cycles and flight hours that may be different than the airframe. The operator must account for this in determining when inspections must be done.

Although intended for repairs, FAA AC 120-93, Appendix 7 provides a method for determining the age of a Removable Structural Component which may be applied to the baseline structure.



3.1 Initial Inspection (Thresholds) – Fuselage

All Fuselage SSIs that are applicable to the 747-400 LCF are listed below.

SSI NUMBER	TITLE	INITIAL INSPECTION (THRESHOLD) [TOTAL ACCUMULATED FLIGHT CYCLES]
F-1	FORWARD BULKHEAD AT BS 140	20,000
F-2	FUSELAGE BULKHEAD - BS 260 (NOSE GEAR WHEEL WELL)	20,000
F-4	FUSELAGE BULKHEAD - BS 400 (NOSE GEAR WHEEL WELL)	20,000
F-6	FUSELAGE BULKHEAD - BS 1000	20,000
F-9	FUSELAGE BULKHEAD AT BS 1240	20,000
F-11	FUSELAGE BULKHEAD AT BS 1480	20,000
F-16	FUSELAGE OVERWING LONGERON	20,000
F-17	CREW CAB WINDOW POSTS, SILLS AND SKINS	20,000
F-19	UPPER DECK FLOOR BEAMS AND TENSION TIES	20,000
F-20	UPPER DECK FLOOR CUTOUTS	20,000
F-21	FUSELAGE SLAB-SIDED SKIN AND FRAMES	11,500 ^[1] 15,500 ^[2]
F-24	FUSELAGE BILGE SKINS AND FRAMES	14,500 ^[1] 16,500 ^[2]
F-25	FUSELAGE SKIN LONGITUDINAL LAP SPLICES	17,000 ^[1] 18,000 ^[2]
F-26	SKIN STRINGER CIRCUMFERENTIAL SPLICES	20,000
F-28	PASSENGER CABIN WINDOW CUTOUTS	20,000
F-29	MAIN DECK FLOOR BEAMS	17,500 ^[1] 18,500 ^[2]
F-30	FUSELAGE SKIN-TO-STRINGER ATTACHMENT - BS 2360	13,500 ^[1] 15,500 ^[2]
F-31	LOWER LOBE CARGO DOORS	20,000
F-39	FUSELAGE LOWER LOBE CARGO DOOR CUTOUTS	20,000
F-41	MAIN DECK ENTRY DOOR CUTOUTS	13,500 ^[1] 16,000 ^[2]
F-43	EMERGENCY EXIT DOOR CUTOUTS	20,000
F-46	JACKSCREW SUPPORT STRUCTURE	20,000
F-49	SECTION 48 BS 2598 BULKHEAD	13,500 ^[1] 16,000 ^[2]



SSI NUMBER	TITLE	INITIAL INSPECTION (THRESHOLD) [TOTAL ACCUMULATED FLIGHT CYCLES]
F-51	SECTION 48 LONGERON SKIN SPLICE BS 2598	13,500 ^[1] 16,000 ^[2]
F-95	SECTION 48 TORQUE BOX SHEAR DECK	13,500 ^[1] 16,000 ^[2]
F-96	FIN SUPPORT BULKHEAD, WEBS AND CHORDS	20,000
F-97	FUSELAGE BULKHEAD, BS 1140	20,000
F-98	STUB FRAMES OVERWING CENTER SECTION	20,000
F-99	ELECTRONIC AND EQUIPMENT ACCESS DOOR CUTOUTS	15,500 ^[1] 17,500 ^[2]
F-100	SWING ZONE HINGE PIN AND SUPPORT STRUCTURE	20,000
F-101	SWING ZONE LATCH PIN AND SUPPORT STRUCTURE	20,000
F-103	FUSELAGE SKIN REINFORCEMENT – BULKHEAD BS 532	20,000
F-104	FUSELAGE BULKHEAD AT BS 532	20,000
F-105	FUSELAGE SKIN EXTERNAL FITTINGS – BULKHEAD BS 532	20,000
F-106	FIN SUPPORT BULKHEADS AT FIN SUPPORT FITTINGS	20,000
F-108	FUSELAGE SKIN WITH DOUBLERS	20,000
F-109	FUSELAGE SKIN LONGITUDINAL BUTT SPLICES	20,000
F-110	CARGO RAILS	20,000
F-111	SECTION 41 VALVE SKIN CUTOUTS	20,000

^[1] Initial inspection (threshold) applicable to airplanes identified in Section 3.0 that had 7,500 - 12,400 total flight cycles at time of modification to the 747-400 LCF configuration.

^[2] Initial inspection (threshold) applicable to airplanes identified in Section 3.0 that had 12,400 - 13,500 total flight cycles at time of modification to the 747-400 LCF configuration.



3.2 Initial Inspection (Thresholds) - Empennage

All Empennage SSIs that are applicable to the 747-400 LCF are listed below.

SSI NUMBER	TITLE	INITIAL INSPECTION (THRESHOLD) [TOTAL ACCUMULATED FLIGHT CYCLES]
E-14	VERTICAL FIN FRONT SPAR CHORD, SKIN AND WEB	14,500 ^[1] 16,500 ^[2]
E-15	VERTICAL FIN REAR SPAR CHORD, SKIN AND WEB	14,500 ^[1] 16,500 ^[2]
E-18	VERTICAL FIN TYPICAL RIBS	14,500 ^[1] 16,500 ^[2]
E-19	VERTICAL FIN FORWARD TORQUE BOX SKIN	14,500 ^[1] 16,500 ^[2]
E-31	JACKSCREW ATTACHMENT STRUCTURE	14,500 ^[1] 16,500 ^[2]
E-32	HORIZONTAL STABILIZER FRONT SPAR UPPER SURFACE CHORD, SKIN AND WEB	14,500 ^[1] 16,500 ^[2]
E-33	HORIZONTAL STABILIZER REAR SPAR UPPER SURFACE CHORD, SKIN AND WEB	14,500 ^[1] 16,500 ^[2]
E-34	HORIZONTAL STABILIZER UPPER SURFACE TYPICAL SKIN-STRINGER	14,500 ^[1] 16,500 ^[2]
E-35	HORIZONTAL STABILIZER UPPER SURFACE SPLICE STRINGER S-5 AND SKIN	14,500 ^[1] 16,500 ^[2]
E-36	HORIZONTAL STABILIZER TYPICAL RIBS	14,500 ^[1] 16,500 ^[2]
E-37	HORIZONTAL STABILIZER HINGE PIN AND SUPPORT STRUCTURE	14,500 ^[1] 16,500 ^[2]
E-38	HORIZONTAL STABILIZER HINGE RIB	14,500 ^[1] 16,500 ^[2]
E-39	HORIZONTAL STABILIZER SIDE OF BODY SPLICE	14,500 ^[1] 16,500 ^[2]
E-40	HORIZONTAL STABILIZER FORWARD TORQUE BOX	14,500 ^[1] 16,600 ^[2]
E-46	VERTICAL FIN TYPICAL SKIN-STRINGER	14,500 ^[1] 16,500 ^[2]
E-47	VERTICAL FIN SKIN-SPLICE STRINGER	14,500 ^[1] 16,500 ^[2]

^[1] Initial inspection (threshold) applicable to airplanes identified in Section 3.0 that had 7,500 - 12,400 total flight cycles at time of modification to the 747-400 LCF configuration.

^[2] Initial inspection (threshold) applicable to airplanes identified in Section 3.0 that had 12,400 - 13,500 total flight cycles at time of modification to the 747-400 LCF configuration.



3.3 Inspection Interval Limits

The Supplemental Structural Inspection Program in this appendix was developed to ensure the continuing structural airworthiness of 747-400 LCF airplanes, provided that the operator's baseline inspection program inspection intervals are limited by flight cycles as specified below.

After the airplane reaches the lowest (initial inspection) threshold as shown in Section 3.0 of this appendix, the repeat intervals of the C-Checks and D-Checks specified by the 747-400 Maintenance Review Board Report (MRBR), D621U400-MRB, must be limited by flight cycles in addition to the specified limitations for flight hours and calendar time. For MRBR Section 3, Structural Maintenance Program and MRBR Section 4, Zonal Maintenance Program, the check levels must not exceed the following:

C-Check - 1,500 flight cycles

2C-Check - 3,000 flight cycles

D-Check - 6,000 flight cycles

2D-Check - 12,000 flight cycles



4.0 STRUCTURAL SIGNIFICANT ITEMS (SSIs)

Please refer to the 747 Supplemental Structural Inspection Document, D6-35022, for all of Section 4.0.



5.0 DAMAGE TOLERANCE RATING (DTR) SYSTEM APPLICATION

Please refer to the 747 Supplemental Structural Inspection Document, D6-35022, for all of Section 5.0.



6.0 SSI DISCREPANCY REPORTING

Please refer to the 747 Supplemental Structural Inspection Document, D6-35022, for all of Section 6.0.



7.0 DOCUMENT USAGE AND DTR SYSTEM EXAMPLES

Please refer to the 747 Supplemental Structural Inspection Document, D6-35022, for all of Section 7.0.



8.0 SSI INSPECTION OPTIONS WITH EXAMPLE DTR CHECK FORMS

This section contains the basic information needed by an operator to complete the blank DTR Check Forms in Section 11.0. The Structural Significant Item (SSI) information contained in this section is divided into sections for the Wing, Fuselage, and Empennage (for all Strut SSIs, refer to the 747 Supplemental Structural Inspection Document, D6-35022). Within these sections a package of information is provided which includes the following:

- A List of SSIs
- A Cross-Reference Matrix for SSI Inspection Zones/Areas
- SSIs which include:
 - An illustration showing the general location of the SSI on the airplane
 - Inspection instructions (options)
 - DTR Check Form examples

The inspection instructions provided for each DTR Check Form in Section 8.0 and the guidelines from Sections 5.0 and 7.0 should be used when completing the blank DTR Check Forms in Section 11.0 to determine operator supplemental structural inspection requirements with respect to the eligible airplane(s). DTR Check Form examples are provided for reference and show a typical maintenance program that complies with the required DTR.

- Phased or Sample inspection programs are obsolete per AD 2004-07-22 R1.
- Once the operator gains access to an area, visible structure adjacent to an SSI should also be given a surveillance inspection. If a crack or cracks are found during an inspection within a designated area, the inspection must be expanded until it is assured that any additional cracks have been located and repaired.
- Airplane zone and access panel diagrams may be located in the appropriate Boeing Maintenance Planning Data (MPD) document, D621U400, as referenced in Appendix A.

8.0.1 Special Inspection Notes

Corrosion

Since the existence of corrosion in and around an SSI may alter its damage tolerance characteristics, "Corrosion Caution Notes" have been assigned to those SSIs where fleet experience has indicated a known potential problem. The effects of corrosion have not been included in crack growth calculations for the SSIs in this document. It is important that operators have corrosion control inspections integrated into their scheduled maintenance program at frequencies based on experience or as suggested in the MPD document. Areas that should be part of a corrosion inspection program include:

- Lower fuselage structure in the bilge area, where moisture might collect;
- Crown stringer splices BS 1000 to 1960;
- Fuselage monocoque-skin lap splices;
- BS 532 bulkhead;
- Sloping pressure deck just aft of wing rear spar;
- Keel beam webs, particularly the upper web from the wing rear spar to the main landing gear wheel well, aft bulkhead;

PAGE 8.0.1

- Wing center section upper panels and rear spar;
- Wing leading edge-to-skin splice;
- Outboard wing rear spar;
- Horizontal stabilizer panels and hinge pins.

Findings of significant corrosion in the areas of the SSIs not previously reported should be included in the reporting system described in Section 6.0.

Indicators of Structural Distress

For specific inspection areas covered in this document and in general airline inspection areas of aging airplanes, certain signs of structural distress should be treated as potentially serious problems and warrant additional evaluation and inspection of the adjacent structure. Once the operator gains access to an area, all adjacent structure should be given a thorough visual inspection. If a crack(s) is found during inspection within a designated area, the inspection must be expanded until it is assured that any additional cracks have been located and repaired.

One example of a "Distress Indicator" is a wing fuel leak which could result from wing skin cracking. It is recognized that airlines conduct routine area inspections at specified intervals, which are capable of detecting wing fuel leaks. This type of potential damage indicator is significant and it is recommended that additional detailed visual or NDT inspections should be accomplished until the problem is defined and corrective action is taken. Excessive use of sealant to prevent fuel leaks at fastener locations should be avoided.

Some additional examples of Distress Indicators are:

- Fuselage pressure leaks nicotine stains
- Distressed fasteners in primary structure loose, popped, dished, tipped heads
- · Skin bulging at attachment locations

Findings of structural distress should be reported as described in Section 6.0.

Structural Cracking

Information contained in this document does <u>not sanction</u> further airplane operations with known structural cracking present. All cracks found must be repaired per an approved method prior to returning the airplane to active fleet status.



8.1 Wing SSI Information

This section contains the basic inspection and access information needed to complete the blank Wing DTR Check Forms in Section 11.1. The table below lists the Wing SSIs/DTR Check Forms by 747-400 LCF applicability. This table combines the SSI/DTR Check Forms from the main body of Document D6-35022 with the new SSI/DTR Check Forms unique to the 747-400 LCF configuration. The SSI Numbers are not continuously consecutive, as some items were eliminated from the program or combined with other items after the number sequence was assigned. The DTR Check Forms shown in alphabetical sequences are not continuously consecutive and some are double-lettered to distinguish applicability only to 747-400 LCF. A Structural Inspection Matrix, showing the Inspection Zone/Area for each item, starts on Page 8.1.3.

SSI NUMBER	TITLE	DTR CHECK FORM	APPLICABILITY ^[1]
W-1	WING CENTER SECTION FRONT SPAR UPPER CHORD AND SKIN	W-1	APPLY CURRENT FORM
W-2	WING CENTER SECTION FRONT SPAR LOWER CHORD AND SKIN	A B	APPLY CURRENT FORM NO
W-3	WING CENTER SECTION FRONT SPAR WEB	A B C, F, H D, E, G, I	APPLY CURRENT FORM ^[2] APPLY CURRENT FORM ^[3] NO APPLY CURRENT FORM
W-4	WING CENTER SECTION MIDSPAR UPPER CHORD AND SKIN	A - E	APPLY CURRENT FORM
W-5	WING CENTER SECTION MIDSPAR LOWER CHORD AND SKIN	A - F	APPLY CURRENT FORM
W-7	WING CENTER SECTION REAR SPAR UPPER CHORD AND SKIN	A - C	APPLY CURRENT FORM
W-8	WING CENTER SECTION REAR SPAR LOWER CHORD AND SKIN	A - D	APPLY CURRENT FORM
W-9	WING CENTER SECTION REAR SPAR WEB	A & B	APPLY CURRENT FORM
W-10	WING CENTER SECTION UPPER SKIN AND STRINGERS	A & B	APPLY CURRENT FORM
W-11	WING CENTER SECTION UPPER SPLICE STRINGER AND SKIN	W-11	APPLY CURRENT FORM
W-12	WING CENTER SECTION LOWER TYPICAL STRINGERS AND SKIN	A - G	APPLY CURRENT FORM
W-13	WING CENTER SECTION LOWER SPLICE STRINGERS AND SKIN	A - C	APPLY CURRENT FORM
W-14	WING CENTER SECTION MIDSPAR AND SPANWISE BEAM WEBS	W-14	APPLY CURRENT FORM
W-15	WING CENTER SECTION BBL 0 RIBS	W-15	APPLY CURRENT FORM
W-16	OVERWING LONGITUDINAL FLOOR BEAMS	W-16 W-16AA	NO -400 LCF ONLY
W-18	WING SIDE-OF-BODY JOINT UPPER SPLICE FITTINGS	A - C	APPLY CURRENT FORM
W-19	WING SIDE-OF-BODY RIB AND WING LOWER SPLICE	A & B	APPLY CURRENT FORM
W-20	FRONT AND REAR SPAR TERMINAL FITTINGS	A - D	APPLY CURRENT FORM
W-21	WING MIDSPAR SIDE-OF-BODY SPLICE, LOWER	W-21	APPLY CURRENT FORM
W-22	WING FRONT SPAR UPPER CHORD AND SKIN	A - F	APPLY CURRENT FORM

SSI	DTR CHECK				
NUMBER	TITLE	FORM	APPLICABILITY ^[1]		
W-23	WING FRONT SPAR LOWER CHORD AND SKIN	A - H, J -L	APPLY CURRENT FORM		
		I	APPLY CURRENT FORM [4]		
		М	APPLY CURRENT FORM [5]		
W-24	WING FRONT SPAR WEB	A - D	APPLY CURRENT FORM		
W-25	WING MIDSPAR UPPER CHORD AND SKIN	A & B	APPLY CURRENT FORM		
W-26	WING MIDSPAR LOWER CHORD, WEB AND SKIN	A - F	APPLY CURRENT FORM		
W-28	WING REAR SPAR UPPER CHORD AND SKIN	A - C	APPLY CURRENT FORM		
W-29	WING REAR SPAR LOWER CHORD AND SKIN	A - M	APPLY CURRENT FORM		
		N	NO		
W-31	WING UPPER TYPICAL STRINGERS AND SKIN	W-31	APPLY CURRENT FORM		
W-32	WING UPPER SPLICE STRINGER AND SKIN	W-32	APPLY CURRENT FORM		
W-33	WING UPPER SURFACE SKIN TABS AT NACELLE LOCATIONS	W-33	APPLY CURRENT FORM		
W-35	WING LOWER SKIN AND STRINGERS	A - D	APPLY CURRENT FORM		
W-36	WING LOWER SURFACE SPLICE STRINGERS AND SKIN	A - E	APPLY CURRENT FORM		
W-39	WING LOWER SKIN AT STRINGERS 6 AND 8 ADJACENT TO TANK OPENING	W-39	APPLY CURRENT FORM		
W-40	WING BOX INSPAR RIBS	W-40	APPLY CURRENT FORM		
W-43	WING NACELLE SUPPORT RIBS	А	APPLY CURRENT FORM [6]		
		B & D	NO		
		С	NO ^[7]		
		E	APPLY CURRENT FORM		
W-45	WING MAIN LANDING GEAR BEAM	W-45	APPLY CURRENT FORM		
W-46	WING INBOARD FLAP TRACK #4 AND #5 FORWARD ATTACH	A, B & E	NO		
	SUPPORT FITTINGS (LIGHT AND HEAVY WEIGHTS)	C, D	APPLY CURRENT FORM		

^{[1] &}quot;APPLY CURRENT FORM" - The form in the main body of this document is to be applied to the 747-400 LCF.

NOTE: Some Wing SSIs have more than one DTR Check Form, each indicating the Flight Length Sensitive (FLS) status for the SSI. Each operator must choose the correct Wing DTR Check Form, dependent upon their FLS status (see document D6-35022, 747 SSID, Section 5.1.3 for details).

[&]quot;NO" - The form in the main body of this document is not applicable to the 747-400 LCF; a supplemental inspection is not required.

[&]quot;-400 LCF ONLY" - The form in this appendix is applicable to the 747-400 LCF airplanes only.

^[2] All Line Numbers 1100 and under.

^[3] All Line Numbers greater than 1100.

^[4] Not applicable to post strut mod airplanes (SB 747-54-2156, 54-2157, 54-2158 and 54-2159 incorporated) or to Line Numbers 1047 and on in the area of the dual side brace fitting. Perform W-23M instead of this form.

^[5] Applicable to post strut mod airplanes (SB 747-54-2156, 54-2157, 54-2158 and 54-2159 incorporated) and to Line Numbers 1047 and on.

^[6] Except those with RB-211 Engines.

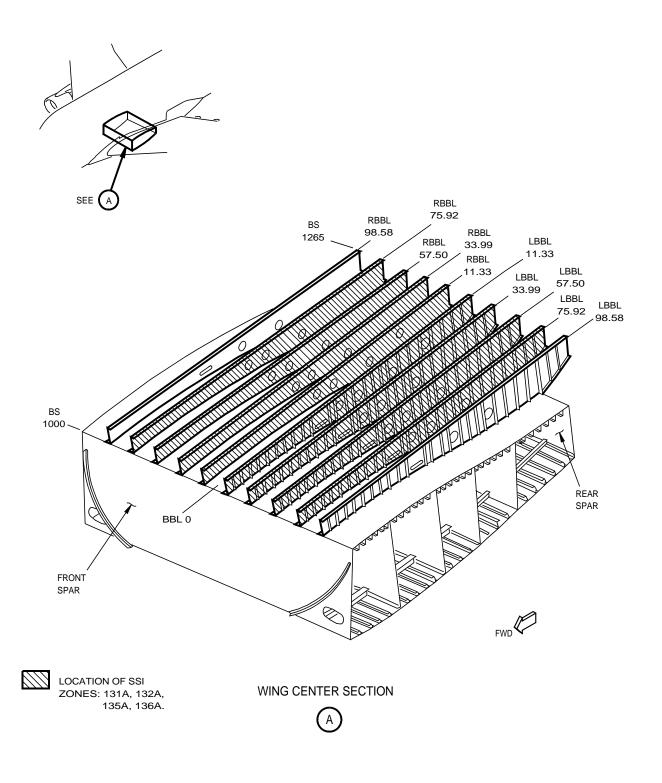
^[7] With RB-211 Engines.



WING CROSS-REFERENCE MATRIX STRUCTURAL SIGNIFICANT ITEM – INSPECTION ZONE/AREA

		INSPECTION ZONE-AREA				
W-()		131A/132A	135A/136A			
16	AA	Х	Х			





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W-16 - OVERWING LONGITUDINAL FLOOR BEAMS

		ACC	ACCESS MANHOURS			
W-16	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD		
TITLE:	OVERWING LONGITUDINAL FLOOR BEAMS	(1)	20	10		

NOTE: An additional DTR Check Form is required for BBL 98.58 Longitudinal Floor Beams. Refer to DTR Check Form F-110.

I. INSPECTION OPTIONS - DTR CHECK FORM W-16AA

From BS 1000 to BS 1265 at BBL 11.33, 33.99, 57.5, and 75.92, left and right.

(1) Upper Chord

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Remove floor panels over the wing center section.

Zone(s): 131A, 132A, 135A, 136A.

(2) Web

(Internal) From Direction 1, including fastener locations and web cutout edges, using visual inspection methods.

Access: Same as I.(1).

Zone(s): Same as I.(1).

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ו עו				11 1	UN	TAT	1.	I LIVI.	**	10	AA	1 1	747-400 LCF	
TITLE	Ξ:	7O	/ERWING	LONGIT	UDINAL	FLOO	R B	EAMS			OPERA	ΓOR(S)	NO. ELIGIBL	E A/C
LOCATI			TYPICAL RH BLS					75.9			EXAM	IPLE		
20		П		пп	1 1 1 1 1	VIII/			пп	S	TRUCT	JRE AND I	NSPECTION DET	AILS
10 5 2 Δ DTR 1 .5 .2 .1 .0 NOTES (1) AN	S:			1 CHECK		GHTS REQ	20) UIR	50	100 R BBL	LE	EAD CR	ACK: UPI	PER CHORD UPPER CHORD WEB INBD INBD	AILS UP
				D.I.C.	DECELOX	I DD O	CD 4	MADET					5336365	
STRUC	TURE				PECTION	PRO	UKA						DAMAGE DETECTION	Δ
DETA	AIL	JOI	B CARD	DIREC.	CHECK LEVEL	MET	HOD	%SAMI R ₀			ENCY GHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD N ₀ FLIGHTS	DTR
UPP	ER			2	D	SUI	RV	100		6	000	6000	>100000	15
CHO	RD			2		DE	Т						>100000	
WE	В			1	D	SUI	RV	100		6	000	6000	23900	9.5
				1		DE	Т						24500	
										=				_
ENGR	J. TAC		2/27/08	REVISE	DAT	ГЕ	REV	ISED	DAT	E		FUE	L LEAK DTR	0
CHECK	C. SHA	ULL	2/27/08			\dashv							TOTAL DTR	>20.0
APR APR						\dashv				\dashv		RE	QUIRED DTR	6

W-16AA.PDF



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8.2 Fuselage SSI Information

This section contains the basic inspection and access information needed to complete the blank Fuselage DTR Check Forms in Section 11.2. The table below lists the Fuselage SSIs/DTR Check Forms by 747-400 LCF applicability. This table combines the SSI/DTR Check Forms from the main body of Document D6-35022 with the new SSI/DTR Check Forms unique to the 747-400 LCF configuration. The SSI Numbers are not continuously consecutive as some items were eliminated from the program or combined with other items after the number sequence was assigned. The alphabetical sequence of the DTR Check Forms is not continuously consecutive and some are double-lettered to distinguish applicability to the 747-400 LCF only. A Structural Inspection Matrix showing the Inspection Zone/Area for each 747-400 LCF item, starts on Page 8.2.4.

SSI NUMBER	TITLE	DTR CHECK FORMS	APPLICABILITY ^[1]
F-1	FORWARD BULKHEAD AT BS 140	A & B	APPLY CURRENT FORM
F-2	FUSELAGE BULKHEAD, BS 260 NOSE GEAR WHEEL WELL	A - D	APPLY CURRENT FORM
F-4	FUSELAGE BULKHEAD - BS 400 (NOSE GEAR WHEEL WELL)	A & B	APPLY CURRENT FORM
F-6	FUSELAGE BULKHEAD - BS 1000	A - E F, G FF	APPLY CURRENT FORM NO -400 LCF ONLY
F-7	FUSELAGE BULKHEAD - BS 1140	F-7	NO
F-8	FUSELAGE STUB FRAMES OVER WING CENTER SECTION	F-8	NO
F-9	FUSELAGE BULKHEAD AT BS 1240	A - E FF	APPLY CURRENT FORM -400 LCF ONLY
F-11	FUSELAGE BULKHEAD AT BS 1480	A & B C - E FF	NO APPLY CURRENT FORM -400 LCF ONLY
F-16	FUSELAGE OVERWING LONGERON	A & B CC & DD	NO -400 LCF ONLY
F-17	CREW CAB WINDOW POSTS, SILLS AND SKINS	A & B C - F	NO APPLY CURRENT FORM
F-19	UPPER DECK FLOOR BEAMS AND TENSION TIES	A, C, E - I, K - T B, D & J TT - WW	NO APPLY CURRENT FORM ^[2] -400 LCF ONLY
F-20	UPPER DECK FLOOR CUTOUTS	A - C D - S MM	APPLY CURRENT FORM ^[3] NO -400 LCF ONLY
F-21	FUSELAGE SLAB-SIDED SKIN AND FRAMES	A & B BB & CC	NO -400 LCF ONLY
F-22	FUSELAGE SKIN CREASE, CREASE BEAM AND CREASE INTERCOSTAL	F-22	NO
F-23	FUSELAGE CROWN SKIN AND STRINGERS	A - C	NO
F-24	FUSELAGE BILGE SKINS AND FRAMES	A - C AA & BB	NO -400 LCF ONLY



SSI NUMBER	TITLE	DTR CHECK FORMS	APPLICABILITY ^[1]
F-25	FUSELAGE SKIN LONGITUDINAL LAP SPLICES	A, B, G - N GG - II, KK, PP - SS	NO -400 LCF ONLY
F-26	SKIN STRINGER CIRCUMFERENTIAL SPLICES	A - F GG - JJ	NO -400 LCF ONLY
F-28	PASSENGER CABIN WINDOW CUTOUTS	F-28	APPLY CURRENT FORM
F-29	MAIN DECK FLOOR BEAMS	AA, BB	-400 LCF ONLY
F-30	FUSELAGE SKIN-TO-STRINGER ATTACHMENT – BS 2360	F-30 AA	NO -400 LCF ONLY
F-31	LOWER LOBE CARGO DOORS	A & B C & D	APPLY CURRENT FORM NO
F-32	LOWER LOBE BULK CARGO DOORS	F-32	NO
F-34	CREW ENTRY AND EMERGENCY TYPE 'A' DOORS	F-34	NO
F-37	MAIN DECK SIDE CARGO DOOR	A - C	NO
F-39	FUSELAGE LOWER LOBE CARGO DOOR CUTOUT	A - C, E - G D HH & II	NO APPLY CURRENT FORM -400 LCF ONLY
F-40	LOWER LOBE BULK CARGO DOOR CUTOUT	A & B	NO
F-41	MAIN DECK ENTRY DOOR CUTOUTS	A & B CC & DD	NO -400 LCF ONLY
F-42	CREW ENTRY AND EMERGENCY TYPE 'A' DOOR CUTOUTS	A - C	NO
F-43	EMERGENCY EXIT DOOR CUTOUTS	A & B	APPLY CURRENT FORM
F-44	ELECTRONIC AND EQUIPMENT ACCESS DOOR CUTOUTS	F-44	NO
F-45	MAIN DECK SIDE CARGO DOOR CUTOUT	A - F	NO
F-46	JACKSCREW SUPPORT STRUCTURE	F-46	APPLY CURRENT FORM
F-47	FIN SUPPORT BULKHEAD, WEBS AND CHORDS	F-47	NO
F-48	FUSELAGE BS 2360 PRESSURE DOME	A - G	NO
F-49	SECTION 48 BS 2598 BULKHEAD	A - J KK - NN, PP	NO -400 LCF ONLY
F-50	SECTION 48 TORQUE BOX SHEAR DECK	F-50	NO
F-51	SECTION 48 LONGERON SKIN SPLICE BS 2598	A & B CC	NO -400 LCF ONLY
F-59	NOSE CARGO DOOR HINGE FITTINGS	F-59	NO
F-60	NOSE CARGO DOOR (C-2), FUSELAGE (C-3), AND BS 234 (DOOR) CLOSURE FRAMES	A - C	NO
F-61	NOSE CARGO DOOR LATCH FITTINGS	F-61	NO
F-62	NOSE CARGO DOOR INTERCOSTALS AT BACKUP FITTINGS	F-62	NO
F-63	TENSION TIE AT NOSE CARGO DOOR BS 234 FRAME	F-63	NO

SSI NUMBER	TITLE	DTR CHECK FORMS	APPLICABILITY ^[1]
F-64	DOUBLERS AND CUTOUTS	A - O	NO
F-65	EQUIPMENT COOLING OUTLET	A - D	NO
F-66	UNDERWING LONGERON FITTING AT BODY STATION 990	F-66	NO
F-67	FUSELAGE SKIN AT UNDERWING LONGERON FITTINGS	A & B	NO
F-95	SECTION 48 TORQUE BOX SHEAR DECK	F-95	-400 LCF ONLY
F-96	FIN SUPPORT BULKHEAD, WEBS AND CHORDS	A - F	-400 LCF ONLY
F-97	FUSELAGE BULKHEAD, BS 1140	A - C	-400 LCF ONLY
F-98	STUB FRAMES OVERWING CENTER SECTION	F-98	-400 LCF ONLY
F-99	ELECTRONIC AND EQUIPMENT ACCESS DOOR CUTOUTS	F-99	-400 LCF ONLY
F-100	SWING ZONE HINGE PIN AND SUPPORT STRUCTURE	A & B	-400 LCF ONLY
F-101	SWING ZONE LATCH PIN AND SUPPORT STRUCTURE	A & B	-400 LCF ONLY
F-103	FUSELAGE SKIN REINFORCEMENT - BULKHEAD BS 532	A - E	-400 LCF ONLY
F-104	FUSELAGE BULKHEAD AT BS 532	A & B	-400 LCF ONLY
F-105	FUSELAGE SKIN EXTERNAL FITTINGS - BULKHEAD BS 532	F-105	-400 LCF ONLY
F-106	FIN SUPPORT BULKHEADS AT FIN SUPPORT FITTINGS	A - D	-400 LCF ONLY
F-108	FUSELAGE SKIN WITH DOUBLERS	A & B	-400 LCF ONLY
F-109	FUSELAGE SKIN LONGITUDINAL BUTT SPLICES	A & B	-400 LCF ONLY
F-110	CARGO RAILS	A - C	-400 LCF ONLY
F-111	SECTION 41 VALVE SKIN CUTOUTS	A & B	-400 LCF ONLY

^{[1] &}quot;APPLY CURRENT FORM" - The form in the main body of this document is to be applied to the 747-400 LCF.

[&]quot;NO" - The form in the main body of this document is not applicable to the 747-400 LCF; a supplemental inspection is not required.

[&]quot;-400 LCF ONLY" - The form in this appendix is applicable to the 747-400 LCF airplanes only.

^[2] For applicability information for specific floor beams, refer to the UPPER DECK FLOOR BEAMS AND TENSION TIES - 747-400 LCF Table in Section F-19.

^[3] For applicability information for specific floor beams, refer to the UPPER DECK FLOOR CUTOUTS – 747-400 LCF Table in Section F-20.



FUSELAGE CROSS REFERENCE MATRIX STRUCTURAL SIGNIFICANT ITEM - INSPECTION ZONE/AREA

800 EXT 836L 849L/849R 821/822 801 300 EXT • • • • 200 EXT • • • • • • 100 EXT 315/316 313/314 311/312 297/298 295/296 • 293/294 291/292 • • • 273A/274A . . . 271A/272A 271/272 • • • 263/264 261/262 253/254 • 251/252 243/244 • • 241/242 233/234 231/232 INSPECTION ZONE/AREA 225/226 • • • • 223/224 • • • • • 221/222 • • • • • • • • • • 211/212 193/194 191/192 151/152 147/148 145/146 143/144 141/142 139 137A/138A 137/138 135A/136A 135/136 133/134 131A/132A 131/132 129 127/128 • • • 125A/126A 125/126 123/124 • • • 121A/122A 121/122 117/118 • 115/116 • • • • • • 113/114 • • 112 BB BB 줒 명 **₹**|**Ξ** 응음 FF ᄔ ည a ≷ MM ΑA RR 王 = AA ()-A FUSELAGE ITEMS 30 9 တ 16 9 25 26 29 39 20 24 4 2



FUSELAGE CROSS REFERENCE MATRIX STRUCTURAL SIGNIFICANT ITEM - INSPECTION ZONE/AREA

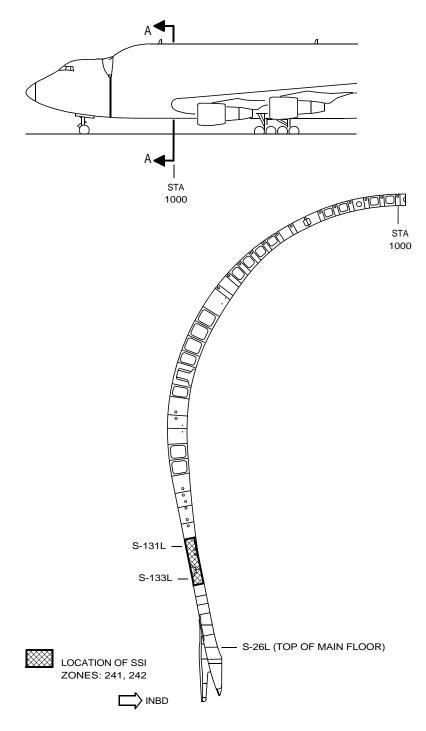
800 EXT 836L 849L/849R 821/822 801 300 EXT ٠ 200 EXT • • 100 EXT • 322 315/316 • • • ٠ 313/314 • 311/312 297/298 • 295/296 293/294 291/292 273A/274A 271A/272A \bullet 271/272 263/264 261/262 253/254 251/252 243/244 • • • 241/242 • 233/234 • • 231/232 INSPECTION ZONE/AREA 225/226 • 223/224 221/222 • 211/212 193/194 191/192 151/152 147/148 145/146 • 143/144 141/142 139 137A/138A 137/138 135A/136A 135/136 133/134 • 131A/132A 131/132 129 127/128 125A/126A 125/126 123/124 121A/122A • • 121/122 117/118 • 115/116 113/114 112 S C P N M L K 05 A 86 A B C D шш CBA В ⋖ മധ В A B ΔШ а U О ITEMS ()-H FUSELAGE 103 104 105 106 100 49 96 98 98 101 51 95 97

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FUSELAGE CROSS REFERENCE MATRIX STRUCTURAL SIGNIFICANT ITEM - INSPECTION ZONE/AREA

800 EXT 836L 849L/849R 821/822 300 EXT 200 EXT • 100 EXT • • 322 315/316 313/314 311/312 297/298 295/296 293/294 291/292 273A/274A 273/274 271A/272A 271/272 263/264 261/262 253/254 251/252 • 243/244 • 241/242 • 233/234 231/232 **NSPECTION ZONE/AREA** 225/226 • 223/224 221/222 • • 211/212 193/194 191/192 151/152 147/148 145/146 143/144 141/142 139 137A/138A 137/138 135A/136A • • 135/136 133/134 • • 131A/132A 131/132 129 127/128 125A/126A 125/126 123/124 • 121A/122A 121/122 117/118 115/116 • 113/114 112 В F-(⊲ B CBA ⋖ FUSELAGE ITEMS 108 109



(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE) (VIEW IN THE FORWARD DIRECTION) A-A

F-6 – FUSELAGE BULKHEAD AT BODY STATION 1000



		ACC	ACCESS MANHOURS		
F-6	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	FUSELAGE BULKHEAD AT BODY STATION 1000	I.(1)	8	8	

NOTE: Additional DTR Check Forms are required for complete coverage of this SSI. Refer to the listing of DTR Check Forms at the beginning of Section 8.2.

I. <u>INSPECTION OPTIONS - DTR CHECK FORM F-6FF</u>

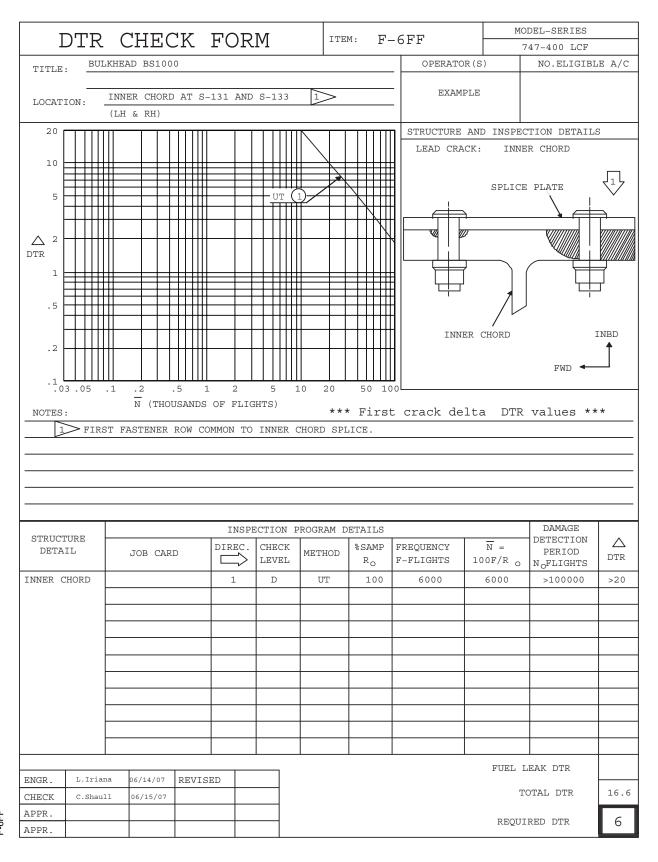
Inner chord locations at Stringers S-131 and S-133, both left and right sides of fuselage.

(1) Inner Chord

(Internal) From Direction 1, at specific locations of the first fastener row common to inner chord splice plate, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-14). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

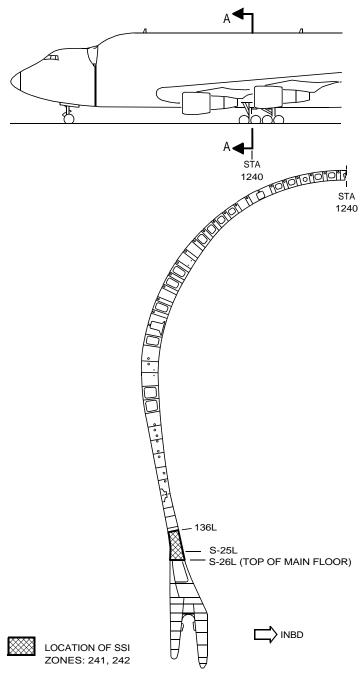
Access: Remove side wall panels in main cargo compartment and displace insulation blankets.

Zone(s): 241, 242.



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(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE) (VIEW IN THE FORWARD DIRECTION) $$_{\mbox{\scriptsize A-A}}$$

F-9 – FUSELAGE BULKHEAD AT BS 1240

		ACCESS MANHOURS		OURS
F-9	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	FUSELAGE BULKHEAD AT BS 1240	I.(1)	8	8

NOTE: Additional DTR Check Forms are required for complete coverage of this SSI. Refer to the listing of DTR Check Forms at the beginning of Section 8.2.

I. INSPECTION OPTIONS - DTR CHECK FORM F-9FF

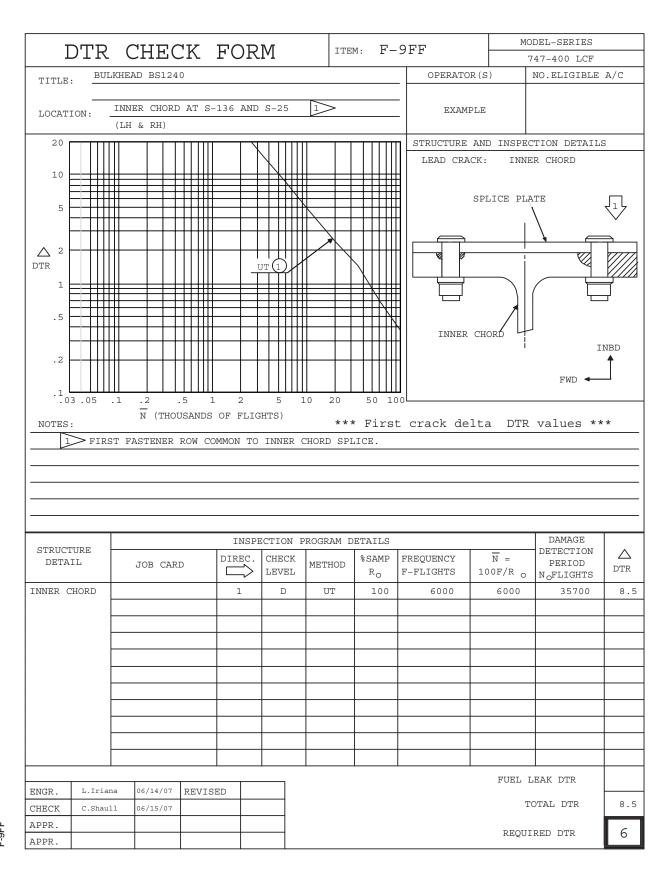
Inner chord locations at Stringers S-25 and S-136, both left and right sides of fuselage.

(1) Inner Chord

(Internal) From Direction 1, at specific locations of the first fastener row common to inner chord splice plate, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-15). 0.5 elapsed hour and 1.0 manhour are required to accomplish this inspection.

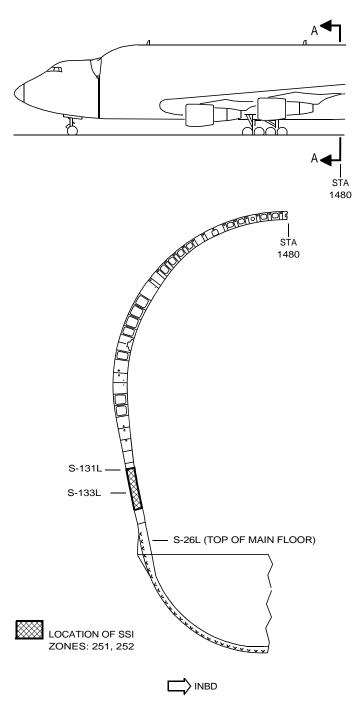
Access: Remove side wall panels in main cargo compartment and displace insulation blankets.

Zone(s): 241, 242.



1

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(LEFT SIDE IS SHOWN RIGHT SIDE IS OPPOSITE) (VIEW IN THE FORWARD DIRECTION) A-A

F-11 – FUSELAGE BULKHEAD AT BODY STATION 1480

		ACCESS MANHOURS		
F-11	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	FUSELAGE BULKHEAD AT BODY STATION 1480	l.(1)	4	2

NOTE: Additional DTR Check Forms are required for complete coverage of this SSI. Refer to the listing of DTR Check Forms at the beginning of Section 8.2.

I. INSPECTION OPTIONS - DTR CHECK FORM F-11FF

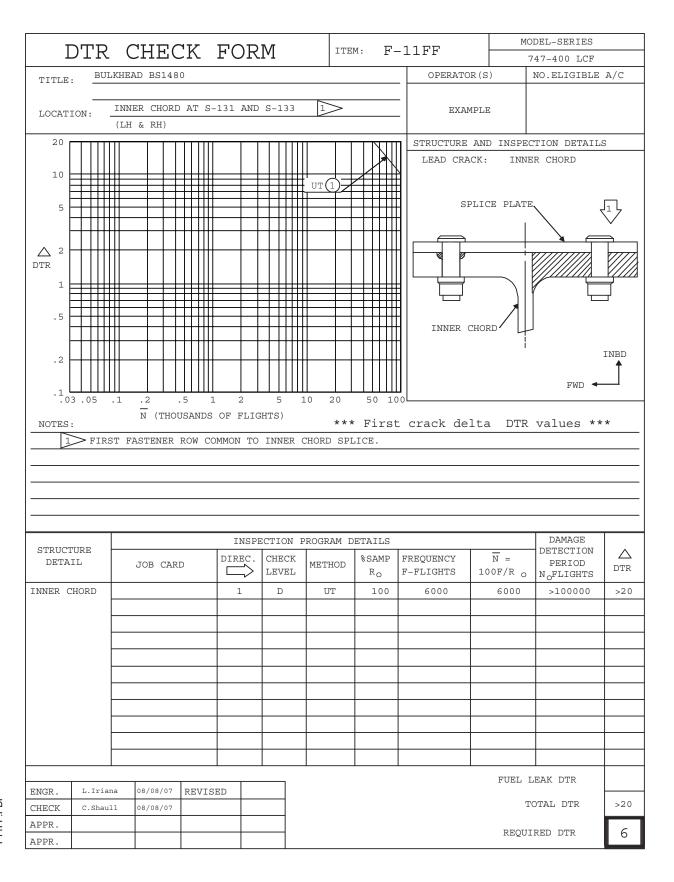
Inner chord locations at Stringers S-131 and S-133, both left and right sides of fuselage.

(1) Inner Chord

(Internal) From Direction 1, at specific locations of the first fastener row common to inner chord splice plate, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-16). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

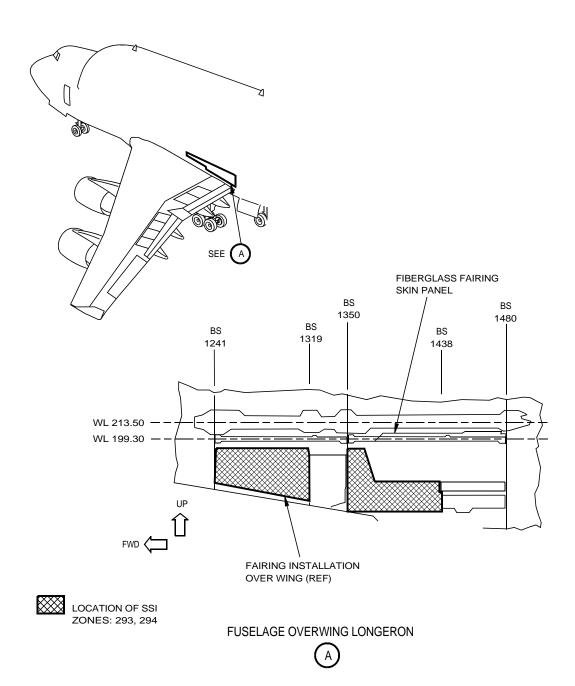
Access: Remove side wall panels in main cargo compartment and displace insulation blankets.

Zone(s): 251, 252.



F11FF.PDF

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		ACCESS MANHOURS		OURS
F-16	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	FUSELAGE OVERWING LONGERON			

NOTE: Additional DTR Check Forms are required for complete coverage of this SSI. Refer to the listing of DTR Check Forms at the beginning of Section 8.2.

I. INSPECTION OPTIONS - DTR CHECK FORM F-16CC

From BS 1241 to BS 1319, and from top of wing-to-body fairing to lower edge of doublers.

(1) Skin

(External) From Direction 1, including fastener locations, using visual inspection methods.

Access: None Required.

Zone(s): 200-External, 293, 294.

II. INSPECTION OPTIONS - DTR CHECK FORM F-16DD

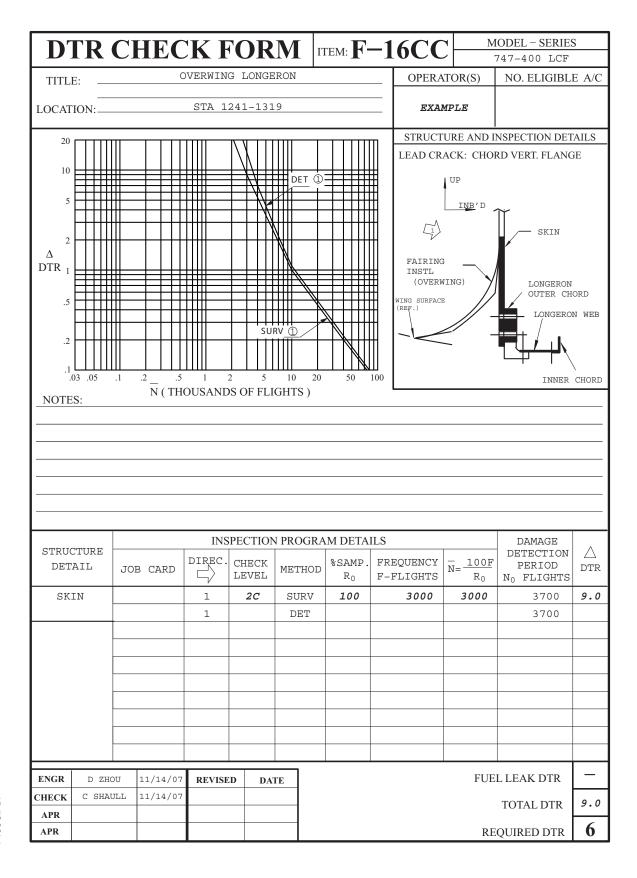
From BS 1350 to BS 1438.

(1) Skin

(Internal) From Direction 1, including fastener locations, using visual inspection methods.

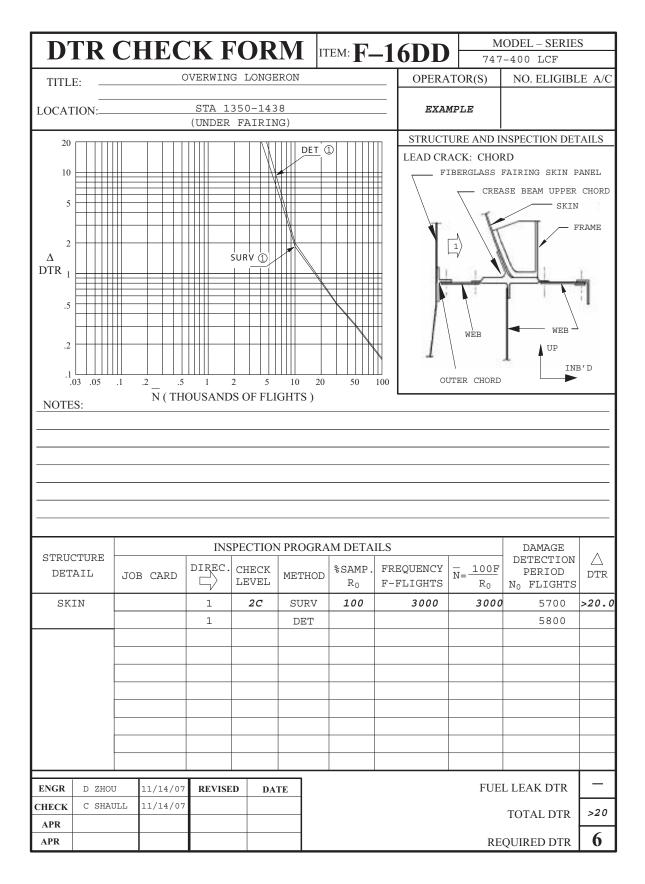
Access: Remove fiberglass fairing skin panels 293JL and 294JR.

Zone(s): 293, 294.

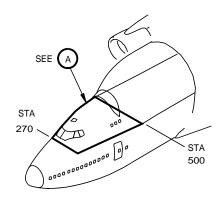


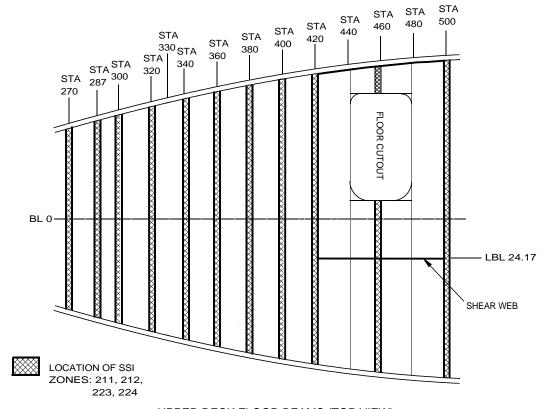
F16CC.PDF











UPPER DECK FLOOR BEAMS (TOP VIEW)



530941

F-19 - UPPER DECK FLOOR BEAMS AND TENSION TIES

UPPER DECK FLOOR BEAMS AND TENSION TIES - 747-400 LCF

BS	2024 Middle F-19B	2024 Frame F-19D	2024 Mid, Fr F-19J	2024 Middle F-19TT	2024 Middle F-19UU	2024 Middle F-19VV	2024 Middle F-19WW
270			Х				
287			Х				
302			Х				
320			Х				
340	Х	Х					
360	Х	Х					
380	Х	Х					
400	Х	Х					
420	X ²	Х		X ¹	X ¹	Х	
440							
460		Х		X ¹	X ¹	Х	X ²
480							
500	X ²	Х		X ¹	X ¹	Х	

⁽¹⁾ The areas covered by shear web between Sta 420 - 500: Floor beam Sta 420, from LBL 24.17 to RBL 81.00 Floor beam Sta 460, from LBL 24.17 to RBL 86.00 Floor beam Sta 500, from LBL 24.17 to RBL 89.50

(2) The areas without shear web between Sta 420 - 500:

Floor beam Sta 420, from LBL 81.00 to LBL 24.17 Floor beam Sta 460, from LBL 86.00 to LBL 24.17 Floor beam Sta 500, from LBL 89.50 to LBL 24.17

		ACCESS MANHOURS		
F-19	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	UPPER DECK FLOOR BEAMS AND TENSION TIES	I.(1)	8	4
		II.(1)	8	4
		II.(1)	8	4
		IV.(1)	4	2

NOTE: Additional DTR Check Forms are required for complete coverage of this SSI. Refer to the listing of DTR Check Forms at the beginning of Section 8.2.

I. INSPECTION OPTIONS - DTR CHECK FORM F-19TT

Floor beams at all FWD and AFT flange locations – reference specific charts for station locations.

(1) Typical Beam, Upper Chord

(Internal) From Direction 1, around fasteners, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-53). 3.0 elapsed hours and 3.0 manhours are required to accomplish this inspection.

Access: Remove main cabin ceiling panels.

Zone(s): 211, 212.

II. INSPECTION OPTIONS - DTR CHECK FORM F-19UU

Floor beams flange locations – see charts for station locations.

(1) Typical Beam, Upper Chord

(Internal) From Direction 1, at fastener holes, using LFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-51). 3.0 elapsed hours and 3.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

(2) Typical Beam, Upper Chord

(Internal) From Direction 2, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-54). 3.0 elapsed hours and 3.0 manhours are required to accomplish this inspection.

NOTE: This open hole inspection requires the removal of the fasteners.

Access: Same as I.(1).

Zone(s): Same as I.(1).

(3) Typical Beam, Upper Chord

(Internal) From Direction 3, general surface inspection, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00 Figure 4 or 23). 3.0 elapsed hours and 3.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

III. INSPECTION OPTIONS - DTR CHECK FORM F-19VV

Floor beams flange locations – see charts for station locations.

(1) Typical Beam Upper Chord

(Internal) From Direction 1, at the nutplate locations with fasteners removed, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-54). 3.0 elapsed hours and 3.0 manhours are required to accomplish this inspection.

NOTE: This open-hole inspection requires the removal of the fasteners.

Access: Remove upper deck seats, carpet, floor panels, lavatory, closet and walls, as required.

Remove main cabin ceiling panels and sidewall panels at doors, as required.

Zone(s): 223, 224.

IV. INSPECTION OPTIONS - DTR CHECK FORM F-19WW

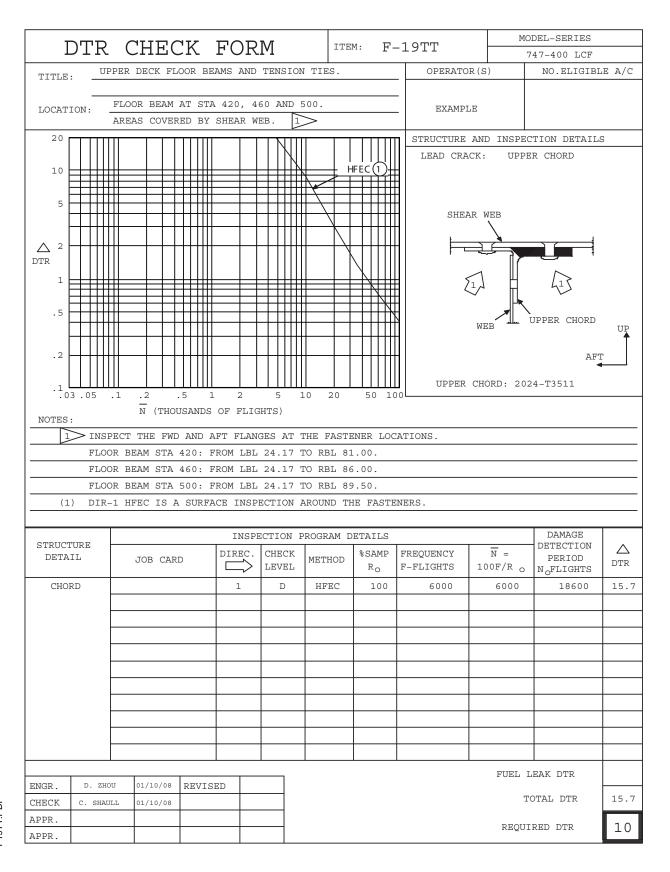
Floor beams – see model-specific charts for station locations.

(1) Typical Beam Upper Chord

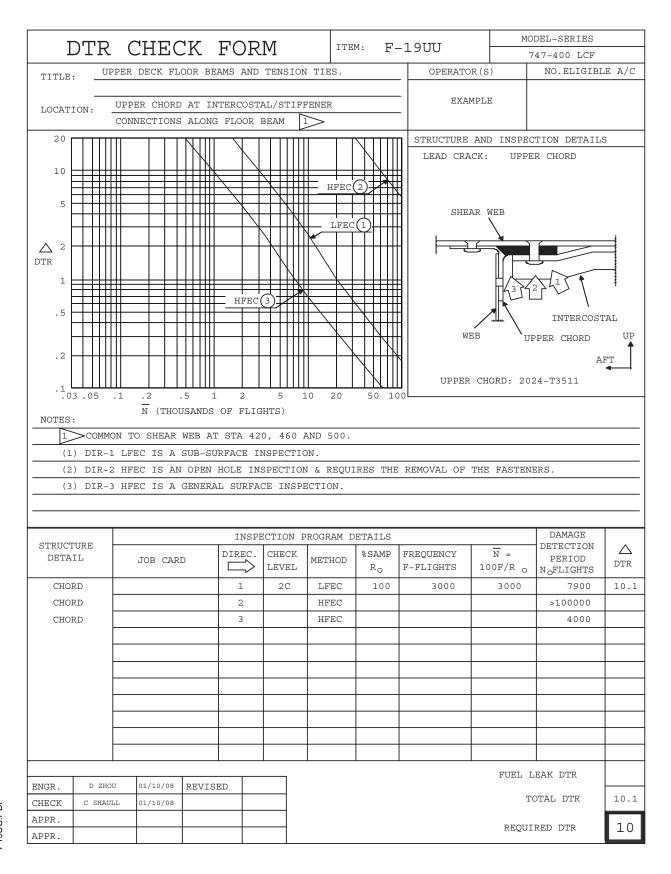
(Internal) From Direction 1, general surface inspection with clipnuts removed, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-53). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

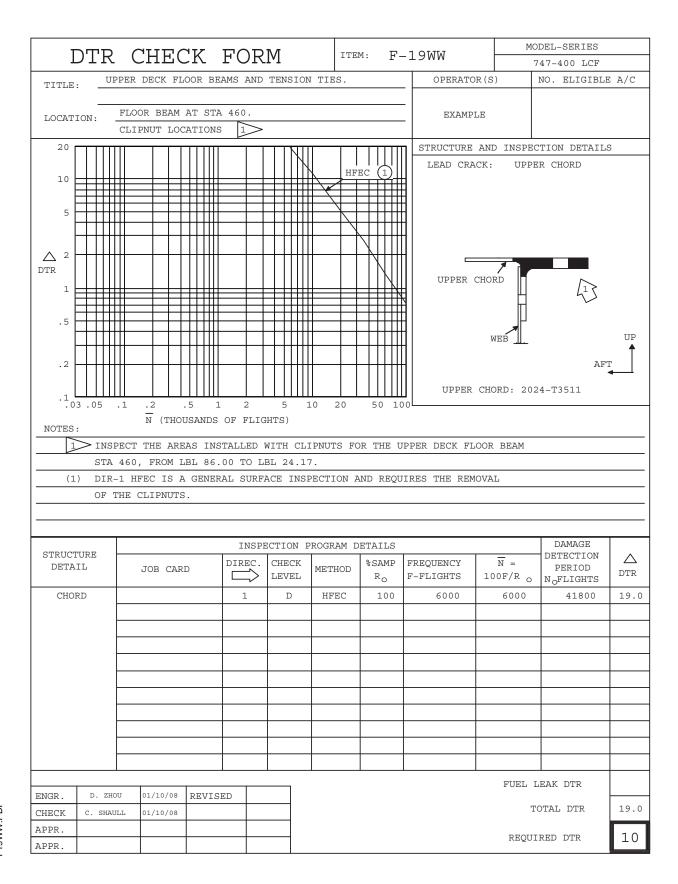


F19TT.PDF

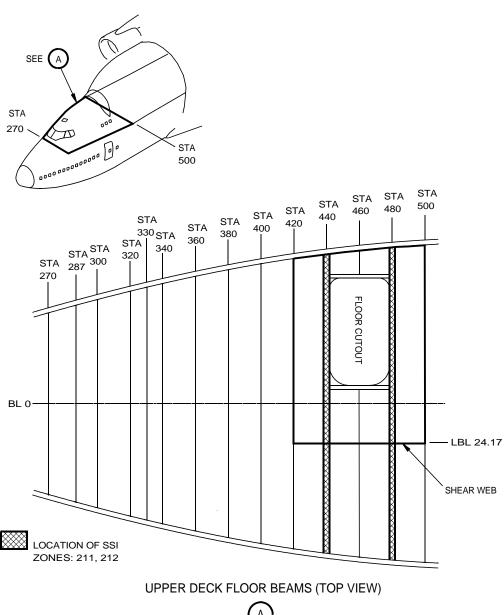


	OUTTOK		. / Т		, D	1 01777	MC	DEL-SERIES	
DIF	R CHECK	FORI	vI	TIE	4: F-	-19VV		747-400 LCF	
TITLE:	JPPER DECK FLOOR BE	AMS AND T	TENSION T	IES.		OPERATO	R(S)	NO. ELIGIBLE	E A/C
	FLOOR BEAMS AT ST	'A 420. 4	60 AND 50	0.0		. EXAME	DT.E		
LOCATION:	NUTPLATE LOCATION					·	TIE		
20						STRUCTURE	AND INSPE	CTION DETAILS	5
					\mathbb{N}	LEAD CRA	CK: UPPE	ER CHORD	
10									
5			HFEC	1		SHEAR	WER		
							\	111	
						<u> </u>			1
DTR							1		7
1					++++++	UPPER (CHORD	<u> </u>	
							H	NUTPLATE	
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						UPPE	R CHORD: 2	2024-T3511	
.1 .03 .05	.1 .2 .5 1		5 10	20	50 10	0			
NOTES:	N (THOUSANDS	OF FLIGH	ITS)						
(1) DIR-	1 HFEC IS AN OPEN H	OLE INSP	ECTION AN	ID REQ'	S THE R	EMOVAL OF TH	E FASTENER	S	
	_								
STRUCTURE			CTION PRO	GRAM D		1		DAMAGE DETECTION	
DETAIL	JOB CARD	1 1	CHECK MI	ETHOD	%SAMP R _O	FREQUENCY F-FLIGHTS	$\overline{N} = 100F/R_{O}$	PERIOD N _O FLIGHTS	DTR
CHORD		1		HFEC	100	6000	6000	>100000	>20
ENGR. D ZI	HOU 01/10/08 REVIS	ED					FUEL I	LEAK DTR	
CHECK C SHA		- L	\dashv				Т	OTAL DTR	>20
APPR.	APPR.						1.0		
APPR.							KEQU1	עקט מנג.	10

F19VV PDF











UPPER DECK FLOOR CUTOUTS - 747-400 LCF

BS	2024 Header F-20A	2024 Frame F-20B	2024 Header F-20C	2024 Middle F-20MM
440	Х	Х	Х	Х
480	Х	Х	Х	Х

F-20	INSPECTION INSTRUCTIONS	ACC	ACCESS MANHOURS		
		INSP	MHRS	ELPSD	
TITLE:	UPPER DECK FLOOR CUTOUTS	I.(1)	8	4	

NOTE: Additional DTR Check Forms are required for complete coverage of this SSI. Refer to the listing of DTR Check Forms at the beginning of Section 8.2.

I. INSPECTION OPTIONS - DTR CHECK FORM F-20MM

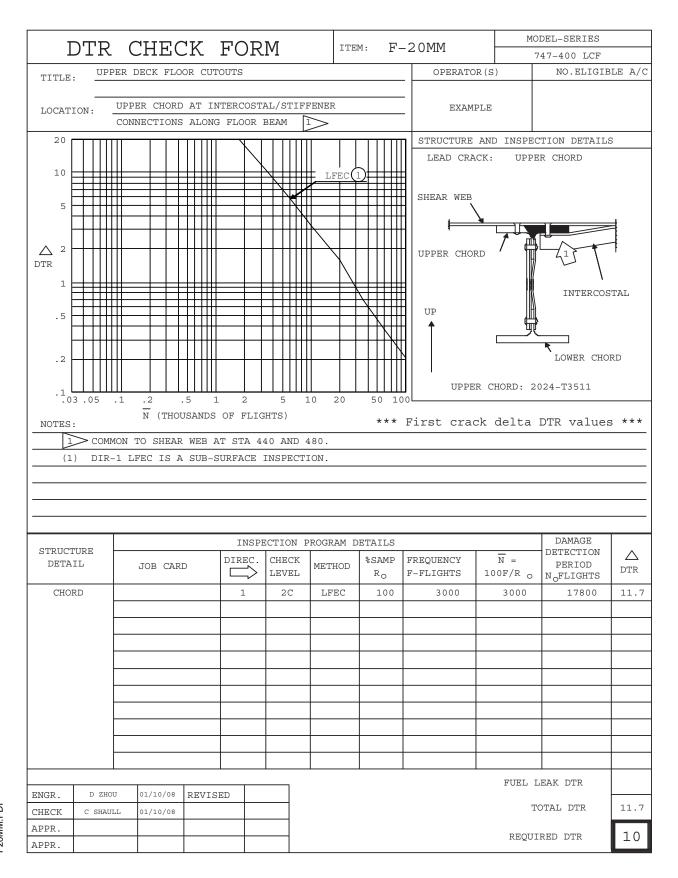
Floor beams upper chord - reference specific charts for station locations.

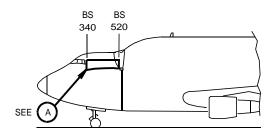
(1) Upper Chords

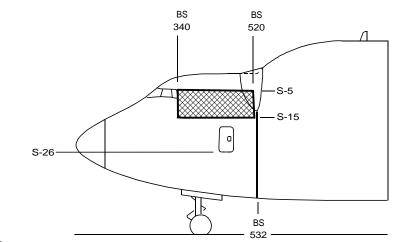
(Internal) From Direction 1, common to shear web at intercostal/stiffener, using LFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-59). 1.5 elapsed hours and 1.5 manhours are required to accomplish this inspection.

Access: Requires removal of main cabin ceiling panels.

Zone(s): 211, 212.







LOCATION OF SSI

ZONES: 200-EXTERNAL

211, 212, 221, 222,

223, 224, 295, 296



548767

F-21 - FUSELAGE SLAB SIDED SKIN AND FRAMES

		ACC	ACCESS MANHOURS		
F-21	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	FUSELAGE SLAB SIDED SKIN AND FRAMES				

INSPECTION OPTIONS - DTR CHECK FORM F-21BB

BS 340 through BS 520, from Stringer S-5 through S-15, left and right sides of fuselage.

NOTE: Excludes BS 520 frame above Stringer S-10A.

(1) Frame

(Internal) From Direction 1, including fastener locations, using visual inspection methods.

Access: Requires removal of lining, insulation, and floor panels as required.

Zone(s): 211, 212, 221, 222, 223, 224.

(2) Skin

(External) From Direction 2, including fastener locations, using visual inspection methods.

Access: Requires removal of brow fairings 295CL and 296CR for some areas.

Zone(s): 200-External, 295, 296.

II. INSPECTION OPTIONS - DTR CHECK FORM F-21CC

BS 360 through BS 520, from Stringer S-5 through S-15, left and right sides of fuselage.

(1) Stringer

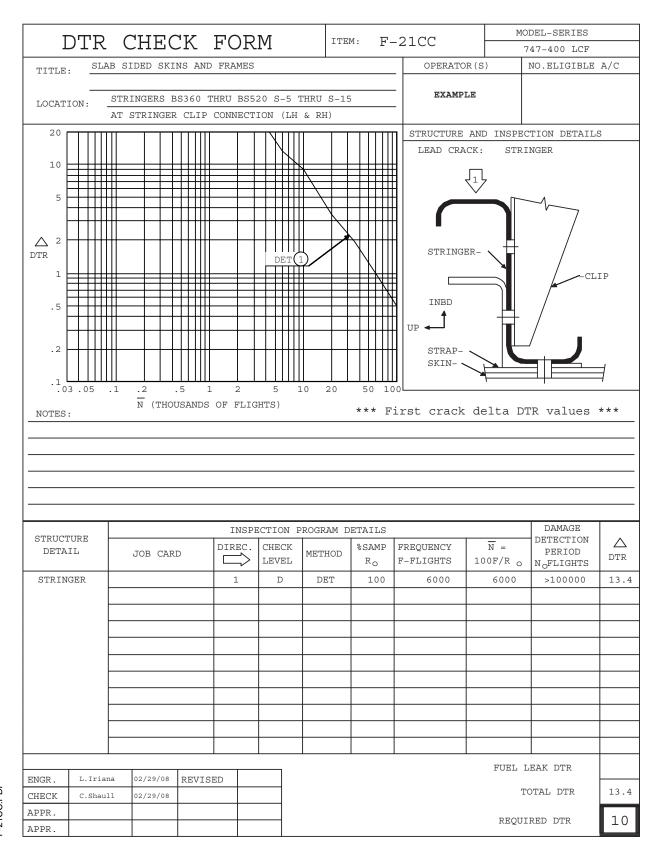
(Internal) From Direction 1, at stringer clip connection including fastener locations, using visual inspection methods.

Access: Same as I.(1).

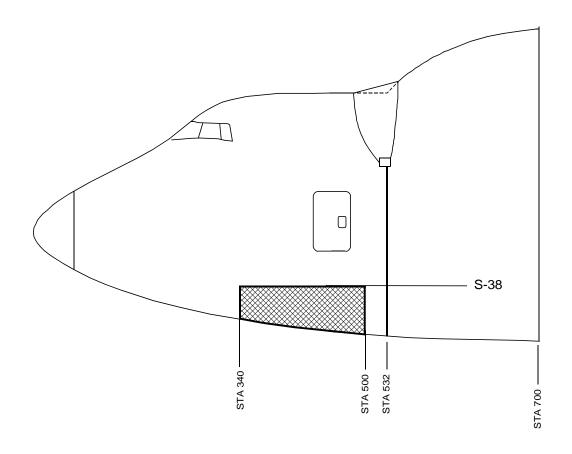
Zone(s): Same as I.(1).

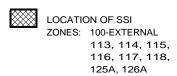
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(2) DIRECTION 2 INSI	ECTION CAN	TOI	BE USED	WHERE E	EXTE	RNAL SK	IN			
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FRAME	1		DET					72000		
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APR 2/28	,							TOTAL DTR	>20	
APR							RE	QUIRED DTR	10	

F-21RR PDF



F-21CC.PDF





FUSELAGE BILGE SKINS AND FRAMES

548543

F-24 – FUSELAGE BILGE SKINS AND FRAMES

		ACCESS MANHOURS			
F-24	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	FUSELAGE BILGE SKINS AND FRAMES				

INSPECTION OPTIONS - DTR CHECK FORM F-24AA

From BS 340 to BS 500, between Stringers S-38L and S-38R, excluding areas covered by Item F-25 (longitudinal lap splices).

NOTE: Direction 1 and 3 inspections cannot be used where external skin doublers are installed.

(1) Skin

(External) From Direction 1, including fastener locations, using visual inspection methods.

Access: None required.

Zone(s): 100-External.

(2) Skin

(External) From Direction 3, at fastener locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-57). 8.0 elapsed hours and 16.0 manhours are required to accomplish this inspection.

NOTE: Direction 1 and 3 inspections cannot be used where external skin doublers are installed.

Access: None required.

Zone(s): Same as I.(1).

(3) Frame

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Remove floor panels and lining and displace insulation.

Zone(s): 115, 116, 117, 118, 121A, 122A, 125A, 126A.

II. INSPECTION OPTIONS - DTR CHECK FORM F-24BB

From BS 340 to BS 500, between Stringers S-38L and S-38R, excluding areas covered by Item F-25 (longitudinal lap splices).

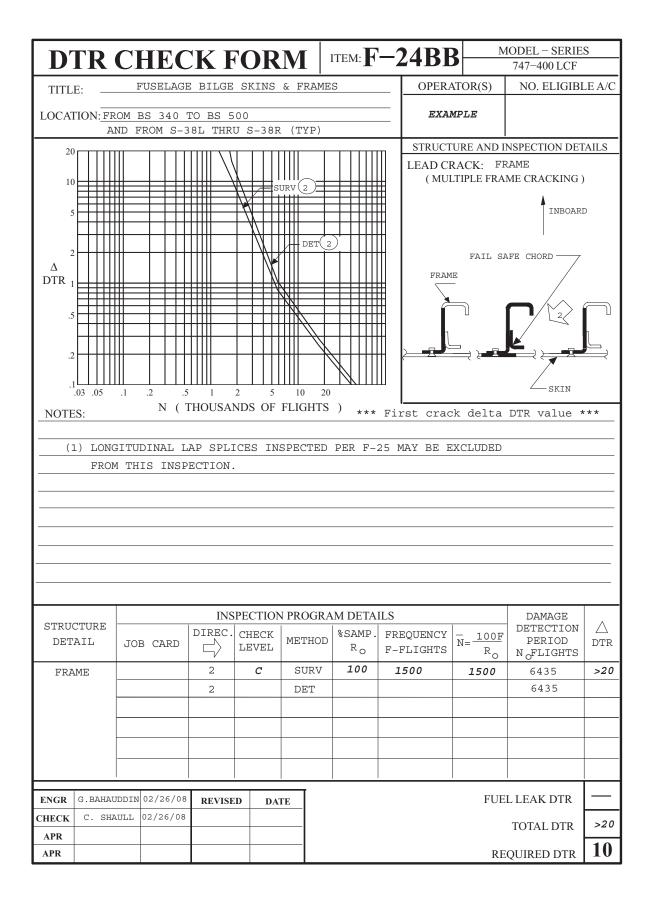


(1) Skin and Frame

(Internal) From Direction 2, including fastener locations and fail safe chords, using visual inspection methods.

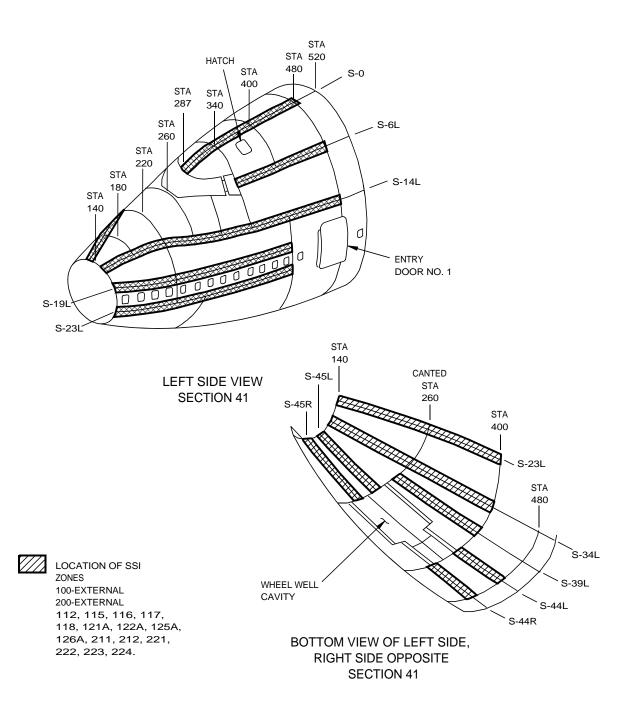
Access: Same as I.(3).

Zone(s): Same as I.(3).



F-24RR PDF

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F-25 – FUSELAGE SKIN LONGITUDINAL LAP SPLICES

		ACC	ACCESS MANHOURS			
F-25	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD		
TITLE:	FUSELAGE SKIN LONGITUDINAL LAP SPLICES	IV.(2)	8	16		
		VIII.(2)	4	8		

I. <u>INSPECTION OPTIONS - DTR CHECK FORM F-25GG</u>

Skin longitudinal lap splices at Stringer S-6, from BS 340 to BS 360, Stringer S-14, from BS 200 to BS 360, Stringer S-19, from BS 340 to BS 360, and Stringer S-23, from BS 240 to BS 360.

(1) Outer Skin

(External) From Direction 1, including upper fastener row, using detailed visual inspection methods.

NOTE: If damage is detected - (External) inspect adjacent bay on each side, using HFEC.

Access: None required.

Zone(s): 200-External.

(2) Outer Skin

(External) From Direction 2, at specified locations using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-02, -03, -06 and 51-00-00, Figure 4 or 23). 3.0 elapsed hours and 6.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

II. INSPECTION OPTIONS - DTR CHECK FORM F-25HH

Skin longitudinal lap splices below Stringer S-38 at Stringer S-45, from BS 140 to BS 260 and Stringer S-44, from BS 400 to BS 420.

(1) Outer Skin

(External) From Direction 1, including upper fastener row, using detailed visual inspection methods.

NOTE: If damage is detected - (External) inspect adjacent bay on each side, using HFEC.

Access: Same as I.(1).

Zone(s): 100-External.



(2) Outer Skin

(External) From Direction 2, at specified locations using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-02, -03, -06). 8.0 elapsed hours and 16.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as II.(1).

(3) Inner Skin

(External) From Direction 3, at specified locations using LFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-13). 4.0 elapsed hours and 8.0 manhours are required to accomplish this inspection.

Access: None.

Zone(s): 100-External, 200-External.

III. INSPECTION OPTIONS - DTR CHECK FORM F-25II

Skin longitudinal lap splices above Stringer S-38 at Stringer S-0, from BS 287 to BS 360, Stringer S-6, from BS 340 to BS 360, Stringer S-19, from BS 140 to BS 340, Stringer S-14, from BS 140 to BS 200, Stringer S-23, from BS 140 to BS 240, and Stringer S-34, from BS 140 to BS 400.

(1) Outer Skin

(External) From Direction 1, including upper fastener row, using detailed visual inspection methods.

NOTE: If damage is detected - (External) inspect adjacent bay on each side, using HFEC.

Access: Same as I.(1).

Zone(s): 100-External, 200-External.

(2) Outer Skin

(External) From Direction 2, at specified locations using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-02, -03, -06). 8.0 elapsed hours and 16.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as III.(1).

IV. INSPECTION OPTIONS - DTR CHECK FORM F-25KK

Skin longitudinal lap splices at Stringer S-0, from BS 340 to BS 360; Stringers S-14, S-19 and S-23, from BS 140 to BS 360, Stringer S-39, from BS 260 to BS 400, Stringer S-44, from BS 400 to BS 420, and Stringer S-45, from BS 140 to BS 260.

(1) Inner Skin

(Internal) From Direction 1, including lower fastener row, using detailed visual inspection methods.

<u>Access:</u> Remove floor panels and lining, and displace insulation as required.

Zone(s): 112, 115, 116, 117, 118, 211, 212, 221, 222, 223, 224.

(2) Inner Skin

(Internal) From Direction 2, at specified locations using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-12). 8.0 elapsed hours and 16.0 manhours are required to accomplish this inspection.

Access: Same as IV.(1).

Zone(s): Same as IV.(1).

(3) Inner Skin

(External) From Direction 3, at specified locations using LFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-13). 4.0 elapsed hours and 8.0 manhours are required to accomplish this inspection.

Access: None.

Zone(s): 100-External, 200-External.

V. INSPECTION OPTIONS - DTR CHECK FORM F-25PP

Skin longitudinal lap splices at Stringer S-6, from BS 360 to BS 480, Stringer S-14, from BS 360 to BS 480, Stringer S-19, from BS 360 to BS 400, and Stringer S-23, from BS 360 to BS 400.

(1) Outer Skin

(External) From Direction 1, including upper fastener rows, using detailed visual inspection methods.

NOTE: If damage is detected - (External) inspect adjacent bay on each side, using HFEC.

Access: Same as I.(1).

Zone(s): Same as I.(1).

(2) Outer Skin

(External) From Direction 2, at specified locations using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-02, -03, -06 and 51-00-00 Figure 4 or 23). 4.0 elapsed hours and 8.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

VI. <u>INSPECTION OPTIONS - DTR CHECK FORM F-25QQ</u>

Skin longitudinal lap splices below Stringer S-38 at Stringer S-44, from BS 420 to BS 480.

(1) Outer Skin

(External) From Direction 1, including upper fastener rows, using detailed visual inspection methods.

NOTE: If damage is detected - (External) inspect adjacent bay on each side, using HFEC.



Access: Same as I.(1).

Zone(s): Same as II.(1).

(2) Outer Skin

(External) From Direction 2, at specified locations using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-02, -03, -06). 1.0 elapsed hour and 2.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as II.(1).

VII. INSPECTION OPTIONS - DTR CHECK FORM F-25RR

Skin longitudinal lap splices above Stringer S-38 at Stringer S-0, from BS 360 to BS 480.

(1) Outer Skin

(External) From Direction 1, including upper fastener row, using detailed visual inspection methods.

NOTE: If damage is detected - (External) inspect adjacent bay on each side, using HFEC.

Access: Same as I.(1).

Zone(s): Same as I.(1).

(2) Outer Skin

(External) From Direction 2, at specified locations using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-02, -03, -06). 1.0 elapsed hour and 2.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

VIII. INSPECTION OPTIONS - DTR CHECK FORM F-25SS

Skin longitudinal lap splices at Stringers S-0, S-6 and S-14, from BS 360 to BS 480, Stringer S-19 and S-23, from BS 360 to BS 400, and Stringer S-44, from BS 420 to BS 480.

(1) Inner Skin

(Internal) From Direction 1, including lower fastener row, using detailed visual inspection methods.

<u>Access:</u> Remove floor panels, lining, and insulation as required.

Zone(s): 112, 115, 116, 117, 118, 121A, 122A, 125A, 126A, 211, 212, 221, 222, 223, 224.

(2) Inner Skin

(Internal) from Direction 2, at specified locations using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-12). 3.0 elapsed hours and 6.0 manhours are required to accomplish this inspection.

Access: Same as VIII.(1).

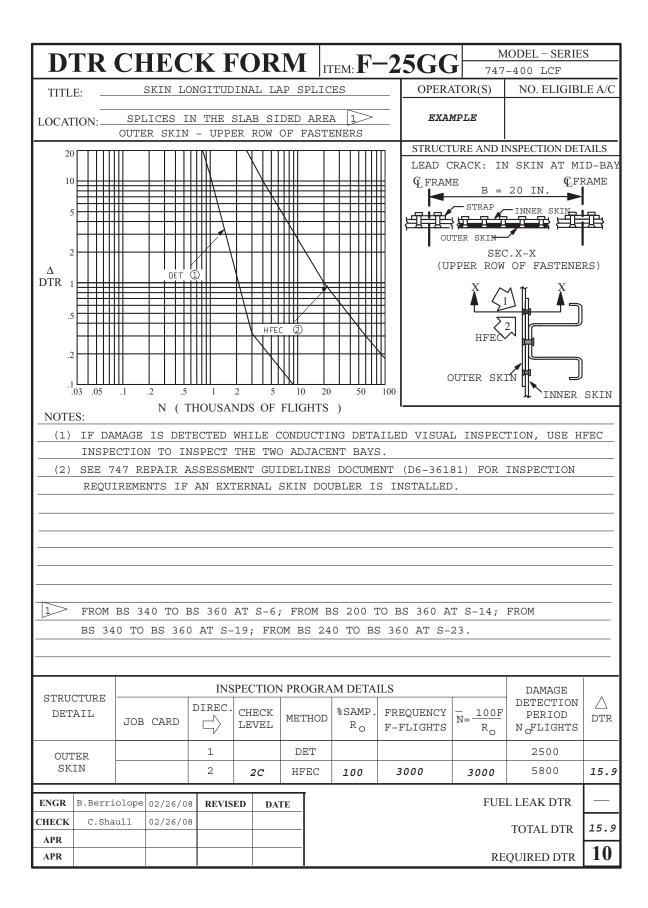
Zone(s): Same as VIII.(1).

(3) Inner Skin

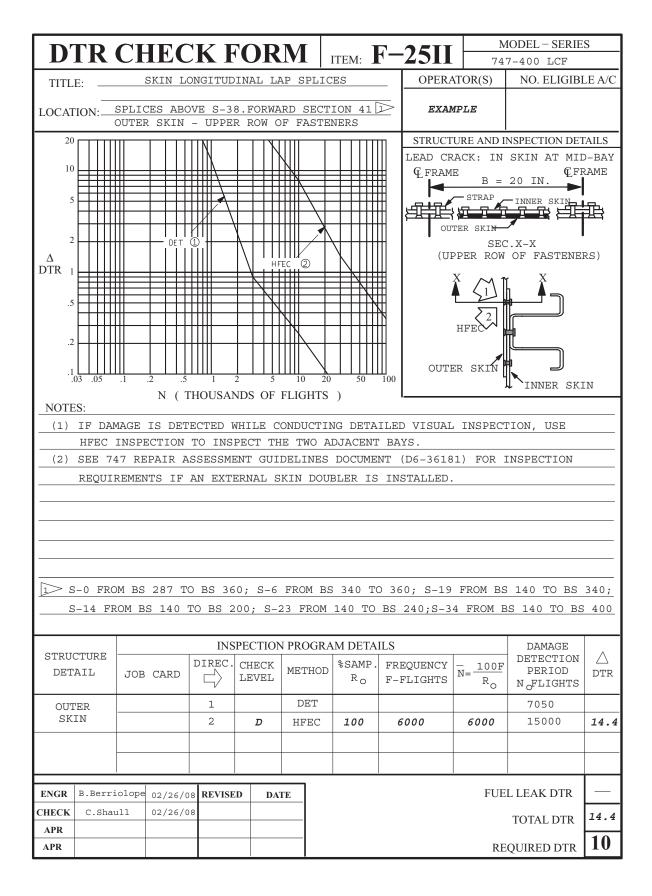
(External) From Direction 3, at specified locations using LFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-13). 3.0 elapsed hours and 6.0 manhours are required to accomplish this inspection.

Access: None.

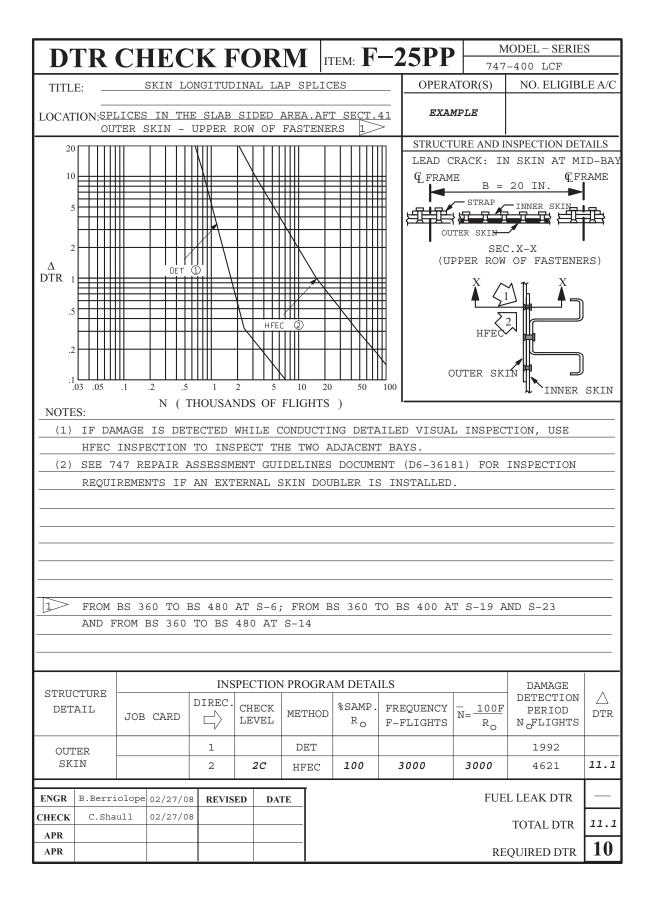
Zone(s): 100-External, 200-External.



F-25GG.PDF

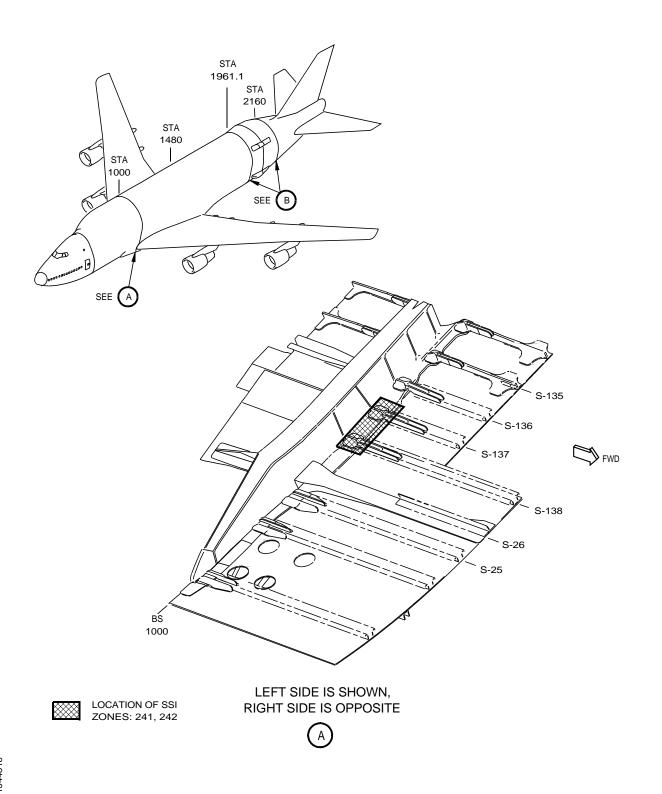


F-2511.PDF

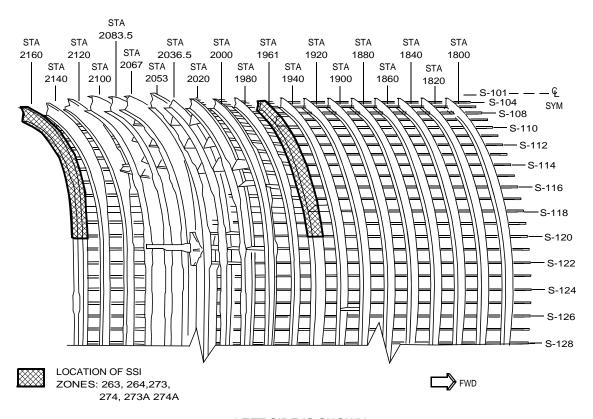


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(2) SEE 7	47 REPAIR A	ASSESSM	ENT GUI	DELINE	ES DOCUME	NT (D6-36	181) FOR	INSPECTION	
REQUI	REMENTS IF	AN EXT	ERNAL S	KIN DO	OUBLER IS	INSTALLE	D.		
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STRUCTURE DETAIL	JOB CARD	DIREC.	CITTICIC	METHO	%SAMP.	FREQUENCY		DETECTION PERIOD	DTR
	UOB CARD		LEVEL		Ro	F-FLIGHTS	R _o	N _O FLIGHTS	DIK
OUTER		1		DET				5617	
SKIN		2	D	HFEC	100	6000	6000	11951	11.1
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APR	,,							TOTAL DTR	11.1
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F-25RR.PDF



F-26 - SKIN STRINGER CIRCUMFERENTIAL SPLICES



LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE



	I

		ACC	ESS MANH	IOURS	
F-26	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	SKIN STRINGER CIRCUMFERENTIAL SPLICES	II.(1)	8	4	

I. INSPECTION OPTIONS - DTR CHECK FORM F-26GG

Frame outer chord at innermost rows of skin splice at BS 1961.1 and BS 2160, from Stringer S-120L to S-120R.

(1) Frame

(Internal) From Direction 1, at inner skin splice locations, using visual inspection methods.

Access: Remove or displace insulation as required.

Zone(s): 263, 264, 273, 274, 273A, 274A.

II. INSPECTION OPTIONS - DTR CHECK FORM F-26HH

Stringer at outermost fastener rows of stringer splice at BS 1961.1 and BS 2160, from Stringer S-120L to S-120R.

(1) Stringer

(Internal) From Direction 1, at fore and aft sides of the body section joint centerline locations, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-17). 1.5 elapsed hours and 3.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

III. INSPECTION OPTIONS - DTR CHECK FORM F-26II

Paddle Fittings at innermost fastener rows of stringer splice at BS 1961.1 and BS 2160 from Stringer S-120L to S-120R.

(1) Paddle Fittings

(Internal) From Direction 1, at fore and aft sides of the body section joint centerline locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00 Figure 4 or 23). 1.5 elapsed hours and 3.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

IV. INSPECTION OPTIONS - DTR CHECK FORM F-26JJ

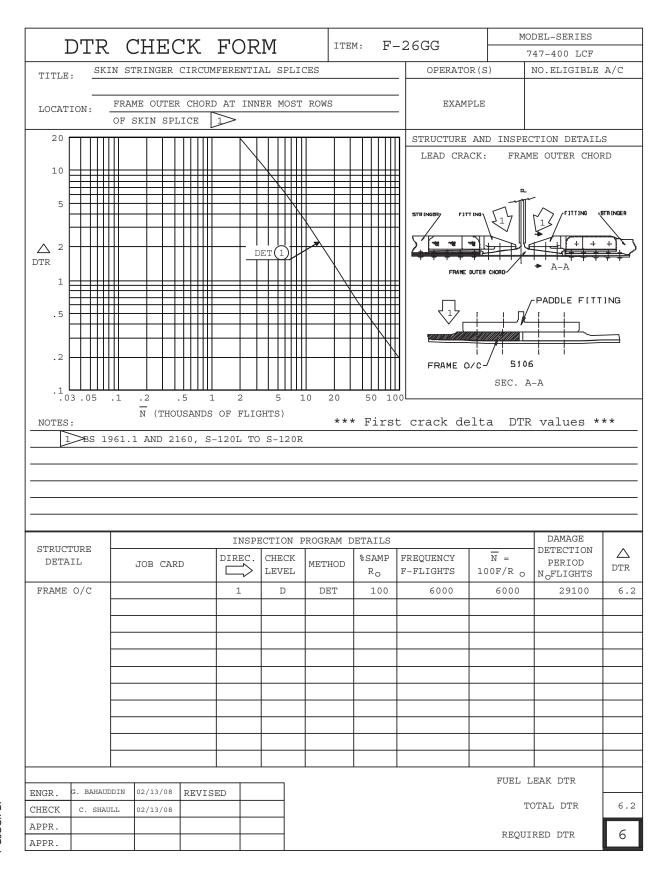
Bulkhead BS 1000 outer chord at Stringer S-137 and S-138, left and right sides of fuselage.

(1) Chord

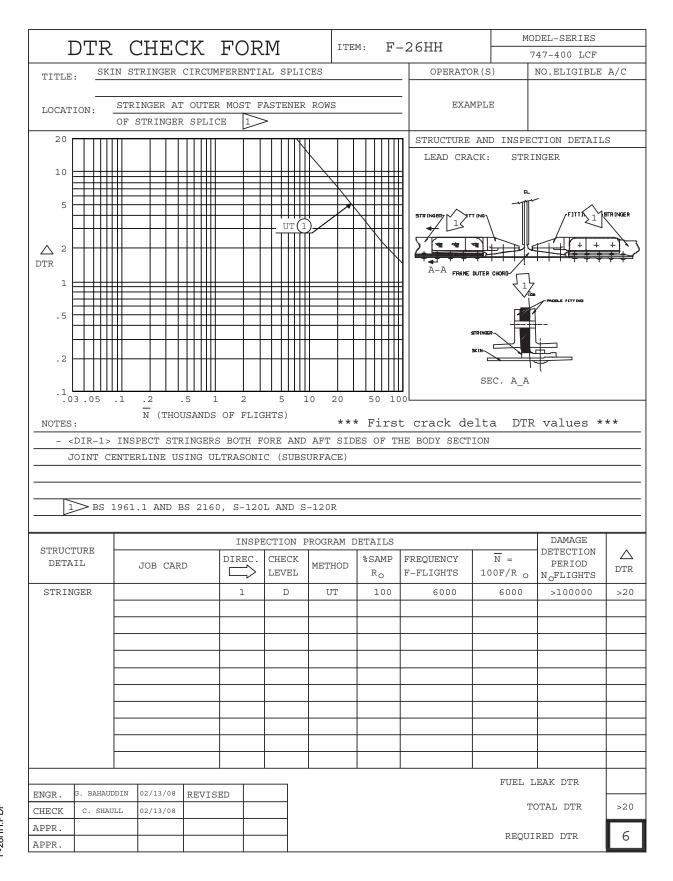
(Internal) From Direction 1, first aft row common to outer chord and paddle fitting, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-17). 1.5 elapsed hours and 3.0 manhours are required to accomplish this inspection.

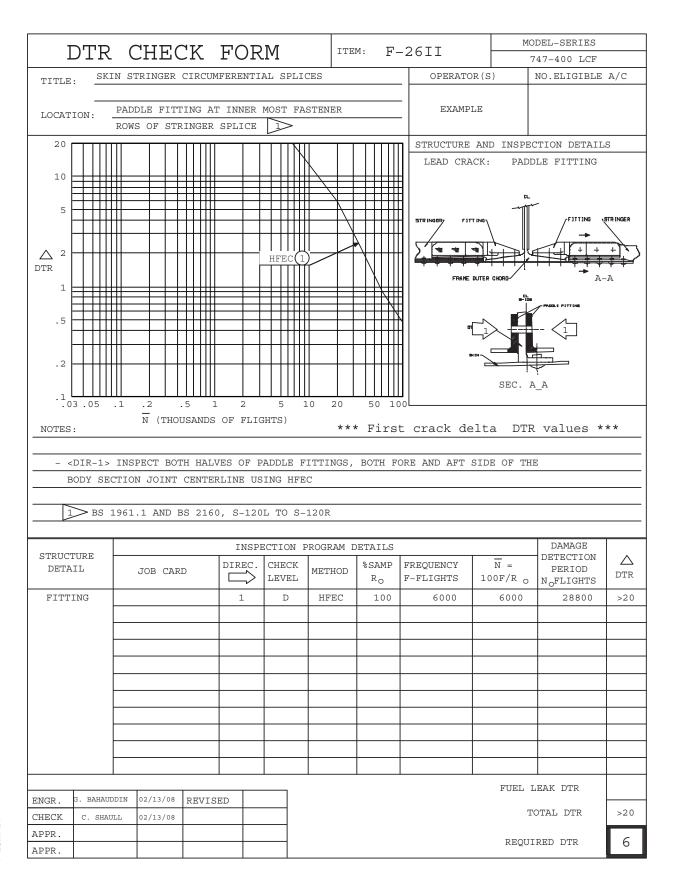
Access: Remove side wall panels and displace insulation blankets, as needed.

Zone(s): 241, 242.

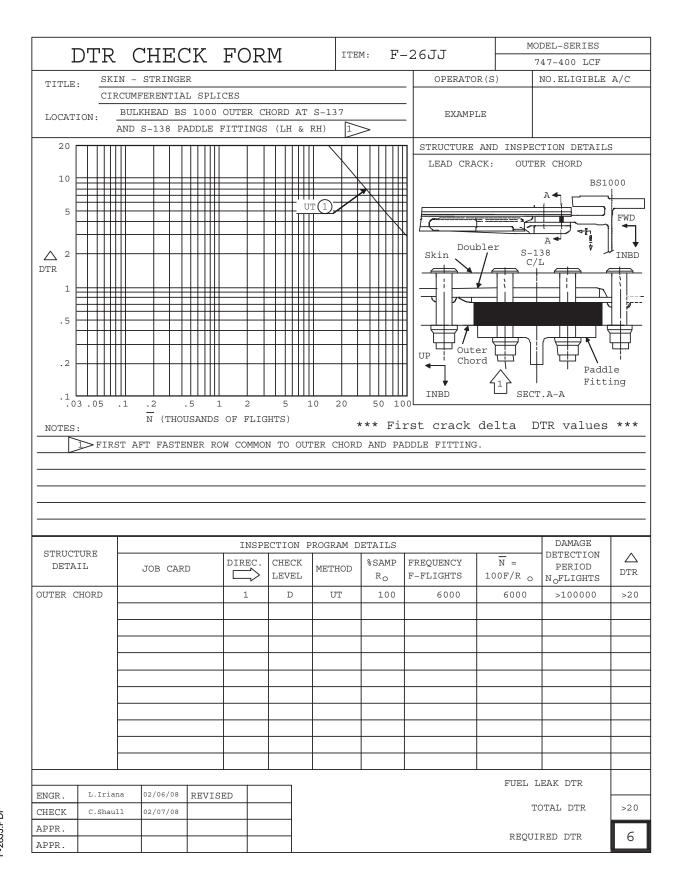


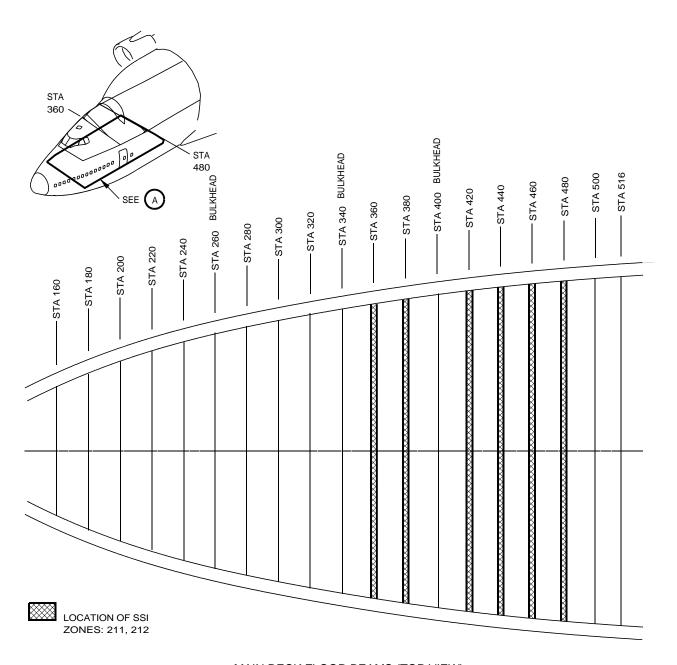
F-26GG.PDF





F-26II.PDF





MAIN DECK FLOOR BEAMS (TOP VIEW)



1531086

F-29 - MAIN DECK FLOOR BEAMS



MAIN DECK FLOOR BEAMS

BS	7075 Upper/Lower Chord F-29AA	7075 Low Chord, BL10-20 (L/R) F-29BB
360	X	X
380	X	X
420	X	
440	X	
460	X	
480	X	

		ACC		
F-29	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	MAIN DECK FLOOR BEAMS	II.(1)	4	2

I. INSPECTION OPTIONS - DTR CHECK FORM F-29AA

Upper and lower chords of the main deck floor beams. Reference specific charts for station locations.

(1) Upper and Lower Chords

(Internal) From Direction 1, inspect the vertical and horizontal flanges of the upper and lower chords, using detailed visual inspection methods.

Access: Requires removal of main cabin floor panels.

Zone(s): 211, 212.

II. INSPECTION OPTIONS - DTR CHECK FORM F-29BB

Lower chords of the main deck floor beams between LBL 10 and LBL 20 and RBL 10 and RBL 20. Reference specific charts for station locations.

(1) Lower Chords

(Internal) From Direction 1, inspect the intersection of the lower chord to the vertical beam, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-58). 2.5 elapsed hours and 5.0 manhours are required to accomplish this inspection.

Access: Same as I.(1).

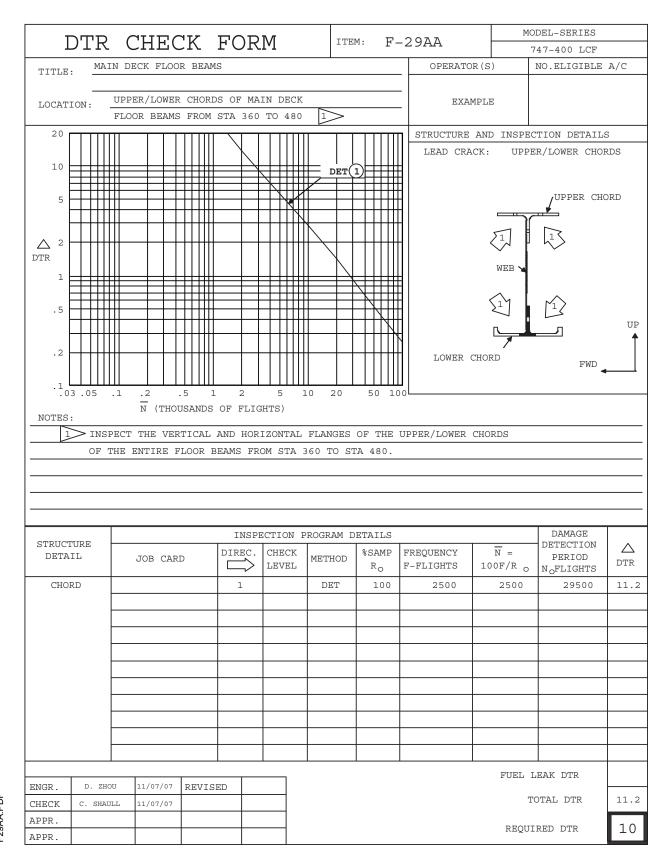
Zone(s): Same as I.(1).

(2) Lower Chords

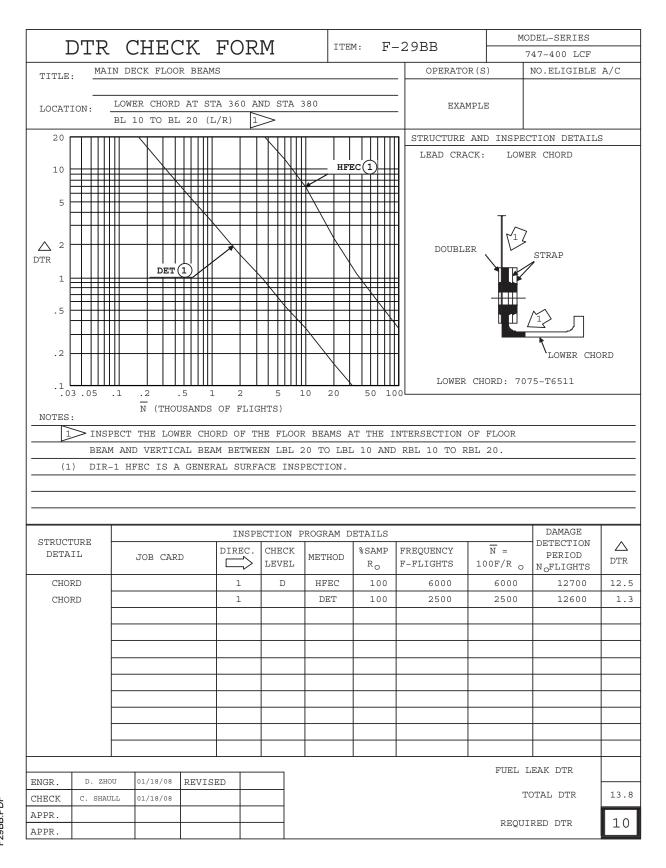
(Internal) From Direction 1, inspect the intersection of the lower chord to the vertical beam, using detailed visual inspection methods.

Access: Same as I.(1).

Zone(s): Same as I.(1).

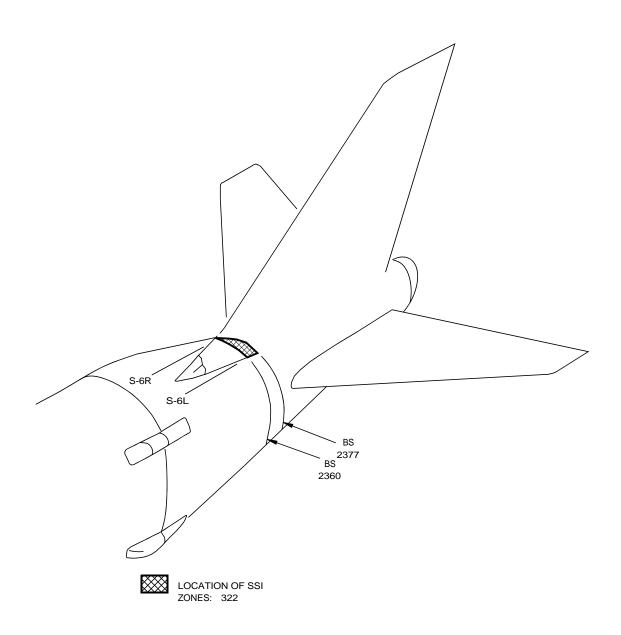


F29AA.PDF



-29BB.PDF

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FUSELAGE SKIN-TO-STRINGER ATTACHMENT

548420

F-30 – FUSELAGE SKIN-TO-STRINGER ATTACHMENT, BS 2360

		ACC	ESS MANHOURS		
F-30	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	FUSELAGE SKIN-TO-STRINGER ATTACHMENT, BS 2360				

INSPECTION OPTION - DTR CHECK FORM F-30AA

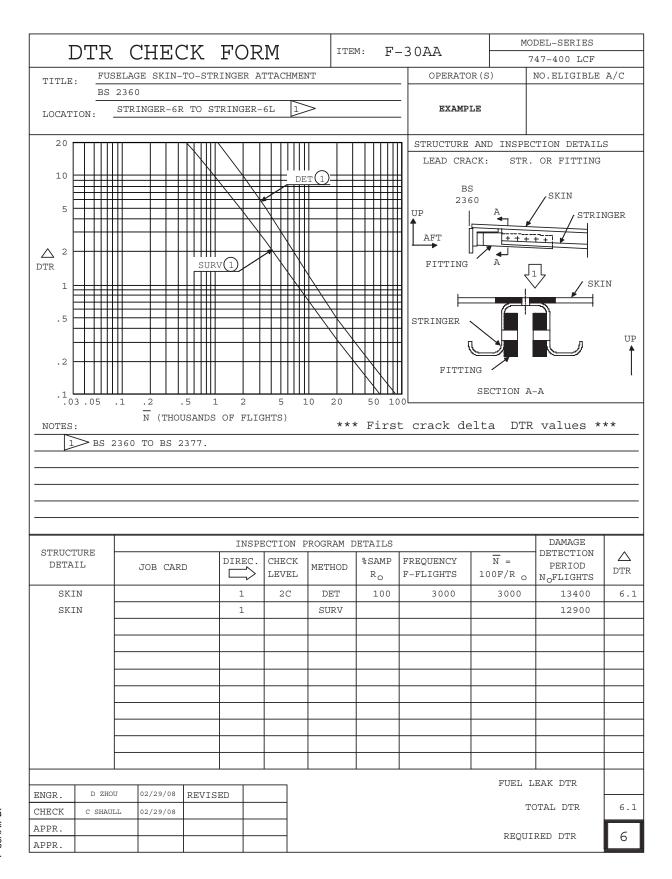
From BS 2360 to BS 2377, between Stringers S-6L and S-6R.

(1) Skin

(External) From Direction 1, including fastener locations, using visual inspection methods.

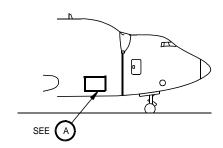
Through Fin Access Panels 322AL 322BL and 322CL. Access:

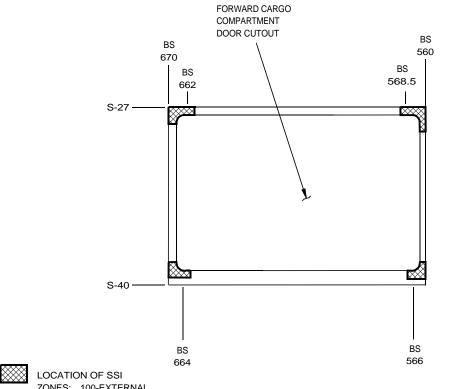
Zone(s): 322.



F-30AA.PDF

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ZONES: 100-EXTERNAL 122

FUSELAGE LOWER LOBE CARGO DOOR CUTOUT



F-39 - FUSELAGE LOWER LOBE CARGO DOOR CUTOUT

		ACCESS MANHOURS		
F-39	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	FUSELAGE LOWER LOBE CARGO DOOR CUTOUT			

NOTE: Additional DTR Check Forms are required for complete coverage of this SSI. Refer to the listing of DTR Check Forms at the beginning of Section 8.2.

I. INSPECTION OPTIONS - DTR CHECK FORM F-39HH

Forward cargo door cutout, at BS 568.5 and BS 662 hinge support locations.

(1) Skin and Strap

(External) From Direction 4, at specified locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-02). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: Remove overhead light panel and displace insulation. Also requires removal of all

fasteners common to hinge fittings. Do not remove more than two fasteners at a time.

Zone(s): 122.

II. <u>INSPECTION OPTIONS - DTR CHECK FORM F-39II</u>

Cutout corner areas at forward door hinge fairings.

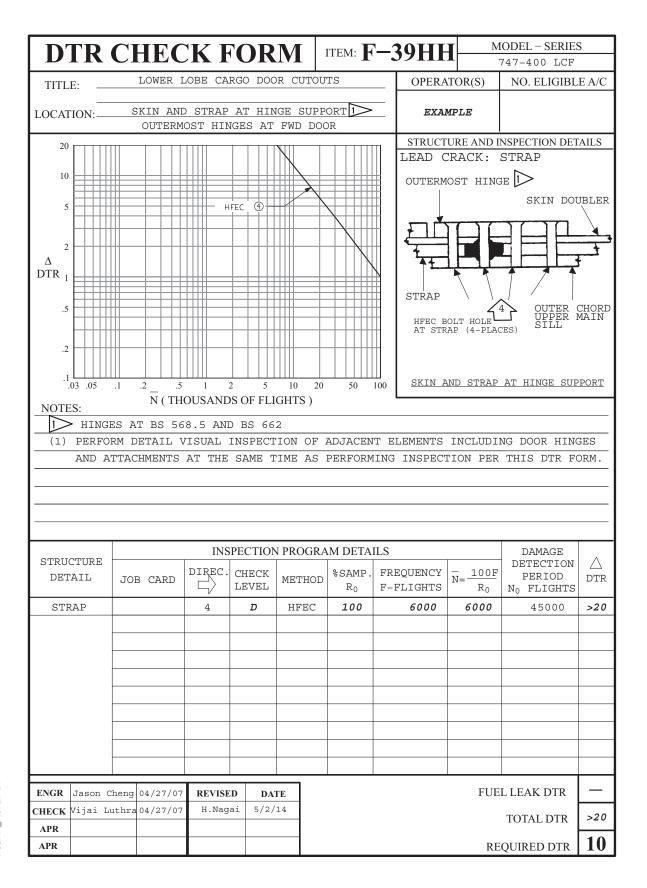
(1) Skin and Strap

(External) From Direction 1, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-52). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

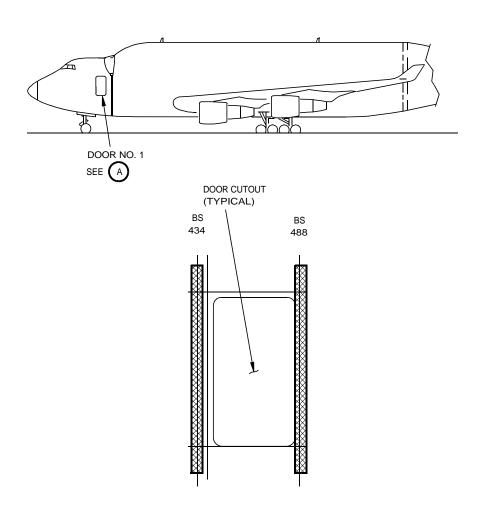
Access: Requires removal of all fasteners common to hinge fairings. Do not remove more than two

fasteners at a time.

Zone(s): 100-External.



F39HH_Rev2.PDF



LOCATION OF SSI
ZONES: 200-EXTERNAL
211, 212,

DOOR NO. 1 LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE



545587

F-41 - MAIN DECK ENTRY DOOR CUTOUTS

		ACC	ESS MANH	ANHOURS		
F-41	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD		
TITLE:	MAIN DECK ENTRY DOOR CUTOUTS	1.(2)	2	1		

INSPECTION OPTIONS - DTR CHECK FORM F-41CC

At the frame inner chord, 15 inches above and below the upper sill intersection, BS 434 and BS 488, and 15 inches above and below the lower sill intersection at BS 434 and BS 488.

(1) Inner Angle/Inner Chord

(Internal) From Direction 1, visible areas at specified locations, including fastener locations, using visual inspection methods.

Access: Remove lining, scuff plates, floor panels, and displace insulation blankets as needed.

Zone(s): 211, 212.

(2) Strap

(Internal) From Direction 2, at specified locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-05). 1.0 elapsed hour and 2.0 manhours are required to accomplish this inspection.

Same as I.(1). Access:

Same as I.(1). Zone(s):

INSPECTION OPTIONS - DTR CHECK FORM F-41DD

At the frame outer chord, from Stringer S-21 to the upper sill intersection at BS 434 and BS 488, and from Stringer S-21 to the lower sill intersection at BS 434 and BS 488, excluding fastener locations common to the sills.

(1) Strap

(External) From Direction 1, at specified locations using LFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-20). 0.5 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: None required.

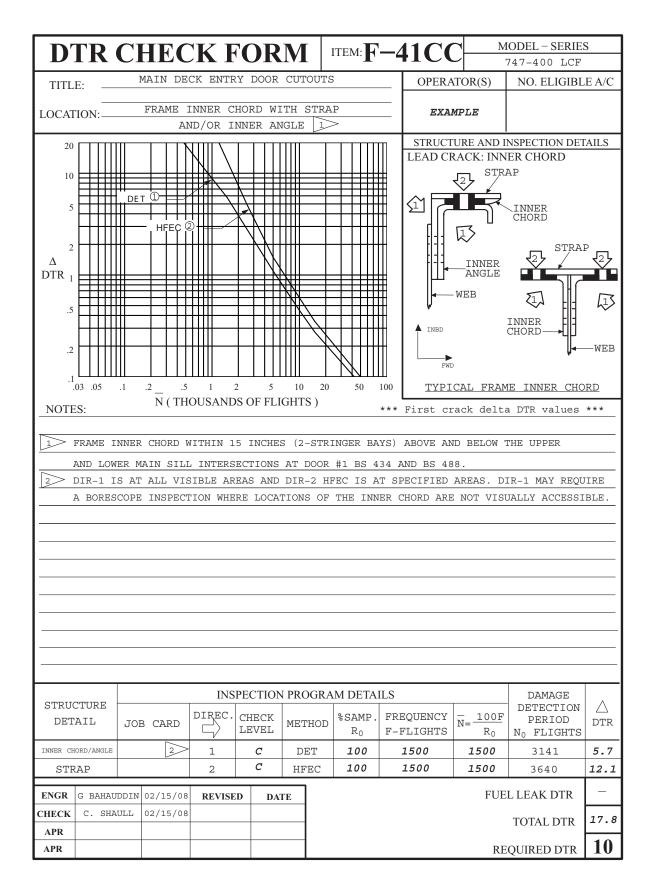
Zone(s): 200-External.

(2) Strap

(Internal) From Direction 2, at specified locations, using detailed visual inspection methods.

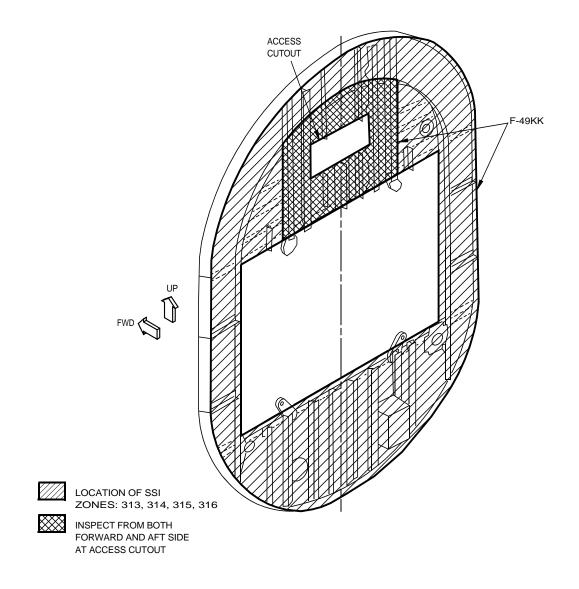
Access: Same as I.(1).

Zone(s): Same as I.(1).



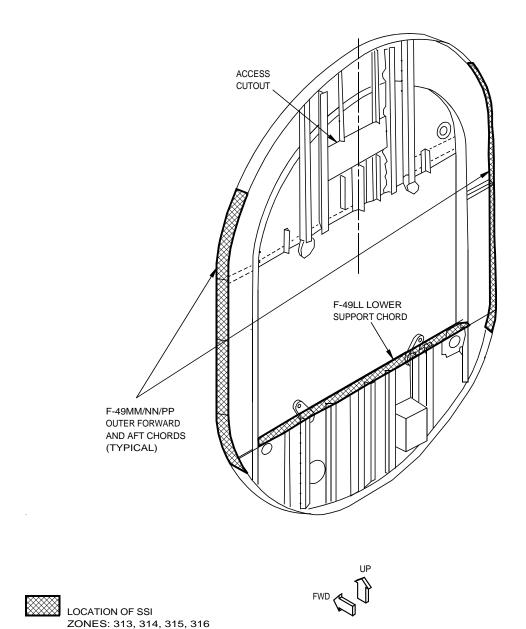
F-41CC.PDF





543352

F-49 - SECTION 48 BS 2598 BULKHEAD



543719

F-49 - SECTION 48 BS 2598 BULKHEAD

		ACC	ACCESS MANHOURS				
F-49	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD			
ΓΙΤLE:	SECTION 48 BS 2598 BULKHEAD						

I. INSPECTION OPTIONS - DTR CHECK FORM F-49KK

BS 2598 bulkhead web, including around access cutout.

(1) Web

(External) From Direction 1, including fastener locations, using detailed visual inspection methods. Inspect access cutout from both forward and aft sides, and the remaining web from the aft side.

Access: Open Access Door 315AL.

Zone(s): 313, 314, 315, 316.

II. INSPECTION OPTIONS - DTR CHECK FORM F-49LL

Lower lobe floor support chord.

(1) Chord

(External) From Direction 1, including fastener locations, using HFEC (Ref. 747 NDT Manual D6-7170, Part 6, 53-10-49). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

III. INSPECTION OPTIONS - DTR CHECK FORM F-49MM

Forward outer chord from Stringer S-7 to Stringer S-11, left and right sides. Aft outer chord from Stringer S-7 to WL 311, left and right sides.

NOTE: Use F-49NN for areas where outer chords are covered by splice fittings or other details.

(1) Chord

(External) From Direction 1, including fastener locations, using detailed visual inspection methods.

Access: Same as I.(1).

Zone(s): Same as I.(1).

(2) Chord

(External) From Direction 1, including fastener locations, using HFEC (Ref. 747 NDT Manual D6-7170, Part 6, 53-10-49). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

IV. INSPECTION OPTIONS - DTR CHECK FORM F-49NN

Forward outer chord (where hidden) from Stringer S-7 to Stringer S-11, left and right sides. Aft outer chord (where hidden), from Stringer S-7 to Stringer S-17, left and right sides.

(1) Chord

(External) From Direction 1, including fastener locations, using UT (Ref. 747 NDT Manual D6-7170, Part 4, 53-10-10). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: Same as I.(1).

Zone(s): Same as I.(1).

V. INSPECTION OPTIONS - DTR CHECK FORM F-49PP

Outer chord, approximately WL 317 and WL 321, under longeron splice fittings, left and right sides.

(1) Chord

(External) From Direction 1, including fastener locations, using HFEC (Ref. 747 NDT Manual D6-7170, Part 6, 53-10-50). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

NOTE: This open-hole inspection requires removal of the fasteners.

Access: Same as I.(1).

Zone(s): Same as I.(1).



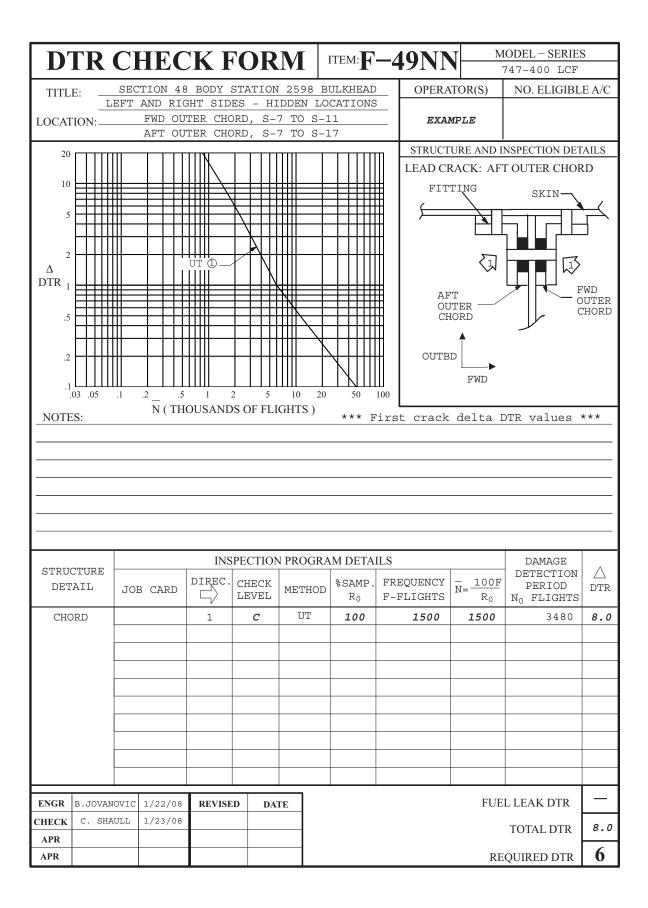
DTR	CHEC	CK F	FOR	M	ITEM: F -	-4	9KK	M	ODEL – SERIES	S
TITLE:	SECTION 48	BODY	STATION	2598 I	BULKHEAD		OPERA	TOR(S)	NO. ELIGIBL	E A/C
LOCATION:			WEB			_ [EXAM	IPLE		
20		11111		ПП		$_{\Pi}$	STRUCT	URE AND I	NSPECTION DET	AILS
		$\parallel \parallel \parallel$	<u> </u>				LEAD CF	RACK: WE	EB	UP
10						∄		$\overline{}$		FWD
5]			$\frac{1}{1}$	
l 		╫	+++	$\parallel \parallel \parallel$	+++++	+ $ $	$\langle \rangle$			
Δ 2		DE	ETO	1	11111	1	X		'A"	\setminus
DTR 1		Ш—		$\parallel \mid \downarrow \mid$		<u></u>		*		7
						‡		/		1
.5					$\overline{\Lambda}$	7		71		
.2						11	. 1			
.2							"A'	' ACCESS	CUTOUT	0
.03 .05	.1 .25	1	2 5	10 20) 50	100				1
NOTES:	N (TH	OUSANE	OS OF FLI	GHTS)	*** F	irst	crack	delta I	TR values '	***
(1) INSPE	ECT THE ACC	ESS HOL	E CUTOU	JT FROM	BOTH SI	DES	OF THE	BULKHEA	AD.	
INSPE	CT ALL REMA	AINING	WEB FRO	M AFT	SIDE.					
STRUCTURE		INS	SPECTION	N PROGR	AM DETA	ILS			DAMAGE DETECTION	
DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.		QUENCY LIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD No FLIGHTS	DTR
WEB		1	2C	DET	100	1-1	3000	3000	12780	7.4
1 112			20		100		3000	3000	12700	, • •
ENGR B.JOVAN	NOVIC 1/21/08	REVISE	ED DA	ГЕ				FUE	L LEAK DTR	—
CHECK C. SHA	AULL 1/22/08								TOTAL DTR	7.4
APR										
APR		1						RE	QUIRED DTR	6

F-49KK.PDF

DTR	CHEC	CK F	OR	M II	TEM: T-	-49MN	M	IODEL – SERIES	3
								747-400 LCF	F A /C
TITLE:	SECTION 48		RIGHT		ULKHEAL	OPERA	ATOR(S)	NO. ELIGIBL	E A/C
LOCATION:		TER CHO	DRD, S-	7 TO S-1		EXA	MPLE		
20		TIN				STRUCT	URE AND I	NSPECTION DET	AILS
I N	$oxed{J}$					LEAD CI	RACK: AF	T OUTER CHOR	² D
10 5 Δ DTR 1 .5	DET ①	HFEC ()					JTER HORD	F	WD OUTER CHORD
.1		Щ	ЩĬ		\prod		FWD		
	.1 .25 N (TH		2 5 OS OF FLI	10 20 GHTS)		100			
NOTES:								DTR values	
<u></u>	NN FOR AREA	AS WHER	E OUTER	CHORDS	ARE CO	OVERED BY S	PLICE FI	TTINGS OR O	THER_
DETAILS.									
2) DIDECTIO	NI 1 TO DE	DEDEODM	IED ON I	- CIN & CINIC	7 Em OII	TED CHODDS			
2) DIRECTIO	N I IO BE	PERFORM	IED ON E	UNA UN	AFI OU.	IER CHORDS.			
		INS	SPECTION	I PROGRA	M DETA	ILS		DAMAGE	
STRUCTURE				TROOM			1000	DETECTION	Δ
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD No FLIGHTS	DTR
CHORD		1		DET	0	1 12101110	2.0	No FIIGHIS	
CHORD		1	С	HFEC	100	1500	1500	3480	9
				111 110	100	1300	1300	3100	
ENGR B.JOVAN	OVIC 1/22/08	REVISE	ED DA	ГЕ			FUE	L LEAK DTR	_
CHECK C. SHA	ULL 1/23/08							TOTAL DTR	9
APR APR							RE	QUIRED DTR	6
								(

F-49MM.PDF

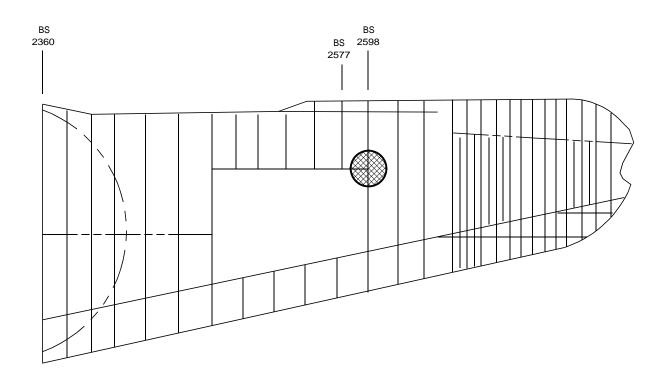


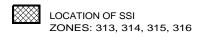


DTR	CHEC	'K I	TOP	M	ітем: Т	-49PP	M	IODEL – SERIES	S
DIK	CILC	17 1	UN	1 41	TIEN. I	471 1		747-400 LCF	
TITLE:	SECTION 48				ULKHEAD	OPERA	TOR(S)	NO. ELIGIBL	E A/C
LOCATION:	OUTER CHORI		RIGHT S		WL 321	EXAM	<i>IPLE</i>		
	UNDER I	LONGERO	N SPLIC	E FITTI	NGS				
20		ПШ	V IIII	Ш				NSPECTION DET	
10		Ш	$\Lambda \coprod \coprod$	Ш		LEAD CR	ACK: AF	T OUTER CHOR	KD
						SPLICE		SKIN-	
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Δ 2		HHH HFEC (D–			11111	# /	<u> </u>		,
DTR 1			$\bot \bot \bot \Lambda$			<u> </u>	N I		
						AFT			FWD OUTER
.5						OUTE:			CHORD
		+++-		$\parallel \parallel \prec$. 	╣	-	LONGERON	1
.2			1 1 1 1 1		M			SPLICE FITTING	
.1 .03 .05	.1 .2 .5	1	2 5	10 20	50	OUTBD 100	>		
	_		OS OF FLIC			1	WD delta F	OTR values '	***
NOTES:						IIBC CIACK	ucita i	71K Values	
1) DIR 1:	OPEN BOLT H	IOLE HF	EC						
l									
		INS	SPECTION	PROGR <i>A</i>	AM DETA	ILS		DAMAGE	
STRUCTURE DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY	100F	DETECTION PERIOD	△ DTR
DHINID	JOB CARD		LEVEL	METHOD	R ₀	F-FLIGHTS	R ₀	N ₀ FLIGHTS	DIK
CHORD		1	С	HFEC	100	1500	1500	16560	20
				_					
ENGR B.JOVAN		REVISE	ED DAT	TE.			FUE	L LEAK DTR	
CHECK C. SHA	AULL 1/23/08	-						TOTAL DTR	20
APR APR		\vdash					RE	QUIRED DTR	6
	1							,	_

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		ACC	ESS MANH	OURS	
F-51	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	SECTION 48 LONGERON SKIN SPLICE BS 2598				

I. INSPECTION OPTIONS - DTR CHECK FORM F-51CC

Forward and aft of BS 2598, at upper and lower edges of the longeron.

(1) Longeron

(External) From Direction 1, at specified locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 53-10-14). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Open Access Door 315AL.

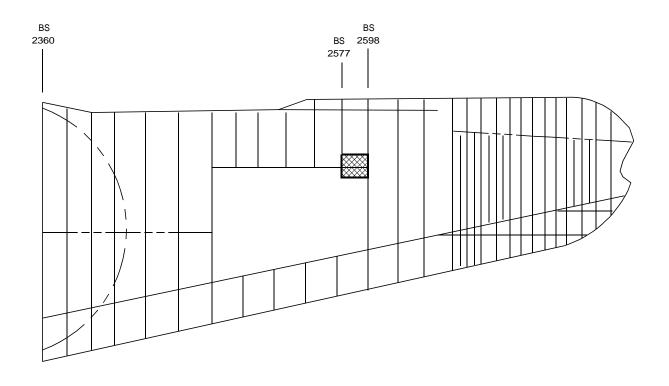
Zone(s): 313, 314, 315, 316.

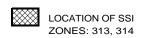
DTR	CHEC	CKF	OR	M	ІТЕМ: 🗜	-51CC		ODEL – SERIES	S
TITLE:	SI	ECTION	48 LONG	ERON		OPERA	TOR(S)	NO. ELIGIBL	E A/C
			CE (BS2			_			
LOCATION:	LONGE	RON @ S	SPLICE I	FITTINGS	3	EXAI	MPLE		
20		ППК	ТПП	ПП		III		NSPECTION DET	AILS
10			\coprod		$\perp \downarrow \downarrow \downarrow \downarrow \downarrow$	LEAD CF	RACK: LO	NGERON	
10							HE	FEC	
5				HFEC ①		 			
			+++	111	+HH	LONGE	RON _		
2			1 1 1 1	\mathbb{N}		 			
Δ DTR $_1$				$\parallel \setminus \perp$	$\perp \perp \perp \perp \perp$	SPLICE FITTIN			
· •				+			V		พื้น
.5					$\sqrt{\parallel}$	#			LATE
			1111		NIII	H LONG	seron -		LWIE
.2					\Box	 		Щ	
.1						Ш		117	FEC
.03 .05	_		2 5 OS OF FLI	10 20 GHTS)		100			
NOTES:								DTR values	***
	R AND LOWER				OF BS2	2598 AND IS	REQUIRE	D AT	
	C THIS HOWEL	LDOLD	01 1010	JEITOIV.					
		INS	SPECTION	I PROGRA	M DETA	ILS		DAMAGE	
STRUCTURE		DIREC.	CHECK		%SAMP.		_ 100F	DETECTION	\triangle
DETAIL	JOB CARD		LEVEL	METHOD	R ₀	F-FLIGHTS	$N = \frac{1001}{R_0}$	PERIOD N ₀ FLIGHTS	DTR
LONGERON		1		HFEC	100	2000	2000	10260	8.5
ENGR B.JOVAN	OVIC 1/21/08	REVISE	DATE DATE	ГЕ			FUE	L LEAK DTR	_
CHECK C. SHA	ULL 1/22/08							TOTAL DTR	8.5
APR									
APR							RE	QUIRED DTR	6

E-5100 DDF

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F-95 – SECTION 48 TORQUE BOX SHEAR DECK

		ACCESS MANHOURS				
F-95	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD		
TITLE:	SECTION 48 TORQUE BOX SHEAR DECK					

I. INSPECTION OPTIONS - DTR CHECK FORM F-95

From BS 2577 to BS 2598, both left and right sides of fuselage.

NOTE: Inspection is from above and below shear deck.

(1) Web and Doubler

(External) From Direction 1, adjacent to the longeron, using detailed visual inspection methods.

Access: Open Access Door 315AL.

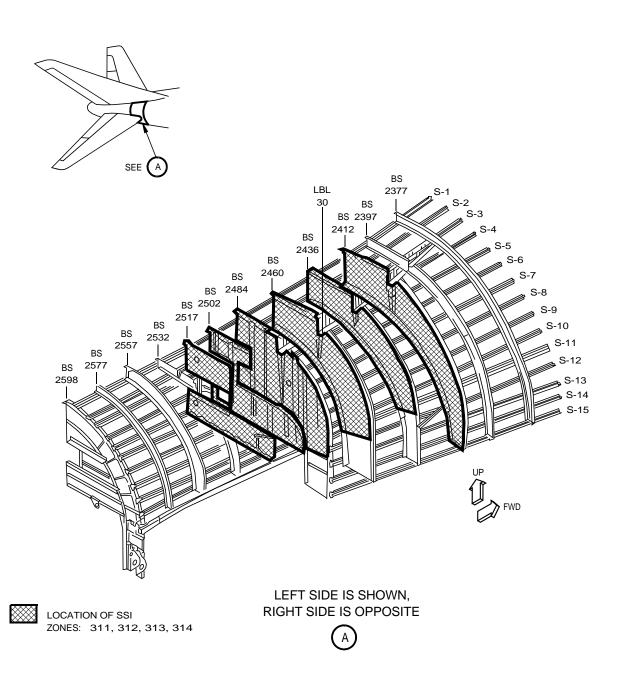
Zone(s): 313, 314.



DTD	CHEC	TIZI	TOD	1/1	ITEM: T	-95	M	IODEL – SERIES	S
DIK	CHEC	\mathbf{N} 1	UN	TAT ,	I LEWI.	7-93		747-400 LCF	
TITLE:	SECTION			K		OPERA	TOR(S)	NO. ELIGIBL	E A/C
		HEAR DE	BS 2598	<u> </u>			MPLE		
LOCATION:			LONGER				MPLLE		
20		XIIII X				п		NSPECTION DET	
10 5 A DTR 1 .503 .05 NOTES:	.1 .25 N (TH	-	2 5 OS OF FLI	10 20		LEAD C	RACK: W	EB OR DOUBLE	ER
-	ECTION 1 REG	QUIRES	INSPECT	TION FRO	M ABOVE	E AND BELOW	SHEAR D	ECK.	
-	ECTION 1 RE						SHEAR D		
(1) DIRE	ECTION 1 REG	INS	SPECTION	V PROGRA	M DETA	ILS		DAMAGE DETECTION	
(1) DIRE	JOB CARD						$\frac{-}{N} = \frac{100F}{R_0}$	DAMAGE	△ DTR
STRUCTURE DETAIL WEB OR		INS	SPECTION CHECK	N PROGRA	M DETA	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD	_
(1) DIRE		INS	SPECTION CHECK	N PROGRA	M DETA	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	_
STRUCTURE DETAIL WEB OR		INS	SPECTION CHECK LEVEL	N PROGRA	M DETA %SAMP. R ₀	ILS FREQUENCY F-FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	DAMAGE DETECTION PERIOD N ₀ FLIGHTS 32820	DTR
STRUCTURE DETAIL WEB OR DOUBLER	JOB CARD	INS	SPECTION CHECK LEVEL 2C	N PROGRA METHOD SURV DET	M DETA %SAMP. R ₀	ILS FREQUENCY F-FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	DAMAGE DETECTION PERIOD N ₀ FLIGHTS 32820	DTR
STRUCTURE DETAIL WEB OR DOUBLER	JOB CARD	INS DIREC. 1 1	PECTION CHECK LEVEL 2C	N PROGRA METHOD SURV DET	M DETA %SAMP. R ₀	ILS FREQUENCY F-FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	DAMAGE DETECTION PERIOD No FLIGHTS 32820 33780	DTR 8.4

F95 DTR

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1545009

F-96 - FIN SUPPORT BULKHEAD, WEBS AND CHORDS

		ACC		ESS MANHOURS		
F-96	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD		
TITLE:	FIN SUPPORT BULKHEAD, WEBS AND CHORDS					

INSPECTION OPTIONS - DTR CHECK FORM F-96A

Inner chord at BS 2412 from Stringers S-10 to S-15, both left and right sides of fuselage.

(1) Chord

(External) From Direction 1, around fastener locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00, Figure 4 or 23). 1.5 elapsed hour and 1.5 manhours are required to accomplish this inspection.

Access: Open Access Door 312AR.

Zone(s): 311, 312.

INSPECTION OPTIONS - DTR CHECK FORM F-96B

Web at BS 2412 from Stringers S-14L to S-14R.

(1) Web

(External) From Direction 1, at the surface of the web along the inner chord, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00, Figure 4 or 23). 2.0 elapsed hours and 4.0 manhours are required to accomplish this inspection.

Open Access Door 312AR. Access:

311, 312. Zone(s):

III. INSPECTION OPTIONS - DTR CHECK FORM F-96C

Inner chord at LBL30 and RBL30 at BS 2460.

(1) Chord

(External) From Direction 1, at four fastener locations common to the inner chord and post, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00, Figure 16). 0.5 elapsed hour and 0.5 manhours are required to accomplish this inspection.

NOTE: This open-hole inspection requires removal of the fasteners.

Access: Open Access Door 312AR.

Zone(s): 311, 312.

IV. INSPECTION OPTIONS - DTR CHECK FORM F-96D

Inner chord strap at BS 2412, from Stringers S-10 to S-15, both left and right sides of fuselage.

(1) Chord

(External) From Direction 1, at the surface of the inner chord around fasteners, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00, Figure 4 or 23). 1.5 elapsed hours and 3.0 manhours are required to accomplish this inspection.

Access: Open Access Door 312AR.

Zone(s): 311, 312.

V. INSPECTION OPTIONS - DTR CHECK FORM F-96E

Webs and chords above the shear deck level, from BS 2436 to BS 2517.

(1) Web and Chord

(External) From Direction 1, using visual inspection methods.

Access: Open Access Door 315AL and access hole thru bulkhead.

Zone(s): 311, 312, 313, 314.

VI. INSPECTION OPTIONS - DTR CHECK FORM F-96F

Inner chord at BS 2412, from Stringers S-10 to S-15, both left and right sides of fuselage.

(1) Chord

(External) From Direction 1, at the surface of the inner chord around fasteners, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00, Figure 4 or 23). 1.5 elapsed hours and 3.0 manhours are required to accomplish this inspection.

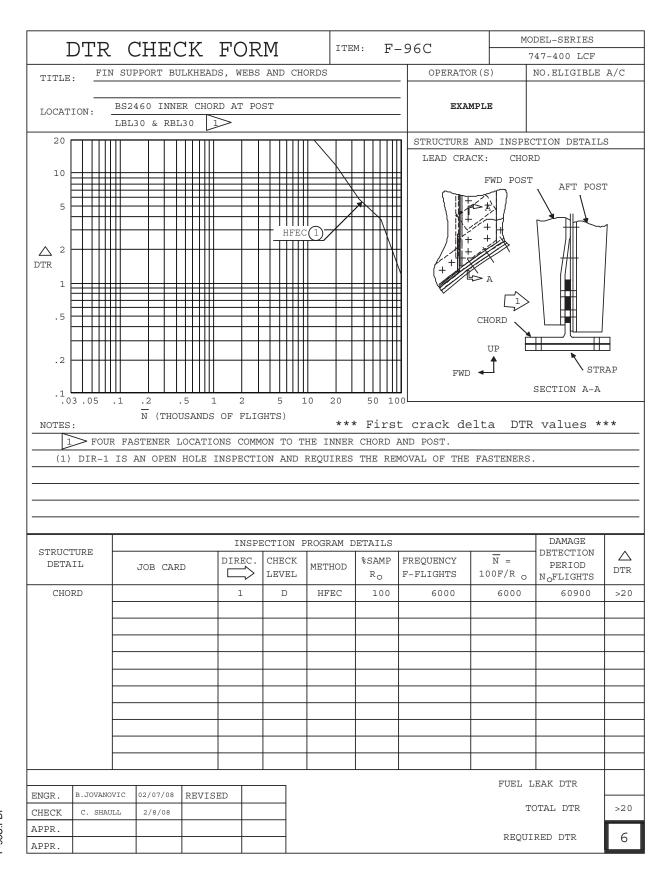
Access: Open Access Door 312AR.

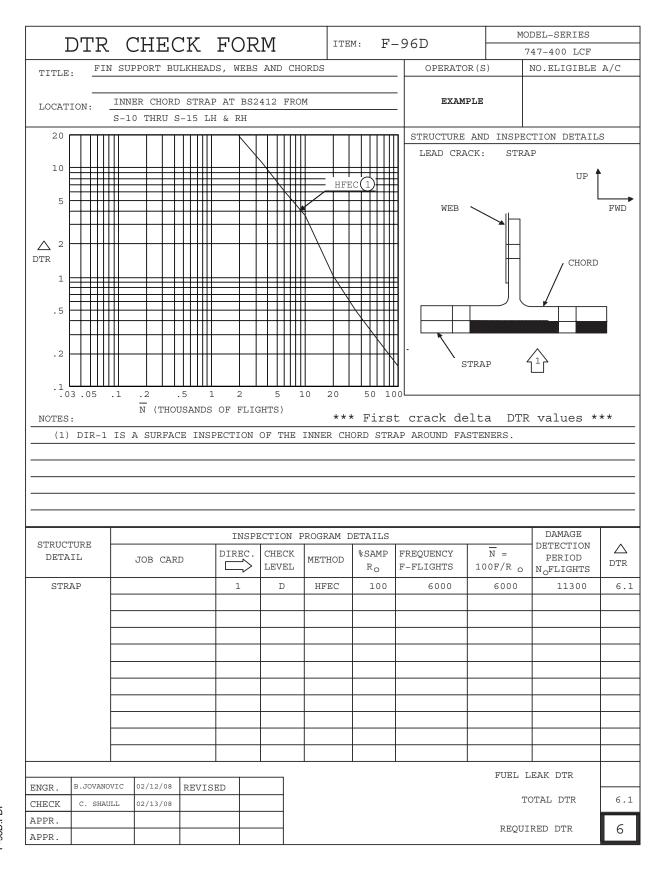
Zone(s): 311, 312.

DIIID					0.67	MO	DEL-SERIES		
DTR CHECK FORM			ITE	M: F-	-96A 	96A		747-400 LCF	
TITLE: FIN	ITLE: FIN SUPPORT BULKHEADS, WEBS AND CHORDS				OPERATO	R(S)	NO. ELIGIBLE	E A/C	
_	INNER CHORD AT BS	22412 FROM			- EXAMPI	æ			
LOCATION: S-10 THRU S-15 LH & RH					-				
20	STRUCTURE	STRUCTURE AND INSPECTION DETAILS							
		LEAD CRACK: CHORD							
10						•			
5					WEB _				
\triangle 2		HFEC				1			
DTR				$\parallel \parallel $					
1					CHORD	_ ¶			
.5					4 /				
.5						— \			
					1	UP	STRAP		
.2					1 .	T			
.1.03.05	.1 .2 .5 1	2 5	10 20		FWD◀				
	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			50 10		_	_		
NOTES:	IS A SURFACE INSI				t crack de		values *	**	
(1) DIR-1	15 A SURFACE INSI	ECTION OF THE	INNER CIT	OKD AKO	OND PASIENERS	•			
			DAMAGE						
STRUCTURE DETAIL	JOB CARD	DIREC. CHECK	METHOD	%SAMP	FREQUENCY	N =	DETECTION PERIOD		
		LEVEL		Ro	F-FLIGHTS	100F/R _O	+ -	DTR	
CHORD		1 D	HFEC	100	6000	6000	41900	>20	
	NM 00/20/20					FUEL I	LEAK DTR		
ENGR. S. WRIG	. WRIGHT 02/12/08 REVISED							>20	
APPR.	PR.								
APPR.						REQUI	RED DTR	6	

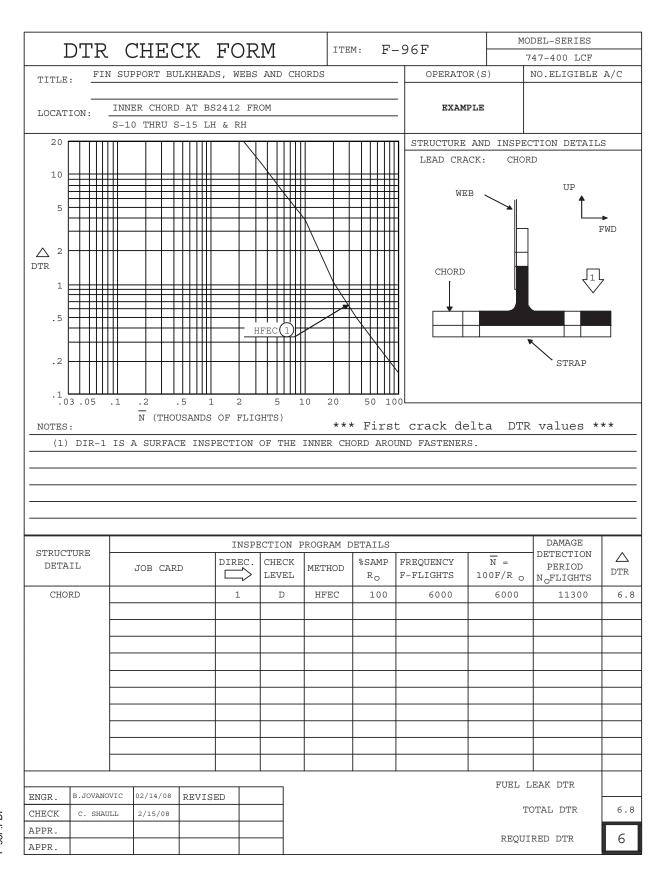
				Τ			MC	DDEL-SERIES	
D'I'R	CHECK	F'ORM	i	ITEM	: F-	-96B		747-400 LCF	
TITLE: FIN	I SUPPORT BULKHEAI	S, WEBS AN	D CHORDS	S		OPERATO	R(S)	NO.ELIGIBLE	A/C
	WEB AT BS2412 FRO	OM C 141. TU	IDII C 1/1	D		- FYA	MPLE		
LOCATION: .	WED AT DOZ412 PAGE	5F1 B-14E 11.	IKO B-14.			-			
20			Ш	TT				CTION DETAIL	S
10				$\perp \! \! \perp \! \! \perp$		LEAD CRA	CK: WEB		
						WEB \	_	7/	
5									
				+			1		
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DTR		HFEC(CHORD ,			
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.5] [
					+++N		UP V	\	
.2			HHH	++			1	STRAP	
						FWD◀			
.1 .03 .05	.1 .2 .5 1		5 10	20	50 10	0			
NOTES:	N (THOUSANDS	OF FLIGHTS	5)	***	Firs	t crack de	lta DTF	R values *	**
(1) DIR-1	HFEC IS A SURFACE	E INSPECTIO	ON OF TH	E WEB	ALONG '	THE INNER CH	ORD.		
		INSPECT	ION PROG	RAM DE	ETAILS			DAMAGE	
STRUCTURE DETAIL	JOB CARD		ECK	THOD		FREQUENCY	<u>N</u> =	DETECTION PERIOD	
	UOB CARD	LE LE	VEL ME	THOD	Ro	F-FLIGHTS	100F/R _O	N _O FLIGHTS	DTR
WEB		1	D H	FEC	100	6000	6000	18000	8.6
								1	
ENGR. S. WRIG	HT 02/12/08 REVIS	ED					FUEL 1	LEAK DTR	
CHECK C. SHAU							Т	OTAL DTR	8.6
APPR.			_				REQU:	IRED DTR	6
APPR.							~		

F. ORB PDF





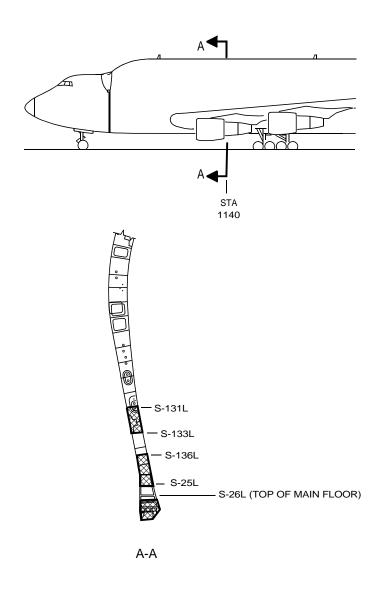
F-96D.PDF

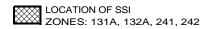


F-96F.PDF

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(LEFT SIDE IS SHOWN RIGHT SIDE IS OPPOSITE) (VIEW IN THE FORWARD DIRECTION)

F-97 – FUSELAGE BULKHEAD, BS 1140

		ACCESS MANHOURS						
F-97	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD				
TITLE:	FUSELAGE BULKHEAD, BS 1140	l.(1)	6	3				
		II.(1)	2	1				

I. <u>INSPECTION OPTIONS - DTR CHECK FORM F-97A</u>

Inner chord at stub beam intercostal BS 1140 bulkhead.

(1) Inner Chord

(Internal) From Direction 1, at specific locations of the first fastener row common to inner chord splice plate, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-18). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Remove floor panels, side wall panels and displace insulation.

Zone(s): 131A, 132A.

II. INSPECTION OPTIONS - DTR CHECK FORM F-97B

Inner chord from Stringers S-136 to S-25 of BS 1140 bulkhead, both left and right sides of fuselage.

(1) Inner Chord

(Internal) From Direction 1, at specific locations of the inner chord, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00 Figure 4 or 23). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Remove side wall panels and displace insulation.

Zone(s): 241, 242.

III. INSPECTION OPTIONS - DTR CHECK FORM F-97C

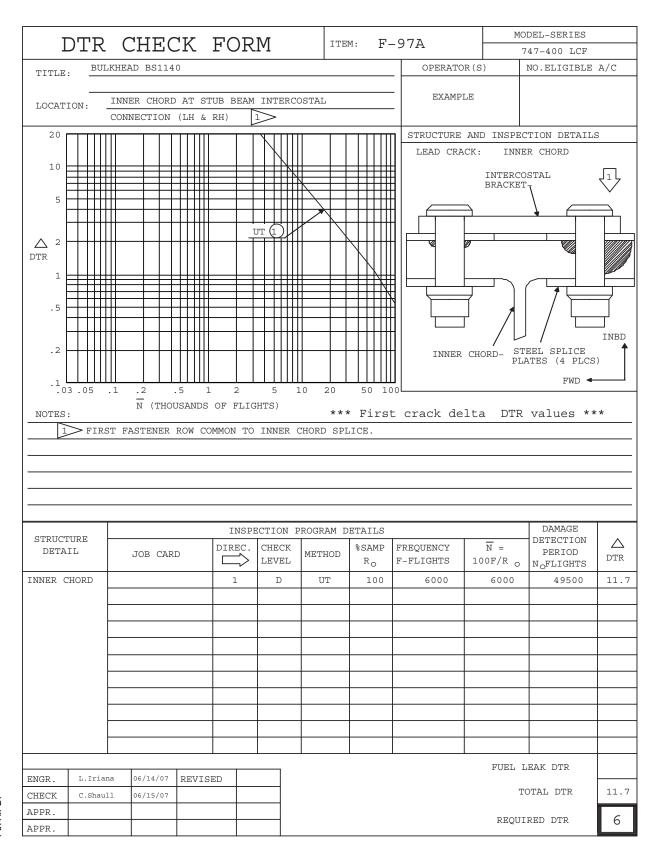
Inner chord from Stringers S-131 to S-133 of BS 1140 bulkhead, both left and right sides of fuselage.

(1) Inner Chord

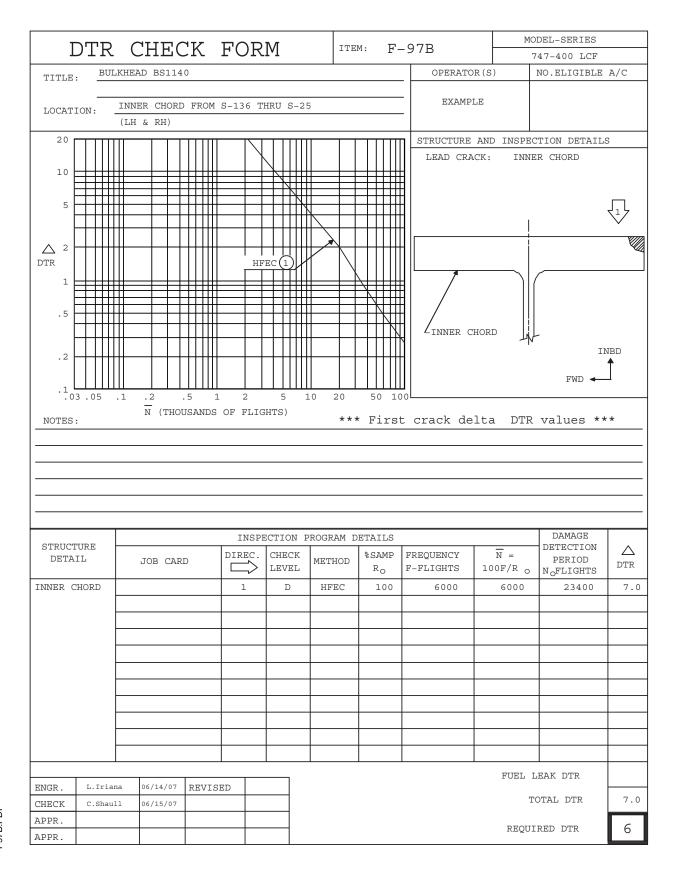
(Internal) From Direction 1, at specific locations of the first fastener row common to inner chord splice plate, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-18). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

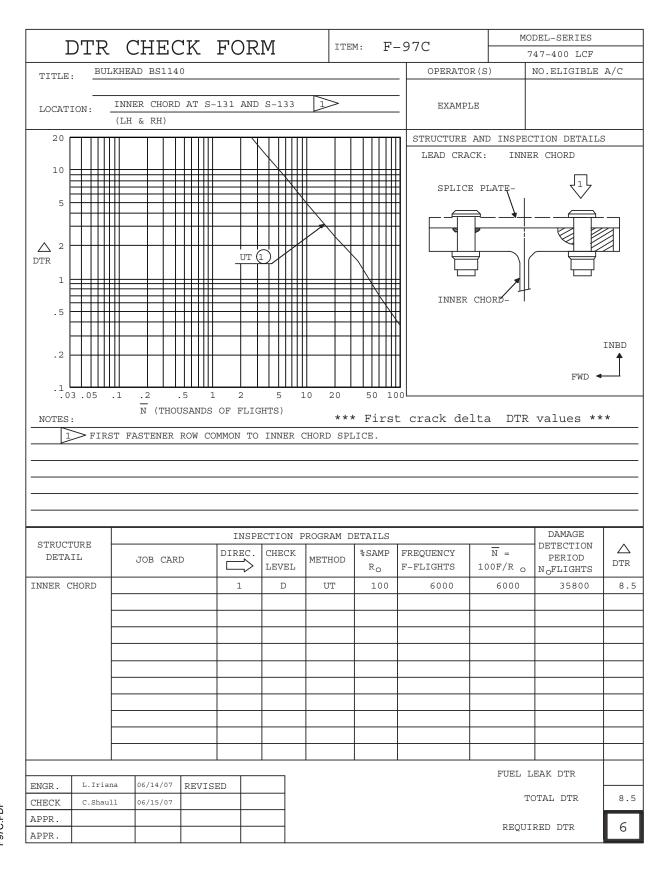
Access: Same as II.(1).

Zone(s): Same as II.(1).



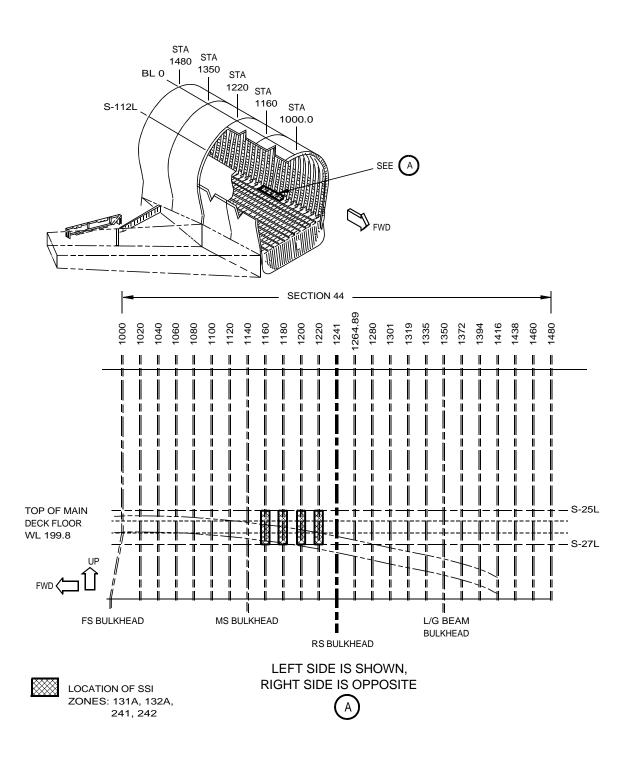
F97A.PDF





F97C.PDF

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F-98 - STUB FRAMES OVERWING CENTER SECTION

		ACCESS MANHOURS						
F-98	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD				
TITLE:	STUB FRAMES OVERWING CENTER SECTION	1.(1)	6	3				

I. <u>INSPECTION OPTIONS - DTR CHECK FORM F-98</u>

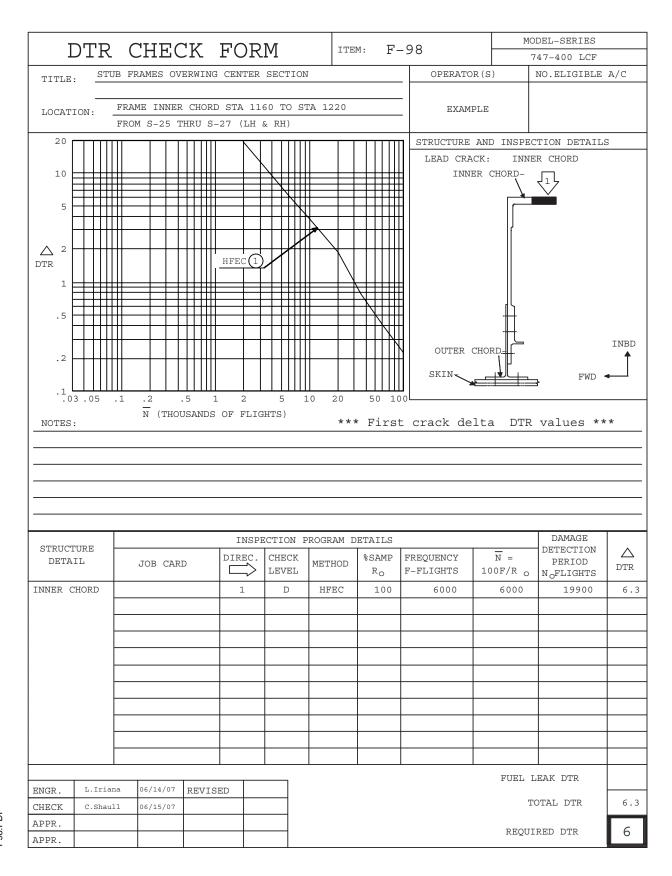
Inner chord locations, BS 1160 to BS 1220, from Stringers S-25 to S-27, both sides of fuselage.

(1) Inner Chord

(Internal) From Direction 1, stub frames at specific locations of the inner chord, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00 Figure 4 or 23). 2.0 elapsed hours and 4.0 manhours are required to accomplish this inspection.

Access: Remove floor panels, side wall panels and displace insulation as needed.

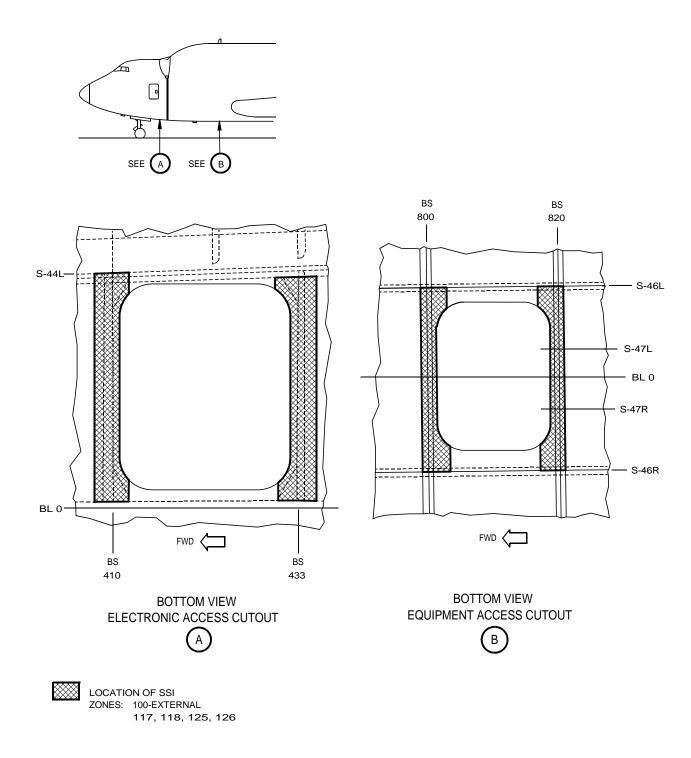
Zone(s): 131A, 132A, 241, 242.



F98.PDF

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1531321

F-99 - ELECTRONIC AND EQUIPMENT ACCESS DOOR CUTOUTS

		ACCESS MANHOURS			
F-99	INSPECTION INSTRUCTIONS	INSP	ELPSD		
TITLE:	ELECTRONIC AND EQUIPMENT ACCESS DOOR CUTOUTS				

I. INSPECTION OPTIONS - DTR CHECK FORM F-99

Skin adjacent to frames and visible areas of frame outer chords at electrical access cutout, BS 410 and BS 433; from BL 0.0 to Stringer S-44L, and at equipment access cutout, BS 800 and BS 820, from Stringers S-46L to S-46R.

(1) Skin

(External) From Direction 1, including fastener locations, using visual inspection methods.

Access: None required.

Zone(s): 100-External.

(1) Frame

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Open Access Doors 117AL and 125B. Remove liners and displace insulation as required.

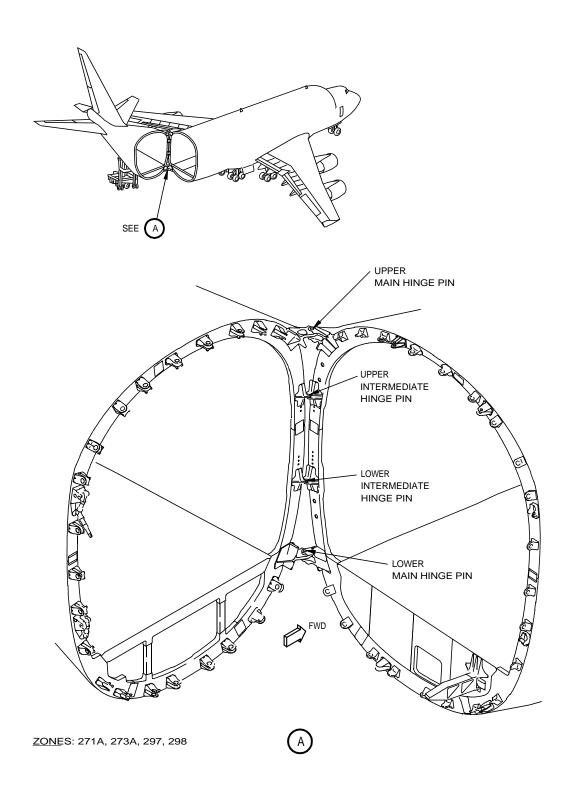
Zone(s): 117, 118, 125, 126.

DTR	CHEC	'K I	TOR	M	ІТЕМ:	7–99		IODEL – SERIE	S	
	LOWER LO					OPERA		747–400 LCF NO. ELIGIBL	E A/C	
TITLE:						OPERA	IOR(S)	NO. ELIGIBL	E A/C	
LOCATION.E/I						EXAM	<i>IPLE</i>			
FRAMES @ BS 410, BS 433, BS 800 & BS 820 STRUCTURE AND INSPECTION DETAIL LEAD CRACK: FRAME UP FWD (AFT EDWAFT (FWD EDWAFT)) FRAME STRAP DOUBLE NOTES: N (THOUSANDS OF FLIGHTS)										
STRUCTURE		INS	SPECTION	N PROGRA	M DETA			DAMAGE		
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS	DTR	
SKIN		1		SURV				21700		
		1	С	DET	100	1500	1500	21700	6.7	
FRAME		2		SURV				21700		
		2	C	DET	100	1500	1500	21700	6.1	
ENGR L IRI	ANA 11/29/07	REVISI	ED DA	TE			FUE	L LEAK DTR	_	
CHECK C SHA		1	DA				100	TOTAL DTR	12.8	
APR APR							RE	QUIRED DTR	10	

F99_DTR.PDF

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1543263

F-100 – SWING ZONE HINGE PIN AND SUPPORT STRUCTURE

		ACC	ESS MANH	MANHOURS		
F-100	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD		
TITLE:	SWING ZONE HINGE PIN AND SUPPORT STRUCTURE					

INSPECTION OPTIONS - DTR CHECK FORM F-100A

Swing zone intermediate hinge fittings, two locations at BS 2060 on left side of fuselage both forward and aft hinge fitting lug.

NOTE: There are two (2) intermediate hinge fittings at LBL 146.

(1) Hinge Fitting Lug

(External) From Direction 1, inspect surface of hinge fitting, using visual inspection methods.

Access: Open swing tail.

271A, 273A. Zone(s):

<u>INSPECTION OPTIONS - DTR CHECK FORM F-100B</u>

Swing zone hinge pins, four locations at BS 2060 on left side of fuselage.

NOTE: There are four (4) hinge pins at LBL 146.

(1) Hinge Pins

(External) From Direction 1, inspect entire surface of hinge pin, using MT (Ref. Standard Overhaul Practices Manual, D6-51702, 20-20-01).

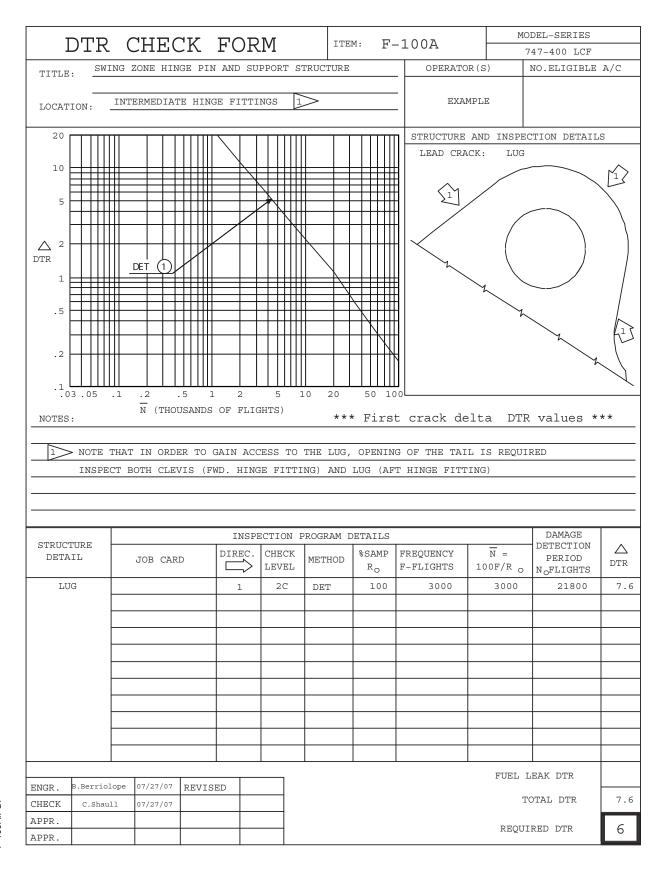
For upper and lower main hinge pins, with swing tail closed, remove upper hinge fairings Access:

297BL and 297CL, and lower hinge fairings 298BL and 298CL.

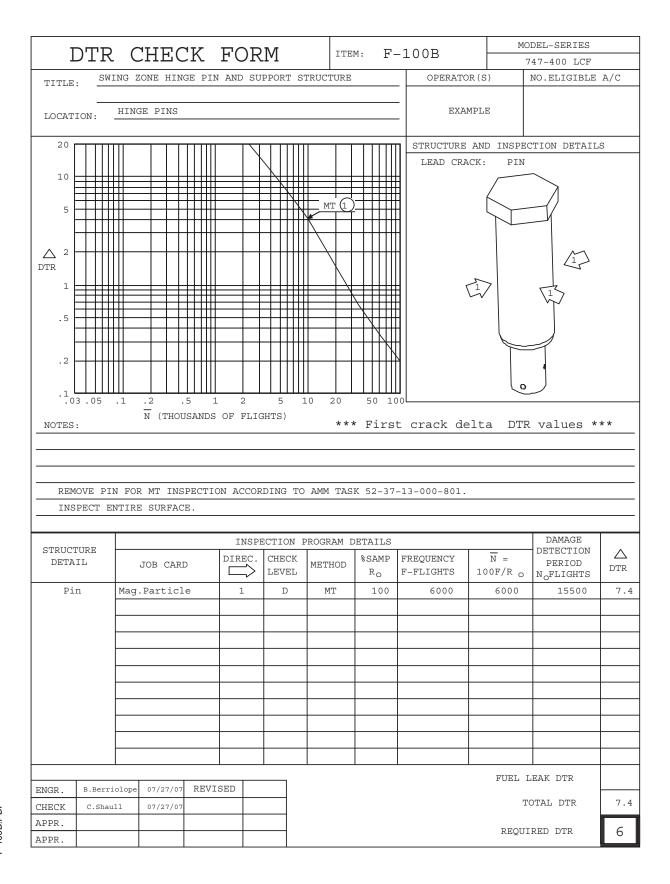
For intermediate hinge pins, with swing tail closed, remove the hydraulic swivel fittings.

Remove hinge pins per AMM Task 52-37-13-00-801.

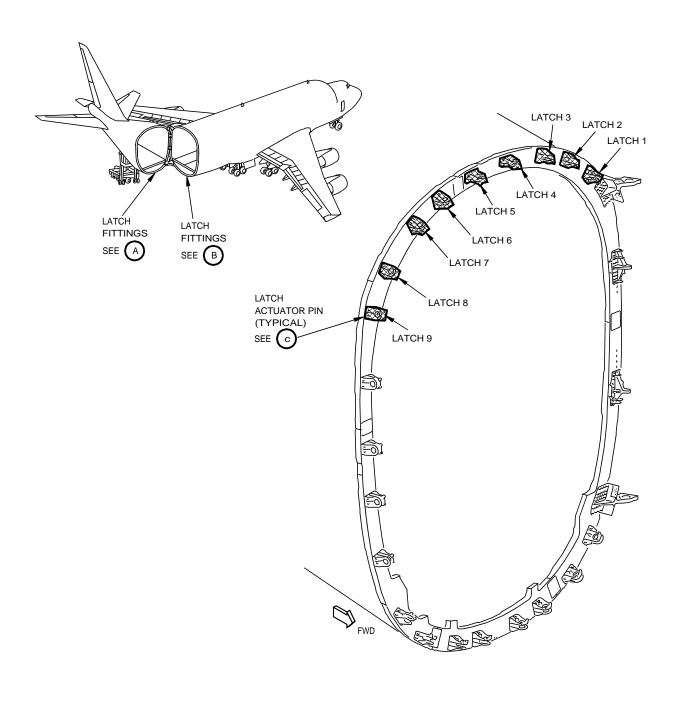
271A, 273A, 297, 298. Zone(s):



F-100A.PDF





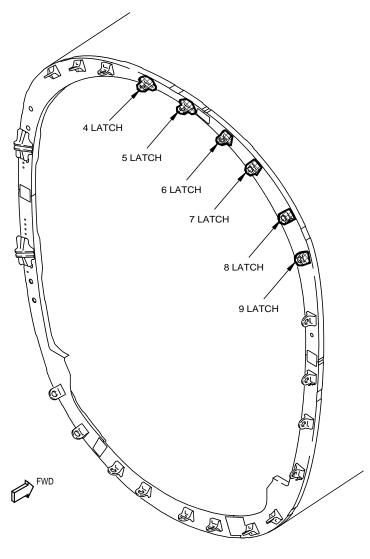


F-101B LOCATION OF SSI ZONES: 273A, 274A AFT LATCH FITTINGS

542388

F-101 - SWING ZONE LATCH PIN AND SUPPORT STRUCTURE - AFT LATCH FITTINGS





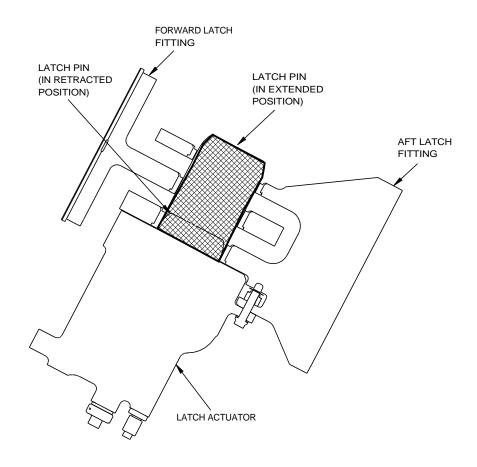
F-101B LOCATION OF SSI ZONES: 273A, 274A

FORWARD LATCH FITTINGS



1543104

F-101 – SWING ZONE LATCH PIN AND SUPPORT STRUCTURE – FORWARD LATCH FITTINGS



F-101A LOCATION OF SSI ZONES: 145, 146, 147, 148, 271A, 272A, 273A, 274A LATCH PIN (TYPICAL AT 21 LOCATIONS)



1543118

F-101 - SWING ZONE LATCH PIN AND SUPPORT STRUCTURE - LATCH PIN

		ACCESS MANHOURS						
F-101	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD				
TITLE:	SWING ZONE LATCH PIN AND SUPPORT STRUCTURE - FORWARD AND AFT LATCH FITTINGS AND LATCH PIN							

I. INSPECTION OPTIONS - DTR CHECK FORM F-101A

All swing zone latch pins at BS 2059.

NOTE: There are twenty-one (21) latch pins at BS 2059.

(1) Latch Pins

(External) From Direction 1, inspecting entire surface of latch pin, using detailed visual inspection methods.

Access: With Swing Tail Door open and latch pin extended.

Zone(s): 145, 146, 147, 148, 271A, 272A, 273A, 274A.

II. INSPECTION OPTIONS - DTR CHECK FORM F-101B

Forward swing zone latch pin fittings and attachments numbers 4 thru 9 at BS 2053.5 and aft swing zone latch pin fittings and attachments numbers 1 thru 9 at BS 2067.

NOTE: See DTR Check Form for specific locations.

(1) Latch Pin Fittings

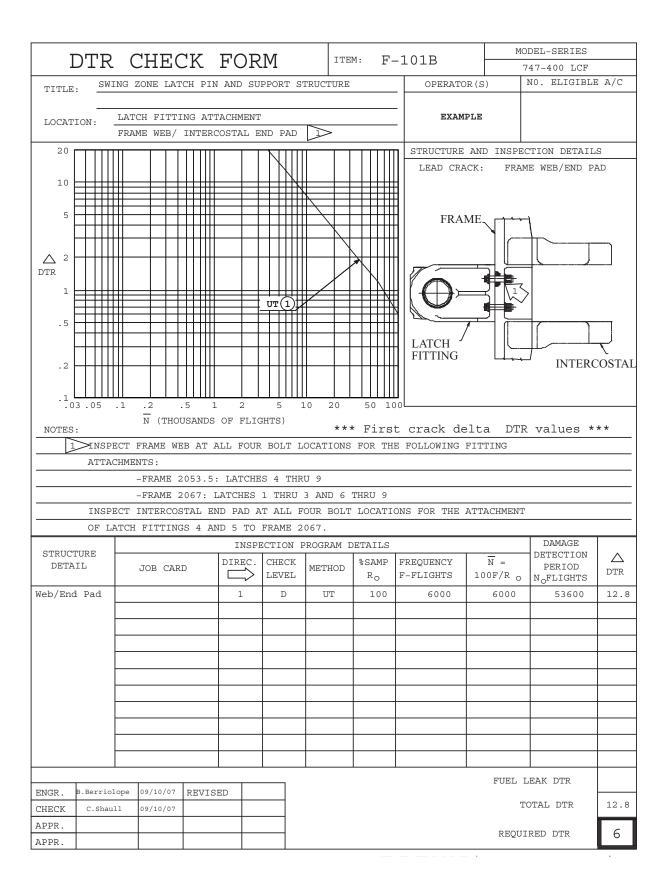
(External) From Direction 1, inspecting the fwd and aft latch pin fittings and attachments, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-20). 4.0 elapsed hours and 4.0 manhours are required to accomplish this inspection.

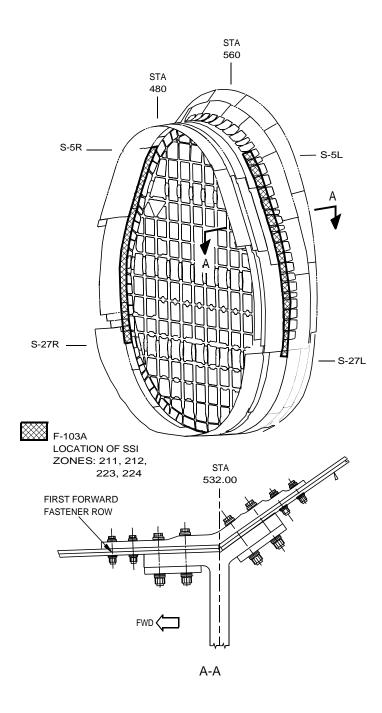
Access: With Swing Tail Door open.

Zone(s): 273A, 274A.

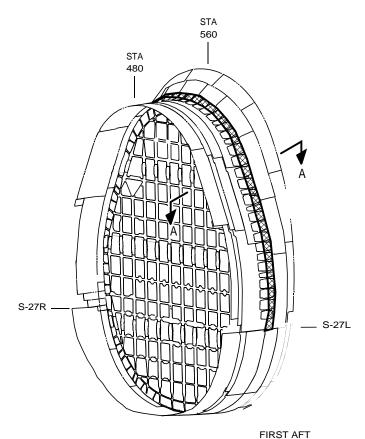
DTR CHECK FORM								-1	.01A		MODEL-SERIES 747-400 LCF				
TITLE:	CMT		ZONE LAT					r st	L RUCTURE		Т	OPERATOR	2(S)	NO.ELIGIB	LE A/C
111112:											-				
LOCATI	LOCATION: LATCH PINS AT STA 2059											EXAMPLE			
20	20												RE AND 1	NSPECTION DET	AILS
10 5 5 DTR 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	DET									PIN					
.2								Ш							
.1 SECTION A-A															
NOTES:			N (THOU	JSANDS	OF I	FLIGH	HTS)		+	*** Fi	rs	st crack (delta	DTR values	***
		ED 7	VISUAL I	NSPECT	ION	WITH	I DO	OR O						2111 (01200)	
					TI	MCDE	CTT	M DI	ROGRAM D	ETATI C				DAMAGE	
STRUCT							CHE		ROGRAM D	%SAMP	FF	REQUENCY	<u>N</u> =	DETECTION	
DETA	ТГ		JOB CAR)	DIREC. CHECK LEVEL			- 1	METHOD	Ro	1	-FLIGHTS	100F/R	PERIOD O N _O FLIGHTS	DTR
LATCH	PIN				1		2	С	DET	100		3000	3000	- -	9.1
											_				
					-										
										-					
ENGR.	D ZHO	II.	01/23/08	REVIS	ED.]					FUEI	LEAK DTR	
CHECK	D JOHNS		01/24/08	VEATO	עניי							TOTAL DTR			
APPR.			. ,												
APPR.	REQUIRED DTR 6										6				

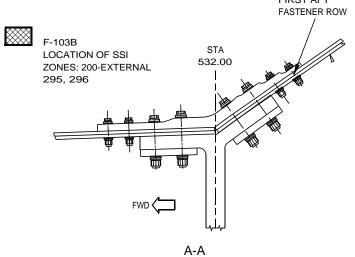
F101 A PDF



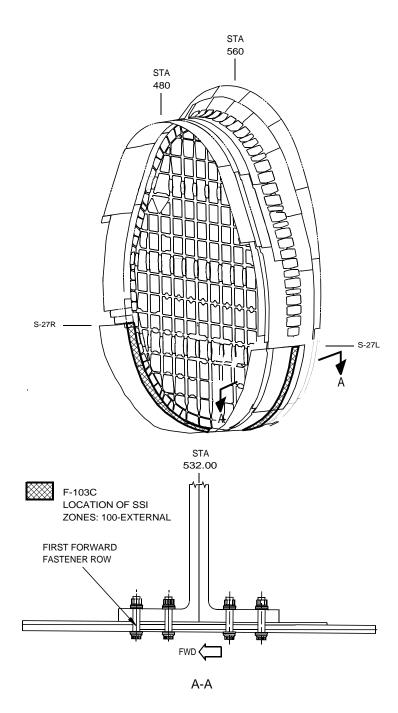


F-103 - FUSELAGE SKIN REINFORCEMENTS - BULKHEAD BS 532



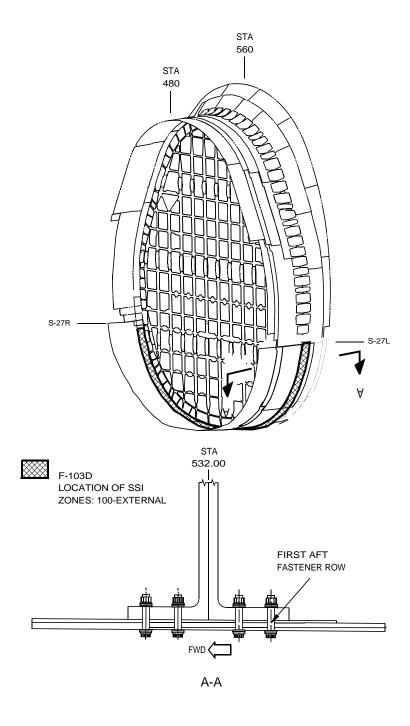


F-103 - FUSELAGE SKIN REINFORCEMENTS - BULKHEAD BS 532

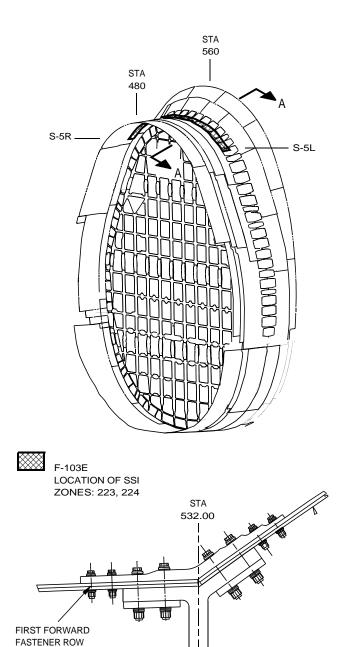


F-103 - FUSELAGE SKIN REINFORCEMENTS - BULKHEAD BS 532





F-103 – FUSELAGE SKIN REINFORCEMENTS – BULKHEAD BS 532



F-103 – FUSELAGE SKIN REINFORCEMENTS – BULKHEAD BS 532

A-A

		ACCESS MANHOURS			
F-103	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	FUSELAGE SKIN REINFORCEMENTS - BULKHEAD BS 532	II.(1)	2	2	

INSPECTION OPTIONS - DTR CHECK FORM F-103A

Skin reinforcement upper lobe forward side of BS 532 bulkhead, between Stringer S-5 and S-27, both left and right sides of fuselage.

(1) Forward Quintupler Reinforcement

(Internal) From Direction 1, first forward row of fasteners common to the external fitting, using detailed visual inspection methods.

Remove compartment ceiling panels and displace insulation as needed. Access:

Zone(s): 211, 212, 223, 224.

II. INSPECTION OPTIONS - DTR CHECK FORM F-103B

Skin reinforcement upper lobe aft side of BS 532 bulkhead, from Stringer S-27L to S-27R.

(1) Aft Quadrupler Reinforcement

(External) From Direction 1, around first aft row of fasteners common to the external fitting, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00 Figure 4 or 23). 8.0 elapsed hours and 16.0 manhours are required to accomplish this inspection.

Access: Remove Access Panels 295AL, 296AR, 295AL, 296BR, 285CL, and 296CR.

Zone(s): 200-External, 295, 296.

III. INSPECTION OPTIONS - DTR CHECK FORM F-103C

Skin reinforcement lower lobe forward side of BS 532 bulkhead, from Stringer S-27L to S-27R.

(1) Forward Quintupler Reinforcement

(External) From Direction 1, first forward row of fasteners common to the bulkhead chord, using X-Ray (Ref. NDT Manual D6-7170, Part 2, 53-30-02). 8.0 elapsed hours and 16.0 are required to accomplish this inspection.

None required. Access:

Zone(s): 100-External.

IV. INSPECTION OPTIONS - DTR CHECK FORM F-103D

Skin reinforcement lower lobe aft side of BS 532 bulkhead, from Stringer S-27L to S-27R.

(1) Aft Quadrupler Reinforcement

(External) From Direction 1, first aft row of fasteners common to the bulkhead chord, using detailed visual inspection methods.

Access: Same as III.(1).

Zone(s): Same as III.(1).

V. INSPECTION OPTIONS - DTR CHECK FORM F-103E

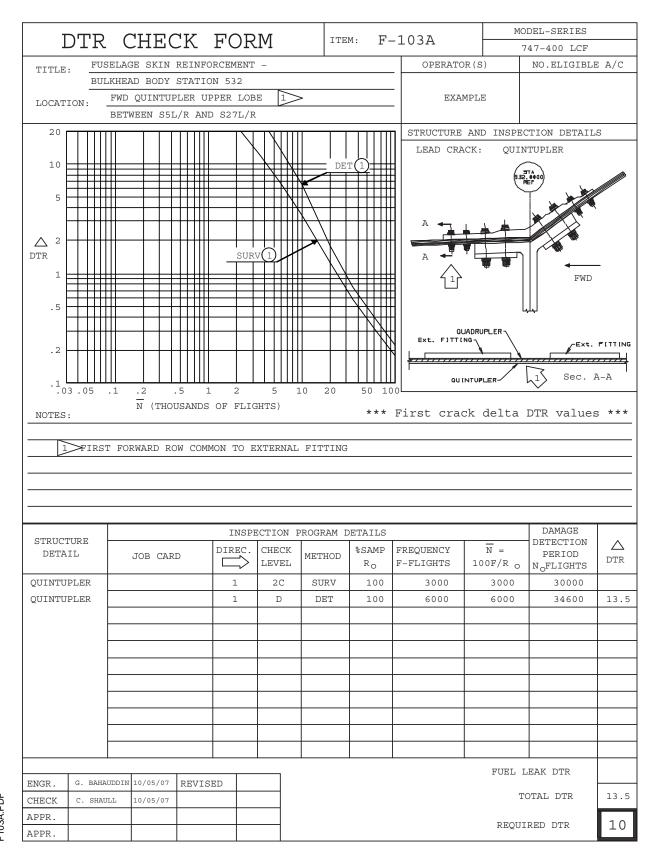
Skin reinforcement upper lobe forward side of BS 532 bulkhead, between Stringer S-5L and S-5R.

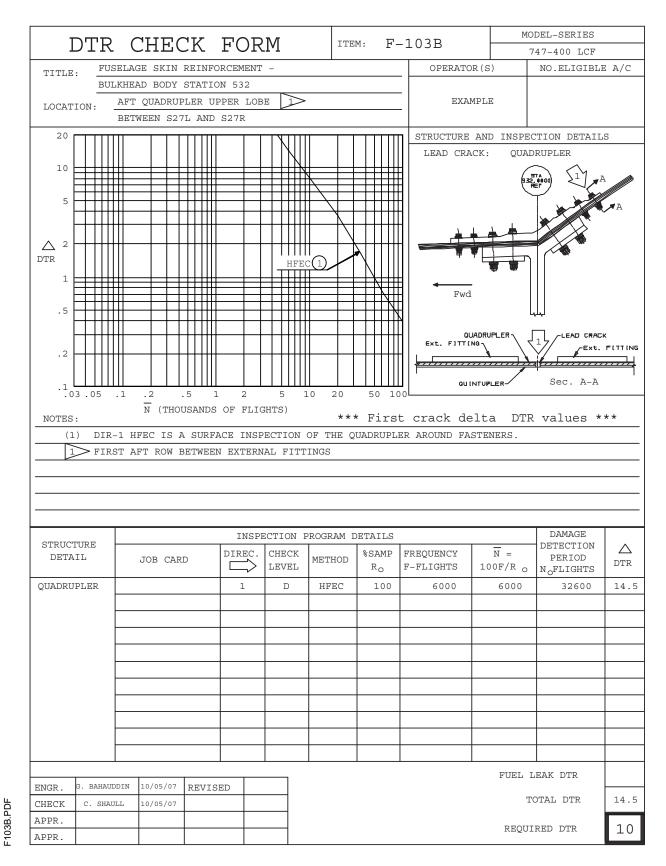
(1) Forward Quintupler Reinforcement

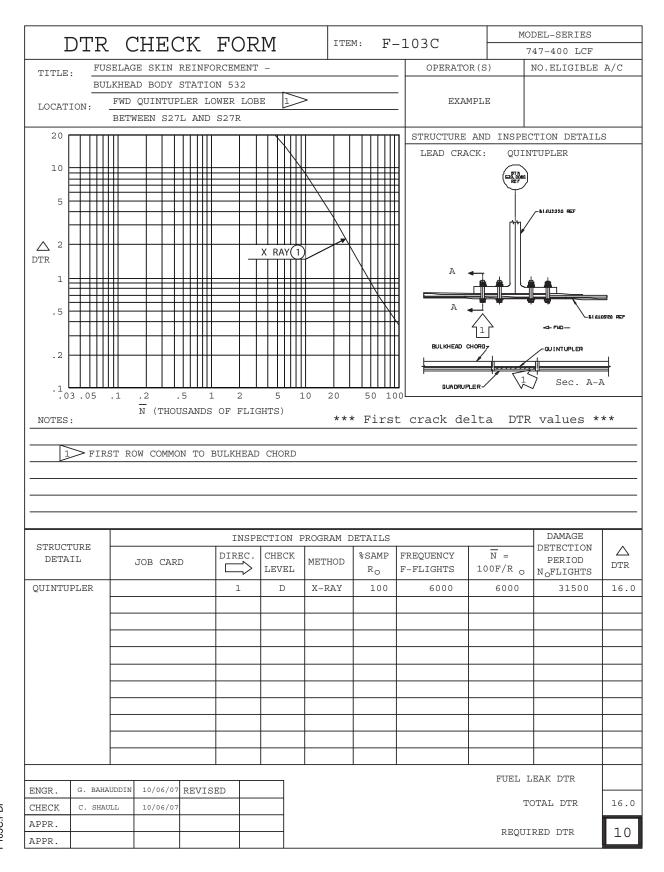
(Internal) From Direction 1, first forward row of fasteners common to the external fitting, using detailed visual inspection methods.

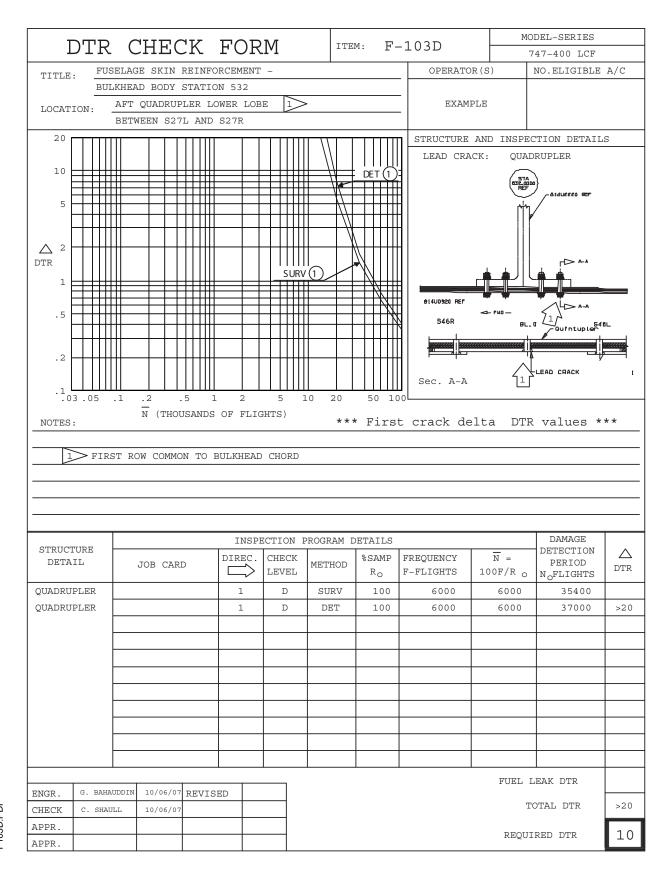
Access: Same as I.(1).

Zone(s): 223, 224.

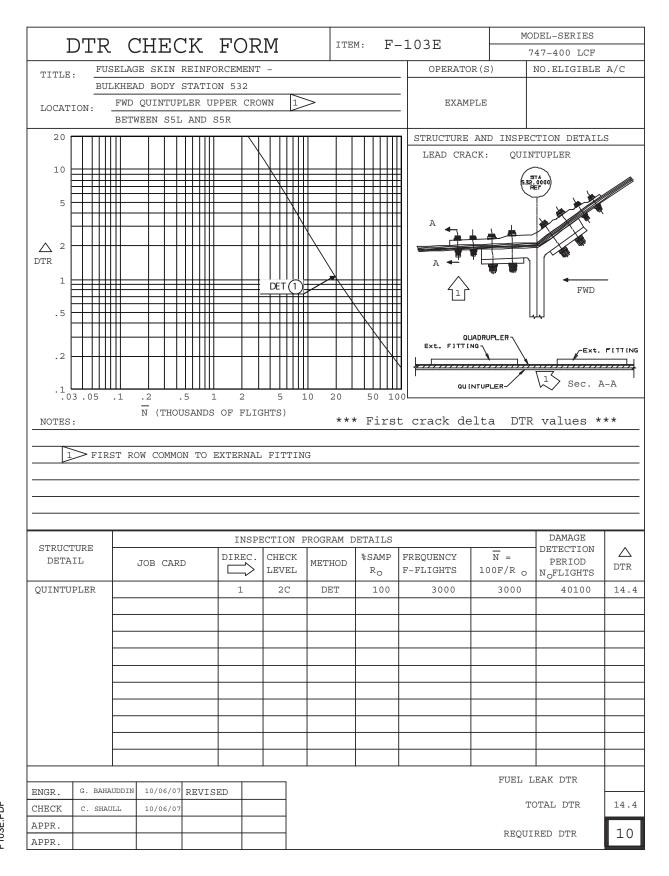


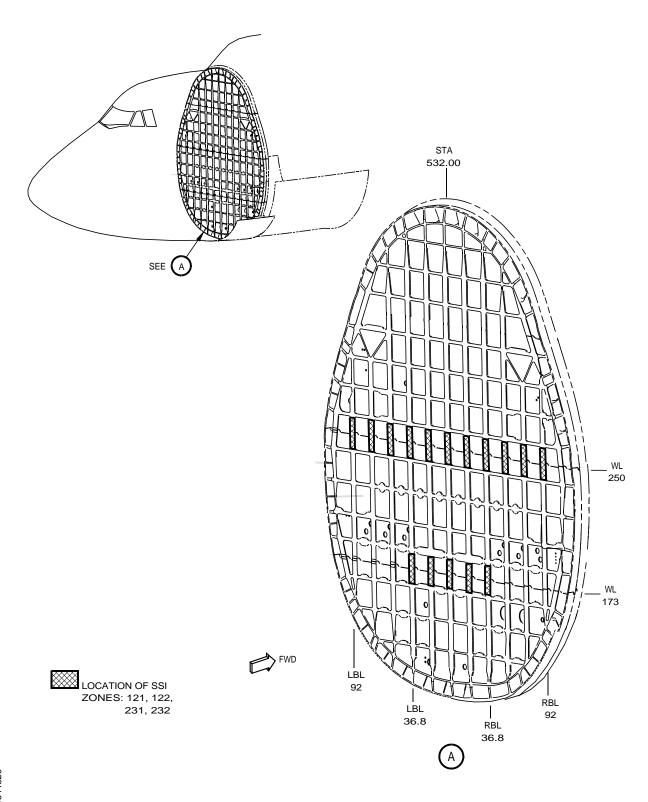






F103D.PDF





F-104 – FUSELAGE BULKHEAD AT BS 532

		ACCESS MANHOURS			
F-104	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	FUSELAGE BULKHEAD AT BS 532				

I. INSPECTION OPTIONS - DTR CHECK FORM F-104A

Aft splice strap on aft side of Bulkhead BS 532 at WL 250 between LBL 92 and RBL 92 and at WL 173 between LBL 36.8 and RBL 36.8.

NOTE: Inspections and requirements are symmetrical about splice centerline.

(1) Aft Splice Strap

(Internal) From Direction 1, at innermost row of fasteners on aft splice strap, using detailed visual inspection methods.

Access: None required.

Zone(s): 121, 122, 231, 232.

II. INSPECTION OPTIONS - DTR CHECK FORM F-104B

Aft splice strap on aft side of Bulkhead BS 532 at WL 250 between LBL 92 and RBL 92 and at WL 173 between LBL 36.8 and RBL 36.8.

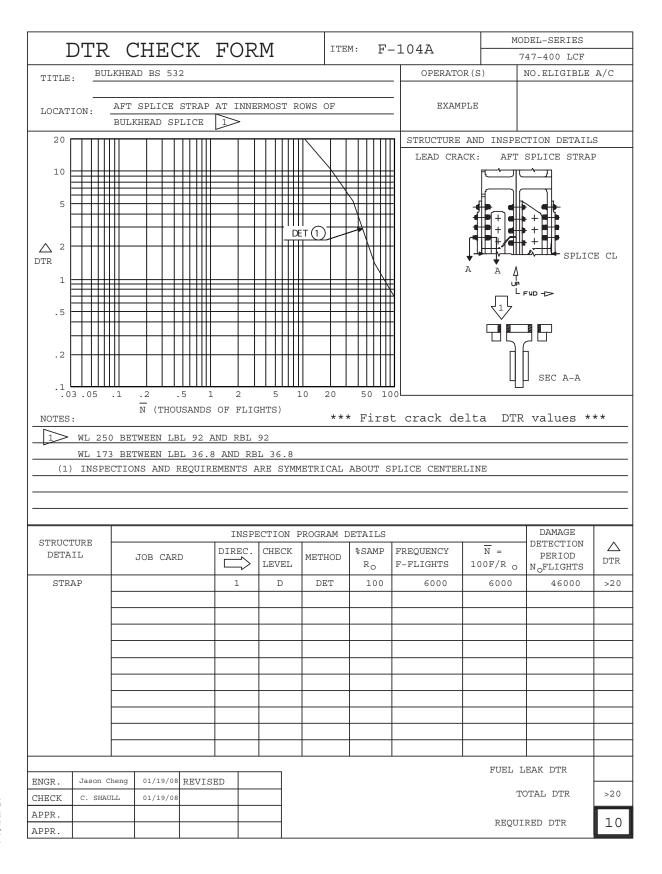
NOTE: Inspections and requirements are symmetrical about splice centerline.

(1) Aft Splice Strap

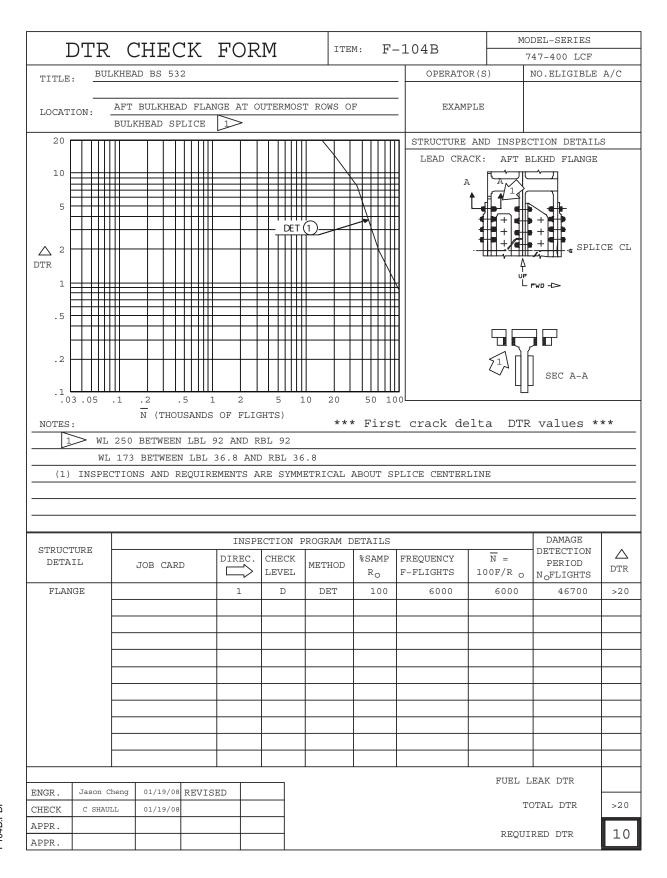
(Internal) From Direction 1, at outermost row of fasteners on aft splice strap, using detailed visual inspection methods.

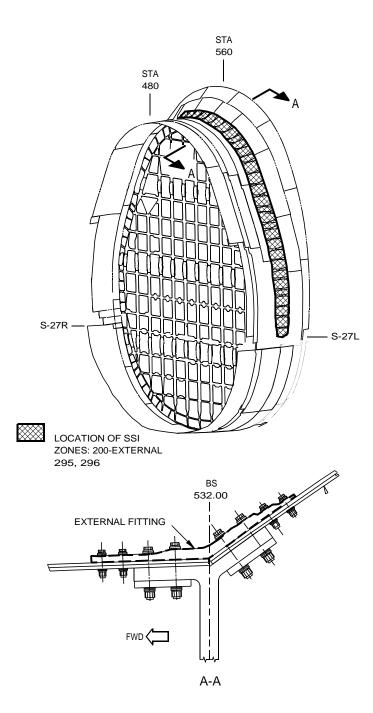
Access: None required.

Zone(s): 121, 122, 231, 232.



F104A.PDF





538739

F-105 - FUSELAGE SKIN EXTERNAL FITTINGS - BULKHEAD BS 532

		ACCESS MANHOURS		
F-105	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	FUSELAGE SKIN EXTERNAL FITTINGS - BULKHEAD BS 532			

INSPECTION OPTIONS - DTR CHECK FORM F-105

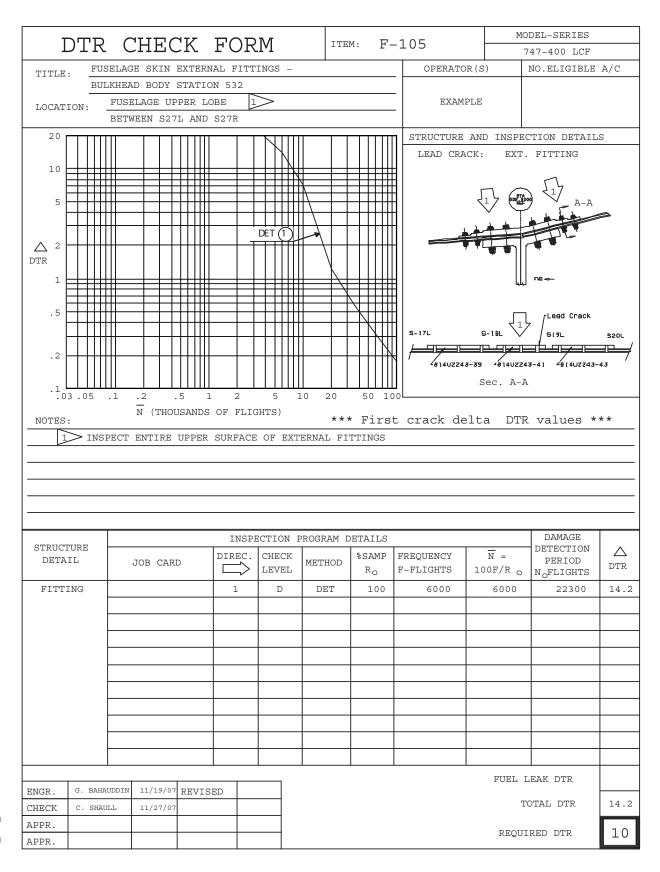
Fuselage skin reinforcement fitting upper lobe at Bulkhead BS 532, from Stringer S-27L to S-27R.

(1) Upper Surface of Fitting

(External) From Direction 1, entire upper surface of fitting, using detailed visual inspection methods.

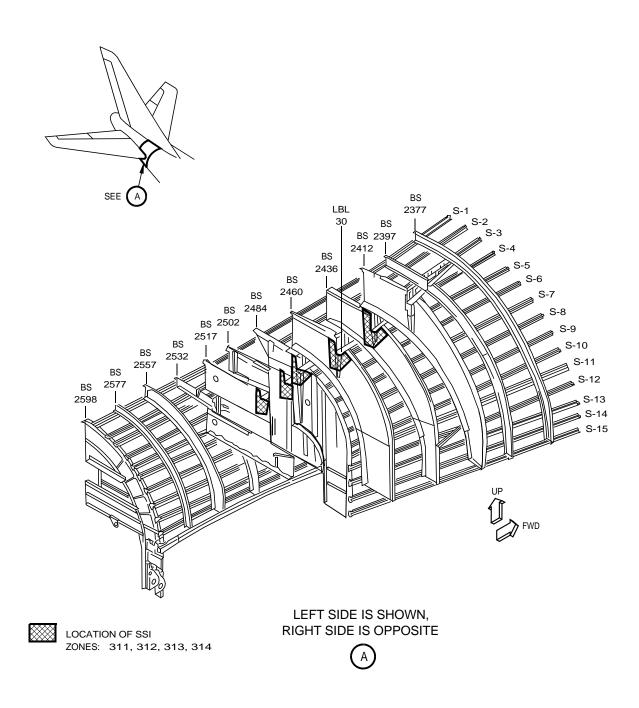
Access: Remove Access Panels 295AL, 296AR, 295AL, 296BR, 295CL, and 296CR.

Zone(s): 200-External, 295, 296.



F_105_DTR.PDF

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552433

F-106 – FIN SUPPORT BULKHEADS AT FIN SUPPORT FITTINGS

		ACCESS MANHOURS		
F-106	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	FIN SUPPORT BULKHEADS AT FIN SUPPORT FITTINGS			

INSPECTION OPTIONS - DTR CHECK FORM F-106A

Outboard joint of corner fitting at BS 2436 to BS 2517, from BL 30 to Stringer S-5, both left and right.

(1) Corner Fitting

(External) From Direction 1, the first two fastener rows of each leg joint common to outboard chord and corner fitting, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-19). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Open Access Door 312AR.

Zone(s): 311, 312, 313, 314.

INSPECTION OPTIONS - DTR CHECK FORM F-106B

Outboard chord at BS 2436 to BS 2517, Stringer S-5, both left and right.

(1) Chord

(External) From Direction 1, the first fastener of each leg joint common to outboard chord and corner fitting, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-19). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Open Access Door 312AR.

Zone(s): 311, 312, 313, 314.

III. INSPECTION OPTIONS - DTR CHECK FORM F-106C

Forward and aft post at corner fitting connection, from BS 2436 to BS 2502, both left and right.

(1) <u>Post</u>

(External) From Direction 1, lower fastener row common to the post and corner fitting, using detailed visual inspection methods.

Open Access Door 312AR. Access:

Zone(s): 311, 312, 313, 314.

(2) <u>Post</u>

(External) From Direction 2, lower fastener row common to the post and corner fitting, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-19). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Open Access Door 312AR.

Zone(s): 311, 312, 313, 314.

IV. INSPECTION OPTIONS - DTR CHECK FORM F-106D

Corner fitting at BS 2517 both left and right.

(1) Corner Fitting

(External) From Direction 1, upper fastener row common to the post and corner fitting of the lower joint, using detailed visual inspection methods.

Access: Open Access Door 312AR.

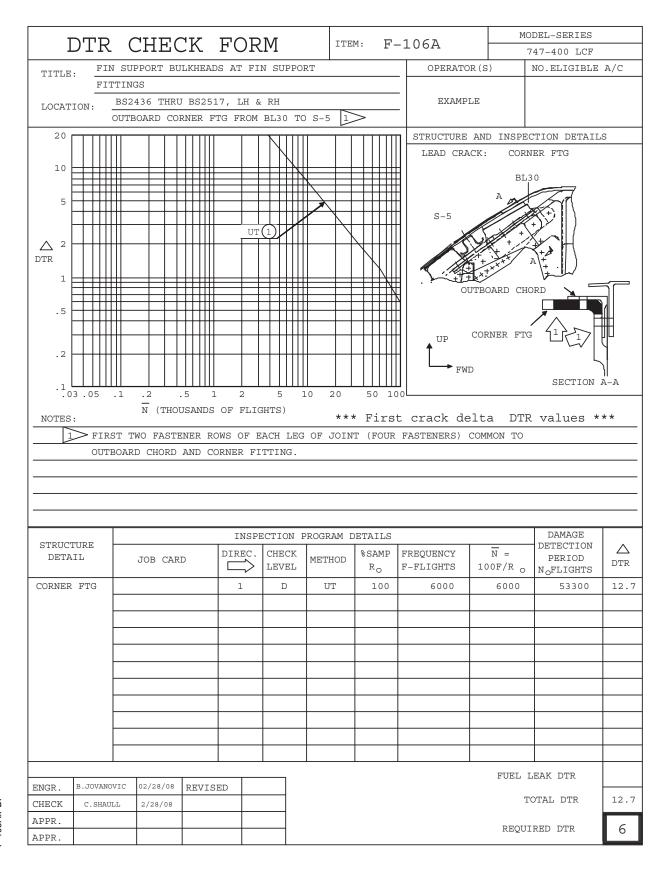
Zone(s): 313, 314.

(2) Corner Fitting

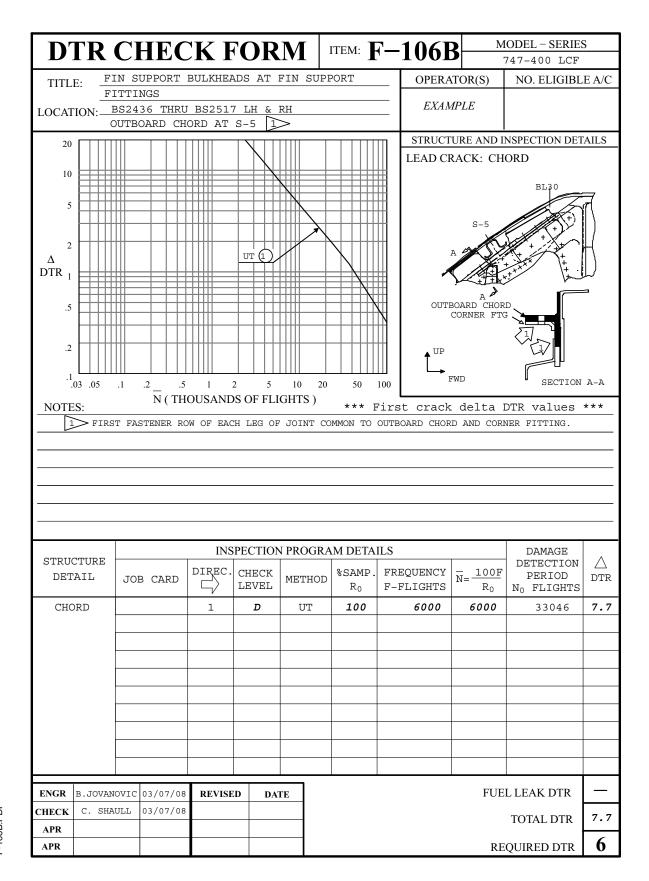
(External) From Direction 2, upper fastener row common to the post and corner fitting of the lower joint, using UT (Ref. NDT Manual D6-7170, Part 4, 53-10-19). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Open Access Door 312AR.

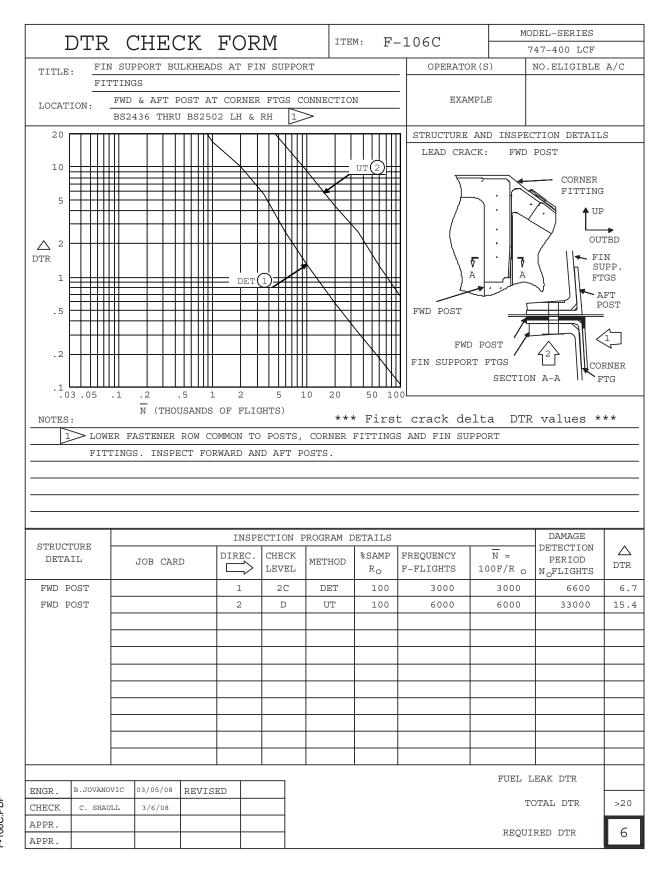
Zone(s): 313, 314.

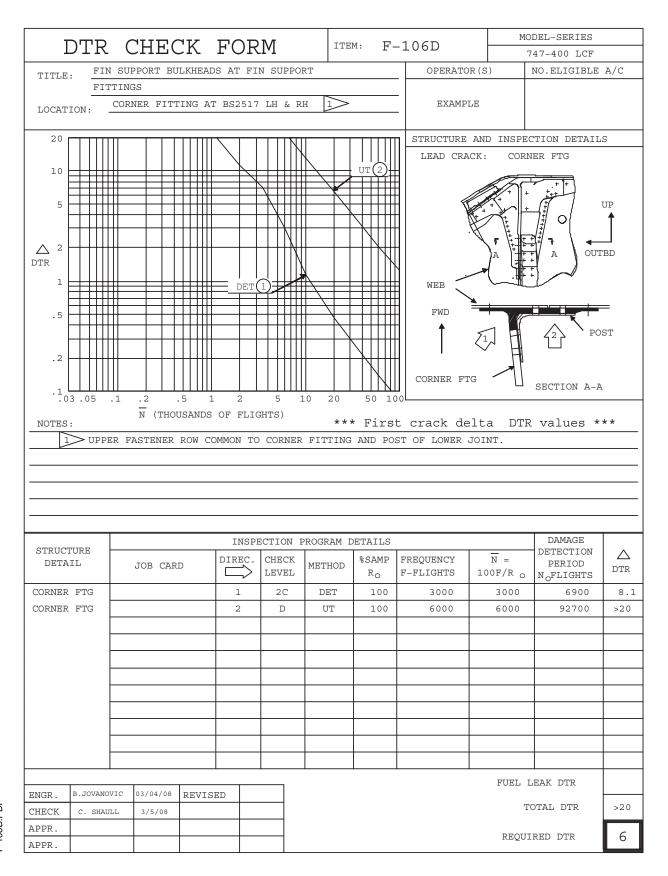






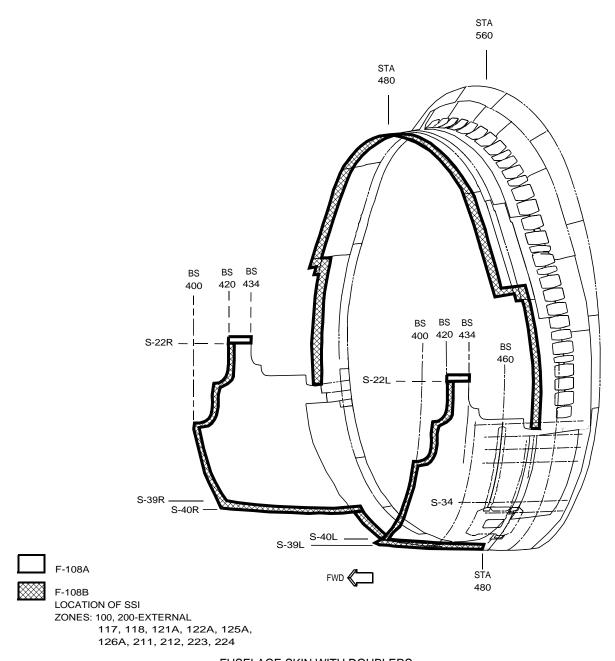
F-106B.PDF





F-106D.PDF

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FUSELAGE SKIN WITH DOUBLERS

1548060

F-108 - FUSELAGE SKIN WITH DOUBLERS

		ACCESS MANHOURS			
F-108	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	FUSELAGE SKIN WITH DOUBLERS	I.(1)	2	1	
		II.(1)	8	16	

INSPECTION OPTIONS - DTR CHECK FORM F-108A

Skin under modification doublers from BS 420 to BS 434 at both Stringer S-22L and S-22R.

(1) Skin

(Internal) From Direction 1, around fasteners along the perimeter fastener row of the doubler, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00, Figure 4 or 23), 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Remove lining and displace insulation as neccessary. Access:

211, 212. Zone(s):

(2) Skin

(Internal) From Direction 1, around fasteners along the perimeter fastener row of the doubler, using detailed visual inspection methods.

Same as I.(1). Access:

Zone(s): Same as I.(1).

(3) Skin

(External) From Direction 2, on the surface around fasteners along the perimeter fastener row of the doubler, using LFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-00, Procedure 5). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: None required.

200-External. Zone(s):

INSPECTION OPTIONS - DTR CHECK FORM F-108B

Skin around the perimeter fastener row of the modification doublers forward of BS 532 around entire fuselage. See the F-108 illustration for inspection area of F-108B.

(1) Skin

(Internal) From Direction 1, on the surface around perimeter row of fasteners of doubler, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00 Figure 4 or 23), 16.0 elapsed hours and 32.0 manhours are required to accomplish this inspection.



Access: Same as I.(1).

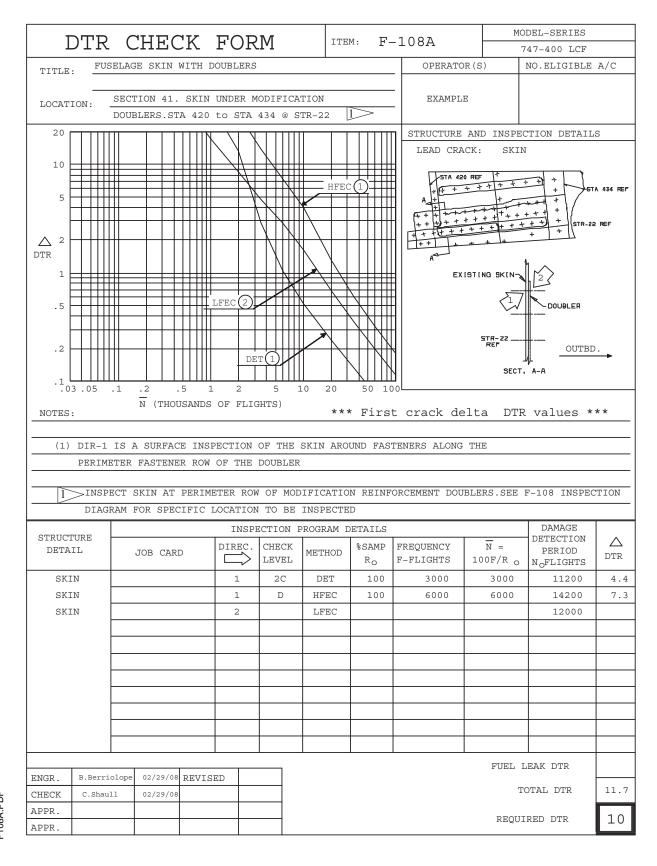
Zone(s): 121A, 122A, 125A, 126A, 211, 212, 223, 224.

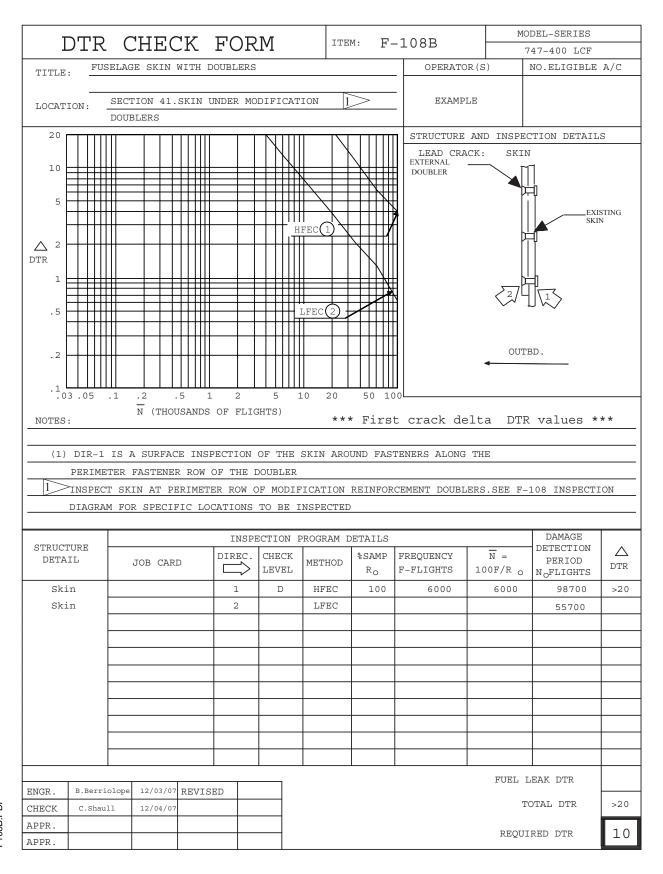
(2) Skin

(External) From Direction 2, on the surface around perimeter row of fasteners of doubler, using LFEC (Ref. NDT Manual D6-7170, Part 6, 53-30-00, Procedure 5). 16.0 elapsed hours and 32.0 manhours are required to accomplish this inspection.

Access: Same as I.(3).

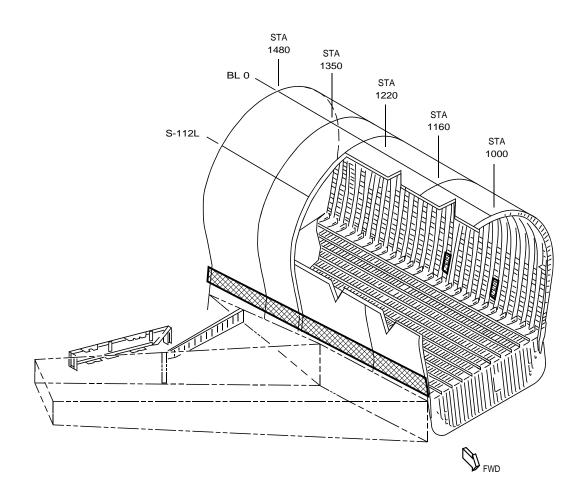
Zone(s): 100, 200-External.





F108B.PDF

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LOCATION OF SSI ZONES: 200-External 241, 242, 251, 252

1545600

F-109 - FUSELAGE SKIN LONGITUDINAL BUTT SPLICES

		ACCESS MANHOURS			
F-109	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	FUSELAGE SKIN LONGITUDINAL BUTT SPLICES				

I. INSPECTION OPTIONS - DTR CHECK FORM F-109A

From BS 1105 to BS 1115, and from BS 1223 to BS 1228, from Stringer S-25 to the lower edge of the internal splice, and from the upper edge of the internal splice to Stringer S-136 on both left and right sides of fuselage.

(1) Skin

(Internal) From Direction 1, inner skin at specified locations, using detailed visual inspection methods.

Access: Remove sidewall panels and displace insulation as necessary.

Zone(s): 241, 242, 251, 252.

II. INSPECTION OPTIONS - DTR CHECK FORM F-109B

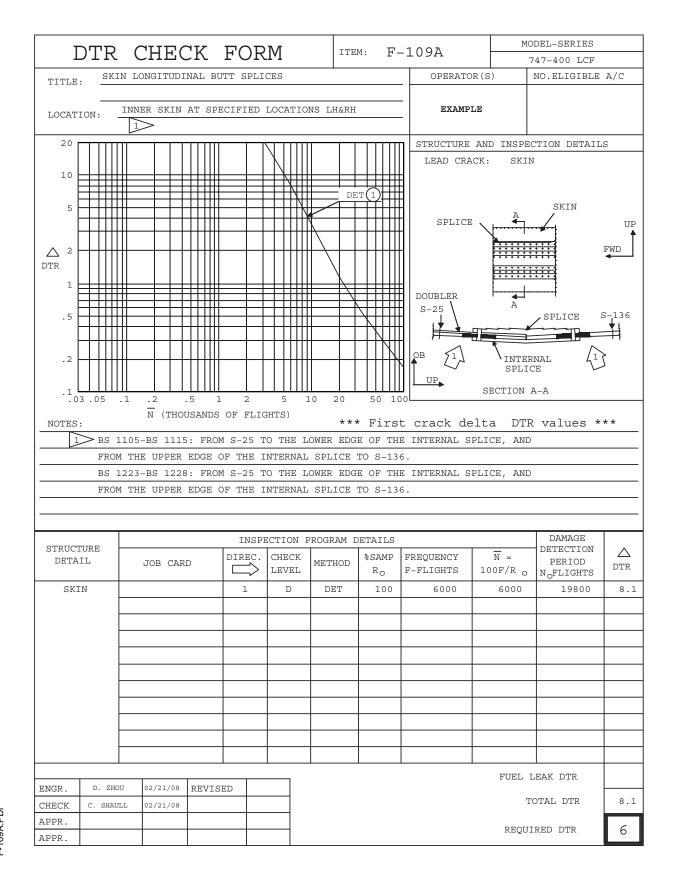
From BS 1000 to BS 1480 at Stringer S-137, on both left and right sides of fuselage.

(1) Splice

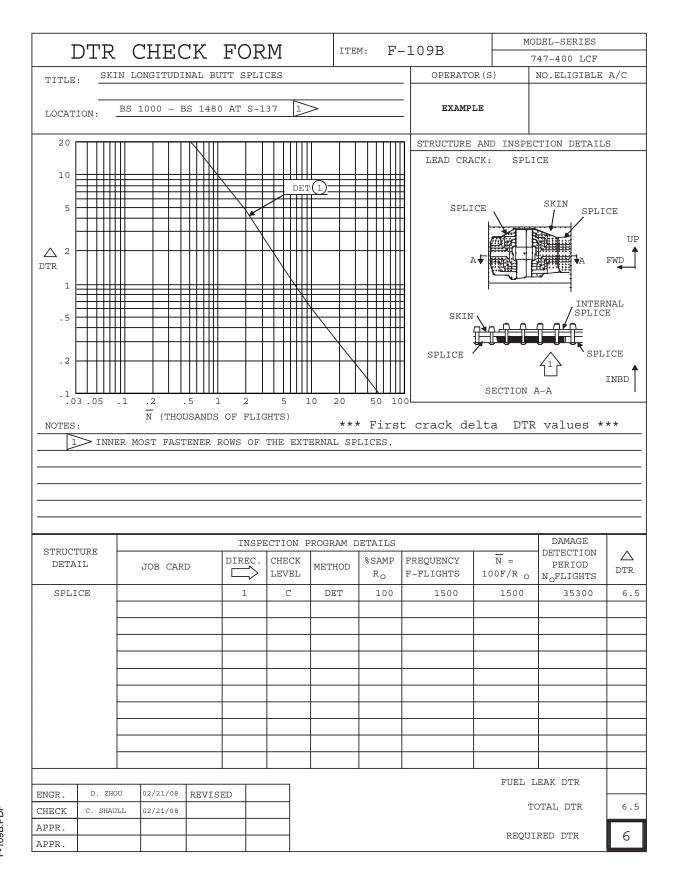
(External) From Direction 1, external splice plate inner most fastener row, using detailed visual inspection methods.

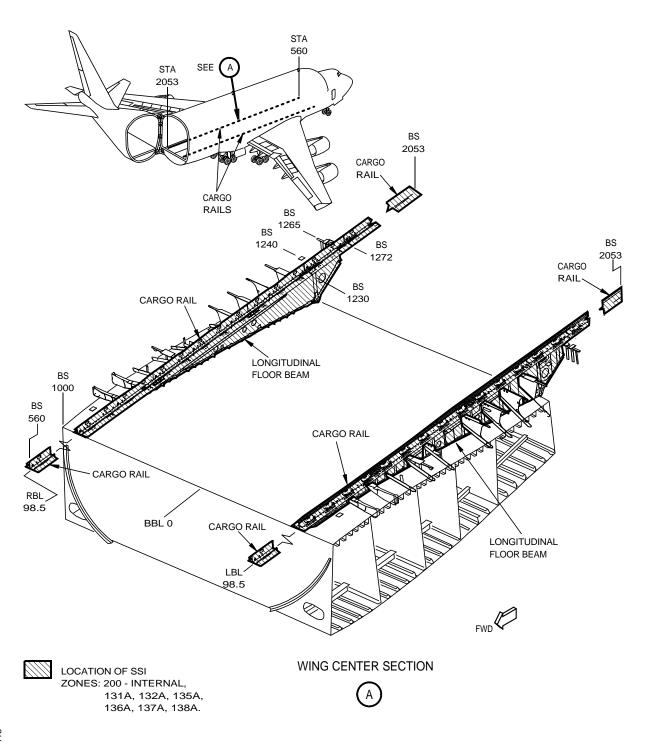
Access: None required.

Zone(s): 200-External.



F-109A.PDf





F-110 - CARGO RAILS

		ACCESS MANHOURS			
F-110	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	CARGO RAILS				

I. INSPECTION OPTIONS - DTR CHECK FORM F-110A

From BS 1000 to BS 1400, both left and right sides of main deck cargo compartment.

(1) Cargo Rail

(External) From Direction 1, inspect entire surface of cargo rail including splice parts and at specified locations, using detailed visual inspection methods.

Access: Remove PDU at BS 1230 and BS 1270 per AMM 25-71-01. Remove transport roller as

required per AMM 25-58-02.

Zone(s): 241, 242, 251, 252.

II. INSPECTION OPTIONS - DTR CHECK FORM F-110B

From BS 1000 to BS 1480 at BL 98.5, both left and right sides of main deck cargo compartment.

(1) Upper Chord

(Internal) From Direction 1, inspect the longitudinal floor beam upper chord, using detailed visual inspection methods.

Access: Remove overwing floor panels as necessary.

Zone(s): 131A, 132A, 135A, 136A, 137A, 138A.

(2) Upper Chord

(Internal) From Direction 2, inspect the longitudinal floor beam upper chord, using detailed visual inspection methods.

Access: Remove overwing floor panels as necessary.

Zone(s): 131A, 132A, 135A, 136A, 137A, 138A.

III. INSPECTION OPTIONS - DTR CHECK FORM F-110C

From BS 560 to BS 1000 and BS 1400 to BS 2053, both left and right sides of main deck cargo compartment.

(1) Cargo Rail

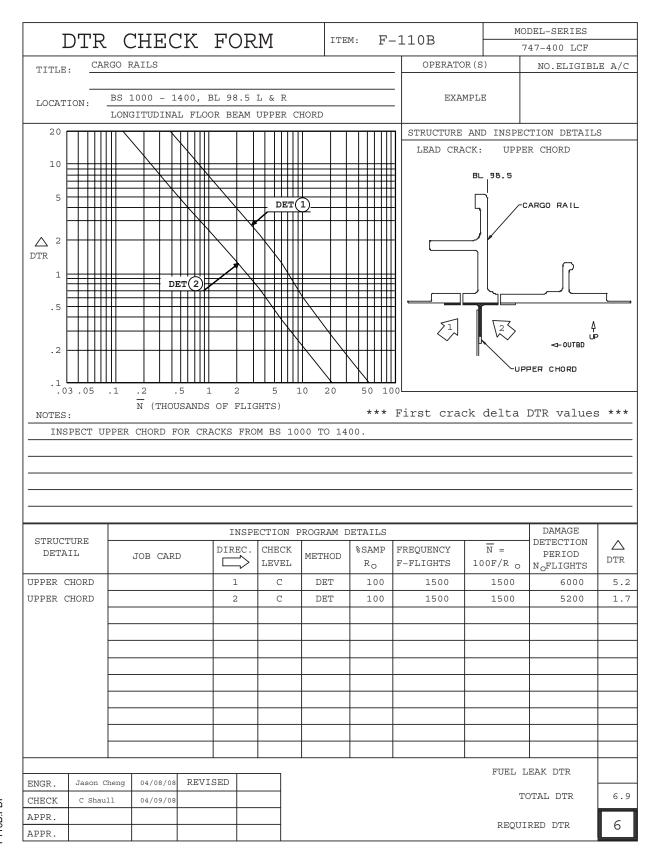
(External) From Direction 1, inspect the cargo rail and splices at specified locations, using visual inspection methods.

Access: None required.

Zone(s): 200-Internal, 131A, 132A, 135A, 136A.

PAGE F-110.3

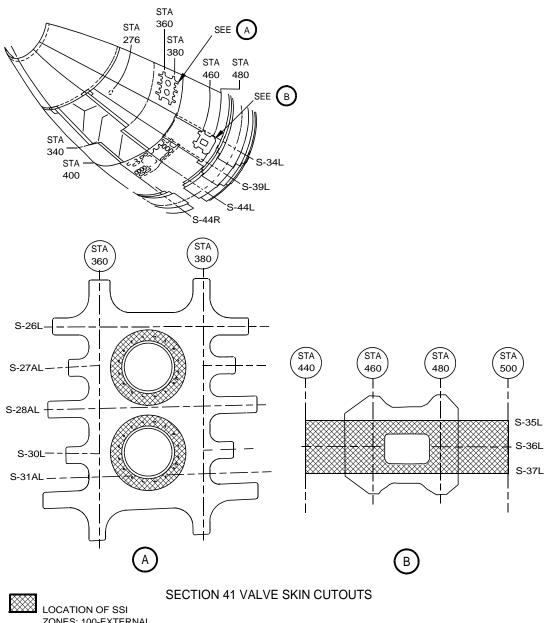
סידת	CHECK	Z FOE	М	ITE	м. F-	-110A		DDEL-SERIES	
		1.01	Z1*1					747-400 LCF	
TITLE: CA	ARGO RAILS				OPERATOR ((S)	NO.ELIGIBLE	E A/C	
LOCATION: BS 1000 to 1400, BL 98.5 L & R					EXAM	EXAMPLE			
20	 					STRUCTURE A	ND INSPE	CTION DETAIL	S
	LEAD CRACK: CARGO RAI					GO RAILS/SPL	ICE		
10						BL 98.5			
5						CARGO RAIL			
DTR 2			DET (1)=						
.5								↓ OUTBD UP	
.1	.1 .2 .5	1 2	5 10	20	50 10		-0+	PER CHORD	
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	T CARGO RAILS	FROM BS 10	00 TO 1400	INCLU				DIR VAIACE	
	1070, BS 1170,								
2) AT SPL	ICE LOCATED AT	BS 1230 A	ND 1270, F	EMOVE	PDU PER	AMM 25-71-01	FOR		
l 	AND CARGO RAI	L INSPECTI	ON. REMOV	E TRAN	SPORT R	OLLER AS REQUI	RED		
PER AM	M 25-58-02.								
		TNGE	ECTION PRO	OCRAM F	FTATI.S			DAMAGE	
STRUCTURE		DIREC.	CHECK		%SAMP	FREQUENCY		DETECTION	
DETAIL	JOB CARD		LEVEL	IETHOD	Ro	. ~ .		PERIOD N _O FLIGHTS	DTR
RAIL/SPLICE		1		DET	100	200	200	3100	6.1
ENGR. Jason	Cheng 04/08/08 F	REVISED					FUEL :	LEAK DTR	
ENGR. Jason CHECK C Shau	9		TOTAL DTR			OTAL DTR	6.1		
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TITLE: CARGO RAILS LOCATION: BS 560 TO BS 1000 AND BS 1400 TO BS 2053 BL 98.5 L & R STRUCTURE AND INSPECTION DETAILS LOCATION: NOTES:
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BL 98.5 L & R 20 10 5 CARGO RAIL SURV(1) S
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STRUCTURE DETAIL JOB CARD DIREC. CARGO RAIL SURV(1) SURV(1) SURV(1) SURV(1) SURV(1) A OUIBD LEVEL SURV(1) SURV(1) SURV(1) A OUIBD LEVEL SURV(1) LEVEL SURV(1) LEVEL SURV(1) LEVEL CARGO RAIL A OUIBD LEVEL DAMAGE DAMAGE DAMAGE DAMAGE PERIOD PERIOD PERIOD NoFLIGHTS DAMAGE PERIOD PERIOD PERIOD NoFLIGHTS DAMAGE PERIOD PERIOD PERIOD NoFLIGHTS DAMAGE DAMAGE PERIOD PERIOD PERIOD PERIOD NoFLIGHTS DAMAGE PERIOD PERIOD PERIOD PERIOD NoFLIGHTS DTR
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STRUCTURE DETAIL JOB CARD DIREC. CHECK LEVEL METHOD RO F-FLIGHTS DETECTION PERIOD NoFLIGHTS DTR
STRUCTURE DETAIL JOB CARD DIREC. CHECK LEVEL METHOD R _O F-FLIGHTS DETECTION PERIOD N _O FLIGHTS DTR
JOB CARD LEVEL METHOD R _O F-FLIGHTS 100F/R _O N _O FLIGHTS DTR
FUEL LEAK DTR
ENGR. G. BAHAUDDIN 04/15/08 REVISED TOTAL DTR 6.2
CHECK C. SHAULL 04/15/08
APPR. REQUIRED DTR 6





ZONES: 100-EXTERNAL 115.

F-111 - SECTION 41 VALVE SKIN CUTOUTS

		ACCESS MANHOURS			
F-111	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	SECTION 41 VALVE SKIN CUTOUTS				

INSPECTION OPTIONS - DTR CHECK FORM F-111A

Retainer fasteners located around entire positive pressure relief valve cutouts at BS 370 and between Stringers S-26L and S-31L.

NOTE: Inspection requirements are symmetrical about S-28L.

(1) Skin

(External) From Direction 1, inspecting the skin surface around the fasteners, using HFEC (Ref. NDT Manual D6-7170, Part 6, 51-00-00 Figure 4 or 23). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: None required.

100-External. Zone(s):

(2) Tripler

(Internal) From Direction 2, inspecting the Tripler, using visual inspection methods.

Access: Remove floor panels, sidewall liner and insulation as necessary.

Zone(s): 115.

INSPECTION OPTIONS - DTR CHECK FORM F-111B

NOTE: Skin from BS 440 to BS 500 and between Stringers S-35 to S-37, outflow valve at BS 470, both left and right sides of fuselage.

(1) Skin-Doubler

(External) From Direction 1, inspecting the Skin-Doubler, using detailed visual inspection methods.

Same as I.(1). Access:

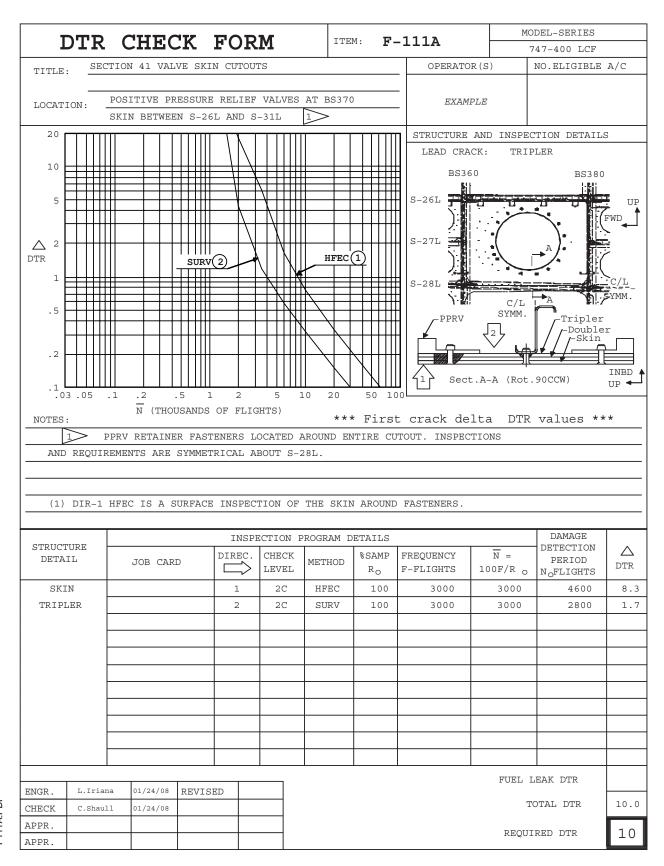
Zone(s): Same as I.(1).

(2) Skin-Doubler

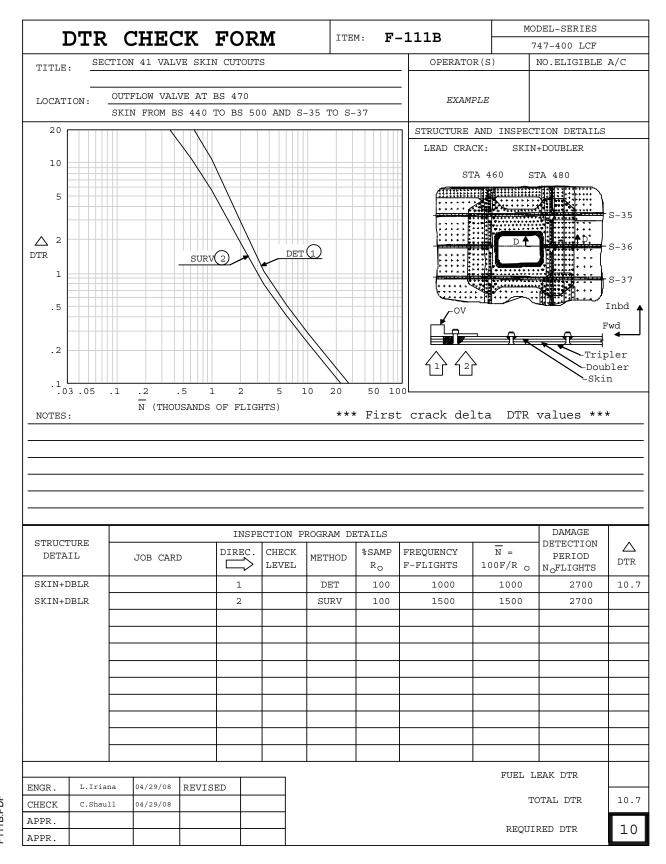
(External) From Direction 2, inspecting the Skin-Doubler, using visual inspection methods.

Access: Same as I.(1).

Zone(s): Same as I.(1).



F111A.PDF





8.3 Empennage SSI Information

This section contains the basic inspection and access information needed to complete the blank Empennage DTR Check Forms in Section 11.3. The table below lists the Empennage SSIs/DTR Check Forms by 747-400 LCF applicability. This table combines the SSI/DTR Check Forms from the main body of Document D6-35022 with the new SSI/DTR Check Forms unique to the 747-400 LCF configuration. The SSI Numbers are not continuously consecutive as some items were eliminated from the program or combined with other items after the number sequence was assigned. A Structural Inspection Matrix, showing the Inspection Zone/Area for each 747-400 LCF item, is shown on Page 8.3.3.

SSI NUMBER	TITLE	DTR CHECK FORMS	APPLICABILITY ^[1]
E-1	JACKSCREW ATTACHMENT STRUCTURE	E-1	NO
E-2	HORIZONTAL STABILIZER FRONT SPAR UPPER SURFACE CHORD, SKIN AND WEB	A - E	NO
E-3	HORIZONTAL STABILIZER REAR SPAR UPPER SURFACE CHORD, SKIN AND WEB	A - H	NO
E-4	HORIZONTAL STABILIZER UPPER SURFACE TYPICAL SKIN-STRINGER	A - D	NO
E-5	HORIZONTAL STABILIZER UPPER SURFACE SPLICE STRINGER-SKIN	A - D	NO
E-6	HORIZONTAL STABILIZER TYPICAL RIBS	E-6	NO
E-7	HORIZONTAL STABILIZER HINGE PIN AND SUPPORT STRUCTURE	A - C	NO
E-8	HORIZONTAL STABILIZER HINGE RIB	E-8	NO
E-9	HORIZONTAL STABILIZER SIDE-OF-BODY SPLICE	A - E	NO
E-10	HORIZONTAL STABILIZER FORWARD TORQUE BOX	E-10	NO
E-14	VERTICAL FIN FRONT SPAR CHORD, SKIN AND WEB	E-14	APPLY CURRENT FORM
E-15	VERTICAL FIN REAR SPAR CHORD, SKIN AND WEB	A & B	APPLY CURRENT FORM
E-16	FIN TYPICAL SKIN-STRINGER	E-16	NO
E-17	FIN SKIN-SPLICE STRINGER	E-17	NO
E-18	VERTICAL FIN TYPICAL RIBS	E-18	APPLY CURRENT FORM
E-19	VERTICAL FIN FORWARD TORQUE BOX SKIN	E-19	APPLY CURRENT FORM
E-31	JACKSCREW ATTACHMENT STRUCTURE	E-31	-400 LCF ONLY
E-32	HORIZONTAL STABILIZER FRONT SPAR UPPER SURFACE CHORD, SKIN AND WEB	A - E	-400 LCF ONLY
E-33	HORIZONTAL STABILIZER REAR SPAR UPPER SURFACE CHORD, SKIN AND WEB	A - E	-400 LCF ONLY
E-34	HORIZONTAL STABILIZER UPPER SURFACE TYPICAL SKIN-STRINGER	A - D	-400 LCF ONLY

SSI NUMBER	TITLE	DTR CHECK FORMS	APPLICABILITY ^[1]
E-35	HORIZONTAL STABILIZER UPPER SURFACE SPLICE STRINGER S-5 AND SKIN	A - C	-400 LCF ONLY
E-36	HORIZONTAL STABILIZER TYPICAL RIBS	E-36	-400 LCF ONLY
E-37	HORIZONTAL STABILIZER HINGE PIN AND SUPPORT STRUCTURE	A - C	-400 LCF ONLY
E-38	HORIZONTAL STABILIZER HINGE RIB	E-38	-400 LCF ONLY
E-39	HORIZONTAL STABILIZER SIDE OF BODY SPLICE	A - D	-400 LCF ONLY
E-40	HORIZONTAL STABILIZER FORWARD TORQUE BOX	E-40	-400 LCF ONLY
E-46	VERTICAL FIN TYPICAL SKIN-STRINGER	E-46	-400 LCF ONLY
E-47	VERTICAL FIN SKIN-SPLICE STRINGER	E-47	-400 LCF ONLY

 $^{^{[1]}}$ "APPLY CURRENT FORM" - The form in the main body of this document is to be applied to the 747-400 LCF.

[&]quot;NO" - The form in the main body of this document is not applicable to the 747-400 LCF; a supplemental inspection is not required.

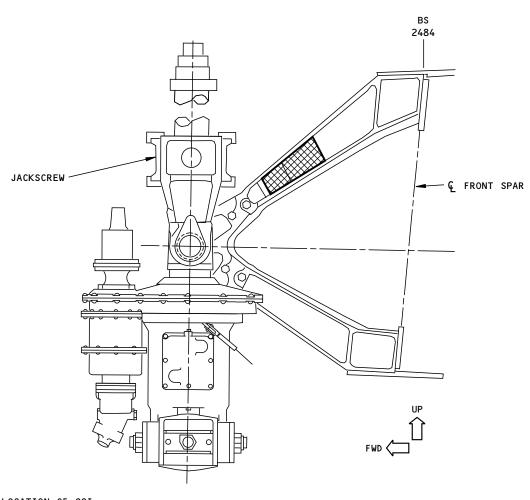
[&]quot;-400 LCF ONLY" - The form in this appendix is applicable to the 747-400 LCF airplane only.

STRUCTURAL SIGNIFICANT ITEM - INSPECTION ZONE/AREA **EMPENNAGE CROSS REFERENCE MATRIX**

INSPECTION ZONE/AREA 322 311/312 • • 300 EXT • 339/349 • . . . 338/348 • • 334/344 • \bullet 333/343 324 • • 323 315/316 • • • • • • • • • • • • 313/314 • ე 88 46 ы С С В **Ф** В В 36 ⋖ ⋖ ပ Δ 40 ⋖ В ပြ ⋖ D C ပ В В 31 **EMPENNAGE** ITEMS ()-E 46 40 32 33 35 36 38 39 3 34 37

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LOCATION OF SSI ZONES: 311, 312

E31.PDF

E-31 - JACKSCREW ATTACHMENT STRUCTURE

		ACCESS MANHOURS				
E-31	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD		
TITLE:	JACKSCREW ATTACHMENT STRUCTURE					

INSPECTION OPTIONS - DTR CHECK FORM E-31

At the first six fastener locations, aft of the jackscrew in each of the upper truss members, where the halfmembers are bolted together.

(1) Truss

(External) From Direction 1, including fastener locations, using visual inspection methods.

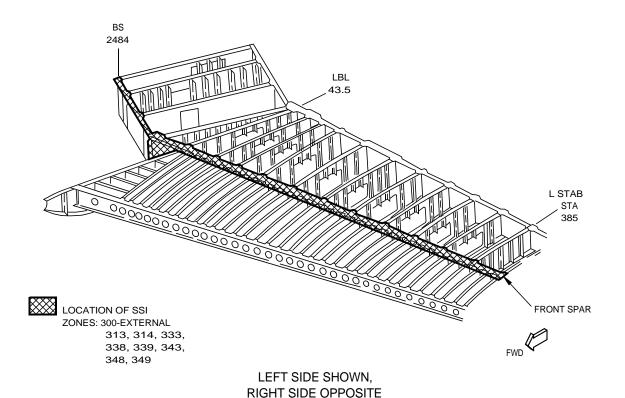
Access: Open Access Door 312AR.

Zone(s): 311, 312.

DTR	CHEC	CK F	OR	\mathbf{M}	ITEM:	E-31		MODEL - SERIE	S
TITLE:	JACKSCR	EW ATTA	ACHMENT	STRUCTU	JRE	OPERA	ATOR(S)	NO. ELIGIBI	E A/C
LOCATION:	UPPER TI					 EXA	MPLE		
20 10 5 2 DTR 1 .5	.1 .25	1 COUSAND	2 5 DS OF FLI	SURV (1)	50	LEAD C	CRACK: TI	DTR values	UP
NOTES: (1) INS	PECT BOTH H	ALVES C	DF BOTH	UPPER T	TRUSS MI				
(1) INS	-			UPPER T		EMBERS.		DAMAGE	
	-					EMBERS.		DAMAGE DETECTION	△ DTR
(1) INS	PECT BOTH H	INS	SPECTION CHECK	N PROGRA	AM DETA	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD	DTR
(1) INS	PECT BOTH H	INS	SPECTION CHECK LEVEL	N PROGRA METHOD SURV	AM DETA %SAMP. R ₀	ILS FREQUENCY F-FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	DAMAGE DETECTION PERIOD N ₀ FLIGHTS >100000	DTR
(1) INS	JOB CARD	INS	SPECTION CHECK LEVEL 2C	N PROGRAMETHOD SURV DET	AM DETA %SAMP. R ₀	ILS FREQUENCY F-FLIGHTS	$\frac{-}{N} = \frac{100 \text{F}}{R_0}$ 3000	DAMAGE DETECTION PERIOD N ₀ FLIGHTS >100000	DTR
structure detail	JOB CARD	INS DIREC.	SPECTION CHECK LEVEL 2C	N PROGRAMETHOD SURV DET	AM DETA %SAMP. R ₀	ILS FREQUENCY F-FLIGHTS	$\frac{-}{N} = \frac{100 \text{F}}{R_0}$ 3000	DAMAGE DETECTION PERIOD No FLIGHTS >100000 >100000	DTR >20.0

E31.PDF

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E-32 - HORIZONTAL STABILIZER FRONT SPAR UPPER SURFACE CHORD, SKIN AND WEB

		ACCESS MANHOURS				
E-32	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD		
TITLE:	HORIZONTAL STABILIZER FRONT SPAR UPPER SURFACE CHORD, SKIN AND WEB	II.(2)	2	1		

I. <u>INSPECTION OPTIONS - DTR CHECK FORM E-32A</u>

At locations in the center section where skin is hidden by jackscrew fitting backup straps.

(1) Skin

(External) From Direction 8, at specified locations using LFEC (Ref. NDT Manual D6-7170, Part 6, 55-10-04). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: Open Access Door 312AR.

Zone(s): 313, 314.

II. INSPECTION OPTIONS - DTR CHECK FORM E-32B

Inboard and outboard of BL 43.5 where the skin is covered by a splice plate.

(1) Skin

(Internal) From Direction 4, including fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR, 338AZ, 339AZ, 349AZ.

Zone(s): 339, 349.

(2) Skin

(Internal) From Direction 7, at specified locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 55-10-09). 1.5 elapsed hours and 3.0 manhours are required to accomplish this inspection.

Access: Same as II.(1).

Zone(s): Same as II.(1).

III. INSPECTION OPTIONS - DTR CHECK FORM E-32C

Typical locations in the center section.

(1) Skin

(External) From Direction 1, adjacent to and including skin-to-chord fastener locations, using visual inspection methods.

Access: Same as I.(1).

Zone(s): Same as I.(1).

(2) Chord

(External) From Direction 6, using visual inspection methods.

Access: Same as I.(1).

Zone(s): Same as I.(1).

IV. INSPECTION OPTIONS - DTR CHECK FORM E-32D

From the outboard side of body to Stabilizer Station 385, left and right.

(1) Skin

(External) From Direction 1, adjacent to and including skin-to-chord fastener locations, using visual inspection methods.

Access: None required.

Zone(s): 300-External.

V. INSPECTION OPTIONS - DTR CHECK FORM E-32E

From center section to Stabilizer Station 385, left and right.

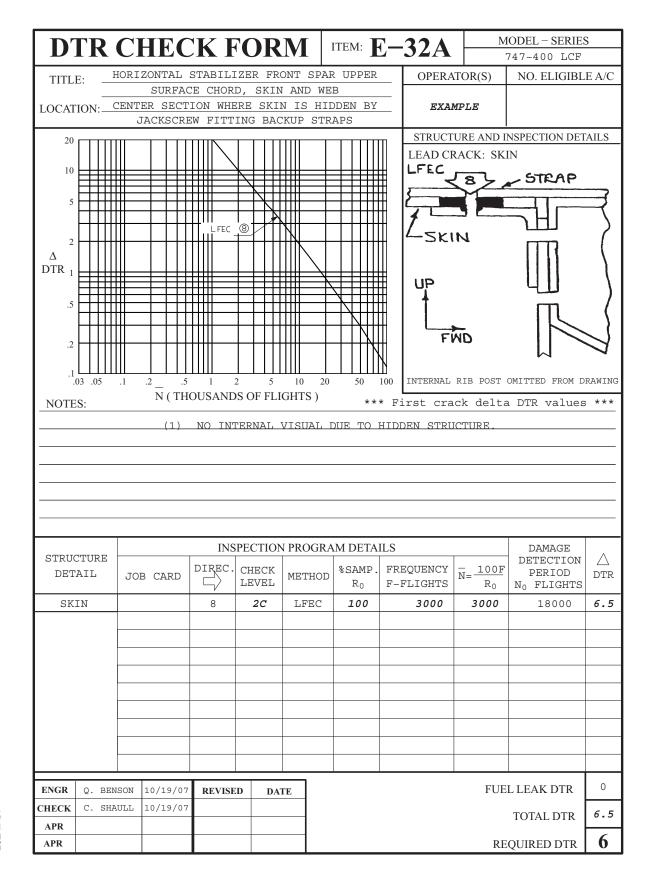
(1) Web

(Internal) From Direction 2, using visual inspection methods.

Access: Open Access Doors 312AR, 338AZ, 349AZ.

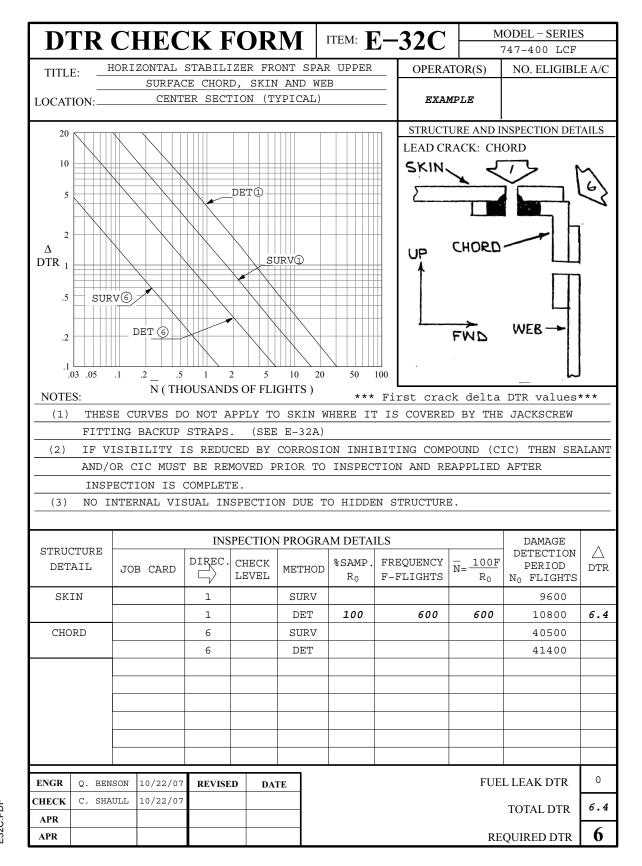
Zone(s): 339, 349.







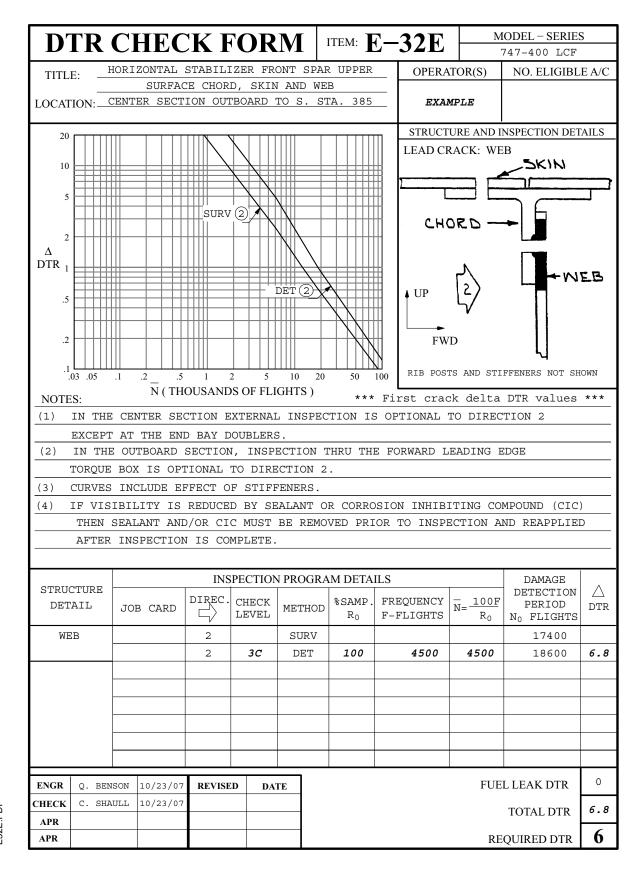
DTR CHECK FORM ITEM: **E-32B** MODEL - SERIES 747-400 LCF HORIZONTAL STABILIZER FRONT SPAR UPPER OPERATOR(S) NO. ELIGIBLE A/C TITLE: SURFACE CHORD, SKIN AND WEB SIDE OF BODY, BOTH SIDES OF THE ROOT **EXAMPLE** LOCATION: -STRUCTURE AND INSPECTION DETAILS 20 LEAD CRACK: SKIN 10 SPLICE PLATE 5 HFFC 3--SKIN WEB HFEC DBLR Δ DTR₁ SIIRV (4) .2 AFT .03 .05 .2 .5 1 2 5 20 N (THOUSANDS OF FLIGHTS) NOTES: *** First Crack delta DTR values *** IF VISIBILITY IS REDUCED BY SEALANT OR CORROSION INHIBITING COMPOUND (CIC) (1) THEN SEALANT AND/OR CIC MUST BE REMOVED PRIOR TO INSPECTION AND REAPPLIED AFTER INSPECTION IS COMPLETE. INSPECTION PROGRAM DETAILS DAMAGE STRUCTURE \triangle DETECTION ____100F DIREC. %SAMP. FREQUENCY CHECK PERIOD DETAIL DTR JOB CARD METHOD LEVEL R_0 F-FLIGHTS R_0 N₀ FLIGHTS SKIN 4 SURV 4500 4 DET 4620 7 HFEC 100 3000 3000 4800 6.2 0 FUEL LEAK DTR **ENGR** Q. BENSON 10/19/07 REVISED DATE CHECK C. SHAULL 10/19/07 6.2 TOTAL DTR APR 6 APR REQUIRED DTR

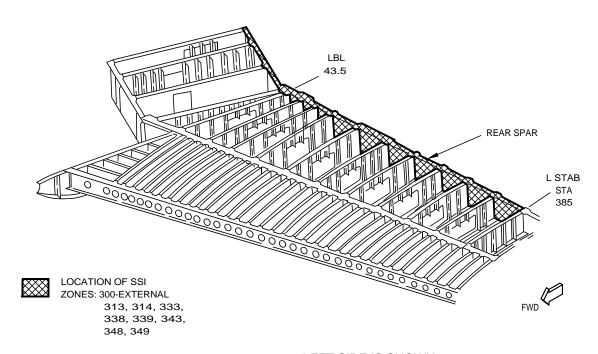


DIK	CHEC	CKF	'nR	\mathbf{M}^{\perp}	ІТЕМ:	C-32D		IODEL – SERIES	S
						-		747-400 LCF	
TITLE: _	HORIZONTAL SURFAC			AND WE		_ OPERA	ATOR(S)	NO. ELIGIBL	E A/
OCATION:						EXA	MPLE		
20						STRUCT	TURE AND I	NSPECTION DET	AILS
		$\parallel \parallel \parallel$				LEAD C	RACK: CH	ORD	
10						#	<1>	SUN	
5									
			DE	etů –					J
2		$\parallel \parallel \lambda$						16	
Δ	SURY	7 ①	NNI			CHO!	RD /		
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.5						UP		Ц	
.5				\mathbb{N}					
.2						∐ ↑			
.2				$\parallel \parallel \ \ \ \ \ \ \ \ \ \ $	/		FWD		
.1 .03 .05	.1 .2 .5	1 2	<u> </u>	10 20	50	100	-	W	
NOTES:		OUSAND	S OF FLI	GHTS)	**	* First cra	ack delta	a DTR values	: *
	INTERNAL VI	SUAL IN	SPECTIO	ON DUE T				a Din varaes	
		INS	PECTION	I PROGRA	.M DETAI	LS		DAMAGE	
		INS			M DETAI		_ 100F	DETECTION	
STRUCTURE DETAIL	JOB CARD		PECTION CHECK LEVEL	N PROGRA		LS FREQUENCY F-FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	DETECTION	
			CHECK		%SAMP.	FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD	
DETAIL		DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY	$\overline{N} = \frac{100F}{R_0}$ 1300	DETECTION PERIOD N ₀ FLIGHTS	D'
DETAIL		DIREC.	CHECK	METHOD SURV	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD N ₀ FLIGHTS 8400	D'
DETAIL		DIREC.	CHECK	METHOD SURV	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD N ₀ FLIGHTS 8400	D'
DETAIL		DIREC.	CHECK	METHOD SURV	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD N ₀ FLIGHTS 8400	D'
DETAIL		DIREC.	CHECK	METHOD SURV	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD N ₀ FLIGHTS 8400	D'
DETAIL		DIREC.	CHECK	METHOD SURV	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD N ₀ FLIGHTS 8400	D'
DETAIL		DIREC.	CHECK	METHOD SURV	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD N ₀ FLIGHTS 8400	D'
DETAIL		DIREC.	CHECK	METHOD SURV	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD N ₀ FLIGHTS 8400	D'
SKIN		DIREC.	CHECK	METHOD SURV DET	%SAMP.	FREQUENCY F-FLIGHTS	1300	DETECTION PERIOD N ₀ FLIGHTS 8400	6.
SKIN	JOB CARD	DIREC. 1 1 REVISE	CHECK	METHOD SURV DET	%SAMP.	FREQUENCY F-FLIGHTS	1300	DETECTION PERIOD No FLIGHTS 8400 9000	6. 6.

E32D.PDF







LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE

1544510

E-33 - HORIZONTAL STABILIZER REAR SPAR UPPER SURFACE CHORD, SKIN AND WEB

		ACCESS MANHOURS			
E-33	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	HORIZONTAL STABILIZER REAR SPAR UPPER SURFACE CHORD, SKIN AND WEB	V.(1)	1	1	

I. <u>INSPECTION OPTIONS - DTR CHECK FORM E-33A</u>

From the outboard side of body to Stabilizer Station 385, left and right.

(1) Skin

(External) From Direction 1, adjacent to and including skin-to-chord fastener locations, using visual inspection methods.

Access: None required.

Zone(s): 300-External.

II. INSPECTION OPTIONS - DTR CHECK FORM E-33B

Typical locations in the center section, between LBL-30.0 and RBL-30.0.

(1) Chord

(External) From Direction 2, using visual inspection methods.

Access: Open Access Door 315AL.

Zone(s): 313, 314.

(2) Chord

(Internal) From Direction 4, including fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR, 338AZ, 349AZ.

Zone(s): 338, 348.

(3) Chord

(External) From Direction 8, at specified locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 55-10-10). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Same as II.(1).

Zone(s): Same as II.(1)

III. INSPECTION OPTIONS - DTR CHECK FORM E-33C

From the outboard side of body to Stabilizer Station 385, left and right.

(1) Chord

(External) From Direction 12, at specified locations using LFEC (Ref. NDT Manual D6-7170, Part 6, 55-10-01). 1.5 elapsed hours and 1.5 manhours are required to accomplish this inspection.

Access: None required.

Zone(s): Same as I.(1).

IV. INSPECTION OPTIONS - DTR CHECK FORM E-33D

From BL 43.5 to Stabilizer Station 385, left and right, except at elevator actuators.

(1) Web

(Internal) From Direction 3, using visual inspection methods.

Access: Remove Access Panels 334GBL, 344GBR, 334JBL, 344JBR, 334KBL, 344KBR.

Zone(s): 334, 344.

(2) Web

(Internal) From Direction 5, including fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR, 338AZ, 339AZ, 349AZ.

Zone(s): 333, 339, 343, 349.

V. INSPECTION OPTIONS - DTR CHECK FORM E-33E

At elevator actuators.

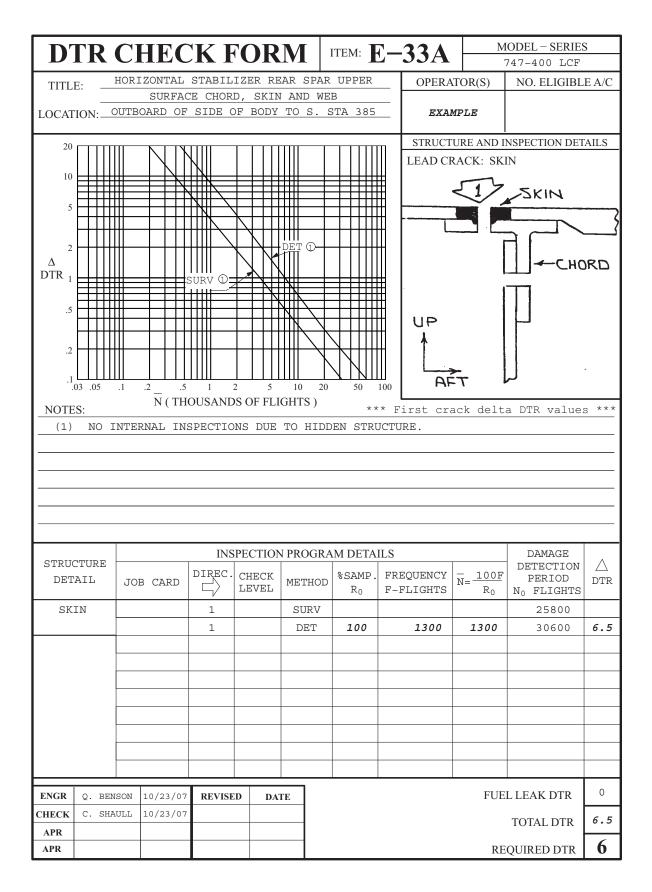
(1) Web

(Internal) From Direction 10, at specified locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 55-10-03). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: Remove Access Panels 334HBL, 344HBR, 334LBL, 344LBR.

Zone(s): Same as IV.(1).







ν	CHEC	CK I	OR	M	ITEM:	2-33B		ODEL – SERIES	<u>S</u>
	HORIZONTAL						TOR(S)	NO. ELIGIBL	E A/C
111LE. —				AND WE	В		- (-)		
LOCATION:			CTION B AND RBI			EXA	MPLE		
20		· · · · · · · · · · · · · · · · · · ·				STRUCT	URE AND I	NSPECTION DET	AILS
		\mathbb{N}				LEAD CI	RACK: CH	ORD	
10					###	H SK	11.1	M	
5							100	\ \8\\\	EC
			HF	EC ®		}			٦
2	DET 2	\mathbb{W}	+ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$		++++++++++++++++++++++++++++++++++++		~		[-]
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DTR 1							W		
.5	SURV	2				# UF			
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.2			+NN	$\parallel \downarrow \parallel$	++++++				
.2 DET	iií N		1 I NJ	$M \rightarrow$	$\langle $		AFT	Ш	
.03 .05	.1 .2 .5	1	2 5	10 20	50	100	1.		
NOTES:	N (TH	IOUSANI	OS OF FLI	GHTS)	*** F	irst crack	delta D	TR values *	k *
(1) IF V	ISIBILITY 1	IS REDU	CED BY	SEALANT	OR CORI	ROSION INHI	BITING	COMPOUND	
(CIC)) THEN SEAI	LANT AN	D/OR CI	C MUST 1	BE REMO	VED PRIOR T	O INSPE	CTION AND	
	PLIED AFTER								
(2) DIREC	CTION 4 REF	LECTS I	HIDDEN	STRUCTUR	CE.				
STRUCTURE		INS	SPECTION	I DD OCD A					
DETAIL				PROGRA	AM DETAI	LS		DAMAGE	^
	JOB CARD	DIREC.	0112011		AM DETAI	LS FREQUENCY	100F	DEMEGRICAL	△ DTR
DRIVID	JOB CARD	DIREC.	CHECK	METHOD			$\overline{N} = \frac{100F}{R_0}$	DEMEGRICAL	
CHORD	JOB CARD	2	0112011	METHOD SURV	%SAMP.	FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS 2220	
	JOB CARD	2 2	0112011	METHOD SURV DET	%SAMP.	FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD No FLIGHTS 2220 2220	
	JOB CARD	2 2 4	0112011	METHOD SURV DET DET	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD No FLIGHTS 2220 2220 3360	DTR
	JOB CARD	2 2	0112011	METHOD SURV DET	%SAMP.	FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD No FLIGHTS 2220 2220	DTR
	JOB CARD	2 2 4	0112011	METHOD SURV DET DET	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD No FLIGHTS 2220 2220 3360	△ DTR
	JOB CARD	2 2 4	0112011	METHOD SURV DET DET	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD No FLIGHTS 2220 2220 3360	DTR
	JOB CARD	2 2 4	0112011	METHOD SURV DET DET	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD No FLIGHTS 2220 2220 3360	DTR
	JOB CARD	2 2 4	0112011	METHOD SURV DET DET	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD No FLIGHTS 2220 2220 3360	DTR
	JOB CARD	2 2 4	0112011	METHOD SURV DET DET	%SAMP.	FREQUENCY F-FLIGHTS	R ₀	DETECTION PERIOD No FLIGHTS 2220 2220 3360	DTR
CHORD		2 2 4 8	LEVEL	METHOD SURV DET DET HFEC	%SAMP.	FREQUENCY F-FLIGHTS	1400	DETECTION PERIOD No FLIGHTS 2220 2220 3360	DTR
CHORD	ISON 1/24/07	2 2 4 8	LEVEL	METHOD SURV DET DET HFEC	%SAMP.	FREQUENCY F-FLIGHTS	1400	DETECTION PERIOD No FLIGHTS 2220 2220 3360 2220 L LEAK DTR	DTR 6.4
CHORD ENGR Q. BEN	ISON 1/24/07	2 2 4 8	LEVEL	METHOD SURV DET DET HFEC	%SAMP.	FREQUENCY F-FLIGHTS	1400	DETECTION PERIOD No FLIGHTS 2220 2220 3360 2220	DTR



DTR	CHEC	CKF	FOR	\mathbf{M}	ITEM:	E-33C		MODEL - SERIE 747-400 LCF	S
TITLE:	HORIZONTAL					OPER	ATOR(S)	NO. ELIGIBL	E A/C
I OCATION:	SURFAC			AND WE		— EXA	MPLE		
LOCATION.			STA. 38						
20 10 5 2 DTR 1 .5 .2 .1 .03 .05 NOTES: (1) NO :	1 .25 N(TH	1 OUSAND	2 5 DS OF FLI	LFEC (50	LEAD C	CRACK: CH	INSPECTION DET	-
		INS	SPECTION	N PROGR <i>A</i>	M DETA	ILS		DAMAGE	
STRUCTURE DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N=	DETECTION PERIOD N ₀ FLIGHTS	DTR
CHORD		12	С	LFEC	100	1500	1500	10200	10.
ENGR Q. BEI		REVISE	ED DAT	ГЕ	ı		FUE	EL LEAK DTR	0
APR APR	3,22,37						RF	TOTAL DTR EQUIRED DTR	6

BOEING

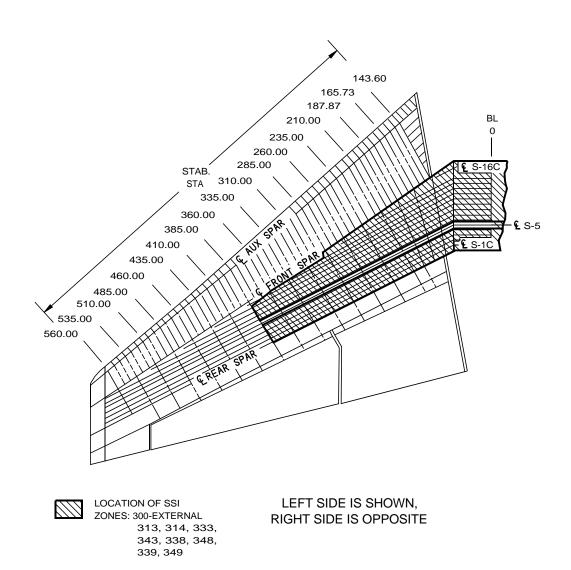
747-400 LCF SUPPLEMENTAL STRUCTURAL INSPECTION DOCUMENT - APPENDIX A

ITEM: **E-33D DTR CHECK FORM** MODEL - SERIES 747-400 LCF HORIZONTAL STABILIZER REAR SPAR UPPER OPERATOR(S) NO. ELIGIBLE A/C TITLE: SURFACE CHORD, SKIN AND WEB CENTER SECTION OUTBOARD TO S. STA. 385 **EXAMPLE** LOCATION: -EXCEPT AT ELEVATOR ACTUATORS STRUCTURE AND INSPECTION DETAILS 20 LEAD CRACK: WEB 10 SKIN DE T Δ DTR₁ WEB .2 AF,T .03 .05 .2 2 20 100 N (THOUSANDS OF FLIGHTS) NOTES: *** First crack delta DTR values** (1)IF VISIBILITY IS REDUCED BY SEALANT OR CORROSION INHIBITING COMPOUND (CIC) THEN SEALANT AND/OR CIC MUST BE REMOVED PRIOR TO INSPECTION AND REAPPLIED AFTER INSPECTION IS COMPLETE. (2) THE WEB Δ DTR FROM DIRECTION 5 IS EQUIVALENT TO DIRECTION 3 EXCEPT AS PER NOTE 1. INSPECTION PROGRAM DETAILS DAMAGE STRUCTURE DETECTION Δ ___100F DIREC %SAMP. FREQUENCY CHECK DETAIL PERIOD DTR METHOD JOB CARD LEVEL N₀ FLIGHTS R_0 F-FLIGHTS R_0 WEB 3 SURV 4800 3 CDET 100 1500 1500 4800 4.4 5 SURV 4800 5 DET 100 1500 1500 4800 4.4 0 **ENGR** Q. BENSON 10/24/07 REVISED DATE FUEL LEAK DTR CHECK C. SHAULL 10/24/07 TOTAL DTR 8.8 APR 6 APR REQUIRED DTR



D'	ΓR	C]	HEC	KF	FOR	M	ITEM:	<u>了一</u> 〔	33E		ODEL – SERIES	S
TITL	E.	HOR	IZONTAL	STABIL	IZER RE	AR SPA	AR UPPER		OPERA	TOR(S)	NO. ELIGIBL	E A/C
	TION:		OUT	BOARD S	D, SKIN STABILI: R ACTUA	ZER AT				MPLE		
20		П	1111	11111		Ш		m I	STRUCT	URE AND I	NSPECTION DET	AILS
10 5 2 Δ DTR 1 .5	03 .05 3S: SKET		DOES NO	OUSANE		GHTS) OR RIB		100 First	SKIN CHORD UP AFI WEB	RACK: WE		EC
	1,0 1		THE VI									
STRU	CTURE			INS	SPECTION	N PROGI	RAM DETA				DAMAGE DETECTION	
DET	'AIL	J0:	B CARD	DIREC.	CHECK LEVEL	METHC	%SAMP.		QUENCY LIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD N ₀ FLIGHTS	DTR
WE	EB			10	D	HFEC	100		6000	6000	18900	14.0
ENGR	Q. BEN		10/24/07	REVISE	ED DA	ГЕ				FUE	L LEAK DTR	0
CHECK APR	C. SHA	ULL	10/24/07			-					TOTAL DTR	14.0
APR						-				RE	QUIRED DTR	6





544997

E-34 - HORIZONTAL STABILIZER UPPER SURFACE TYPICAL SKIN-STRINGER

		ACCESS MANHOURS		
E-34	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	HORIZONTAL STABILIZER UPPER SURFACE TYPICAL SKIN-STRINGER			

I. INSPECTION OPTIONS - DTR CHECK FORM E-34A

From the front spar to the rear spar and from the side of body to Stabilizer Station 385, left and right.

NOTE: This inspection includes all skin area and stringers except at Stringer S-5. See DTR Check Form E-35 for skin area and Stringer S-5.

(1) Skin

(External) From Direction 1, adjacent to and including skin-to-stringer fastener locations, using visual inspection methods.

Access: None required.

Zone(s): 300-External.

(2) Stringer

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR, 338AZ, 339AZ, 349AZ.

Zone(s): 333, 339, 343, 349.

II. INSPECTION OPTIONS - DTR CHECK FORM E-34B

Center section from the front spar to the rear spar and from BL 0 to the side of body, left and right.

NOTE: This inspection includes all skin area and stringers except at Stringer S-5. See DTR Check Form E-35 for skin area and Stringer S-5.

(1) Skin

(External) From Direction 1, adjacent to and including skin-to-stringer fastener locations, using visual inspection methods.

Access: Open Access Door 312AR.

Zone(s): 313, 314.

(2) Stringer

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR, 338AZ.

Zone(s): 338, 348.

III. INSPECTION OPTIONS - DTR CHECK FORM E-34C

At locations in the center section where skin is hidden by jackscrew fitting backup straps.

(1) Skin

(External) From Direction 4, at specified locations, using ultrasonic (Ref. NDT Manual D6-7170, Part 4, 55-10-01). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: Same as II.(1).

Zone(s): Same as II.(1).

IV. INSPECTION OPTIONS - DTR CHECK FORM E-34D

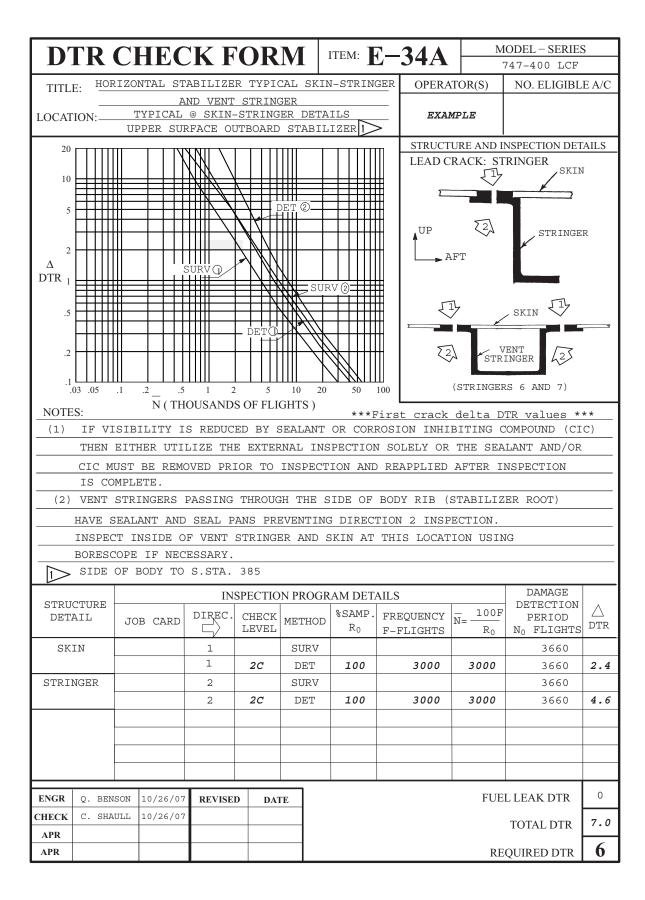
Areas hidden internally by shear ties, from Stringer 1 to Stringer 4, around the rib at Stabilizer Station 285 and around the actuator ribs at Elevator Stations 115.488 and 123.228.

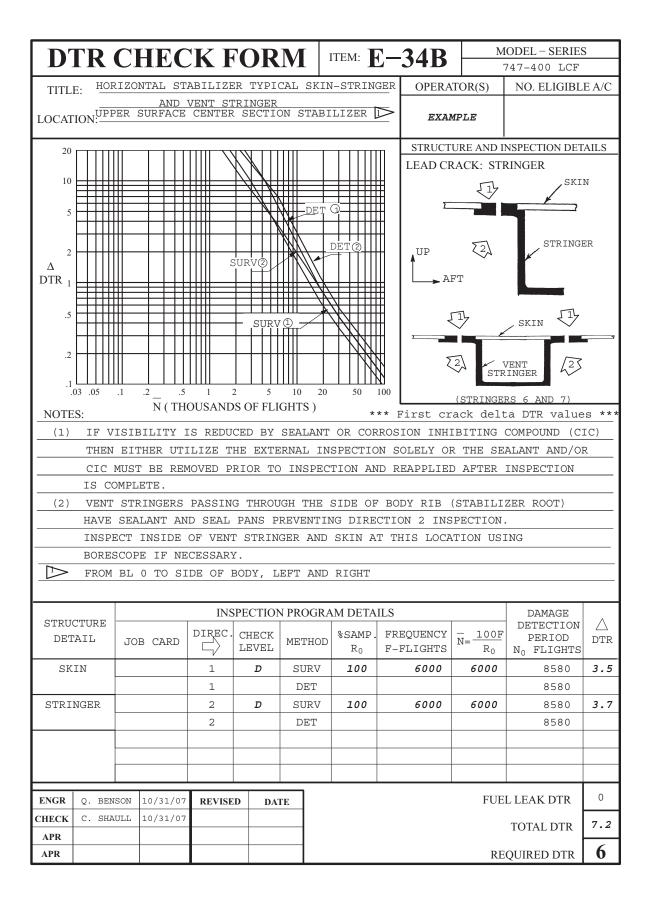
(1) <u>Skin</u>

(External) From Direction 1, adjacent to and including skin-to-stringer fastener locations, using visual inspection methods.

Access: None required.

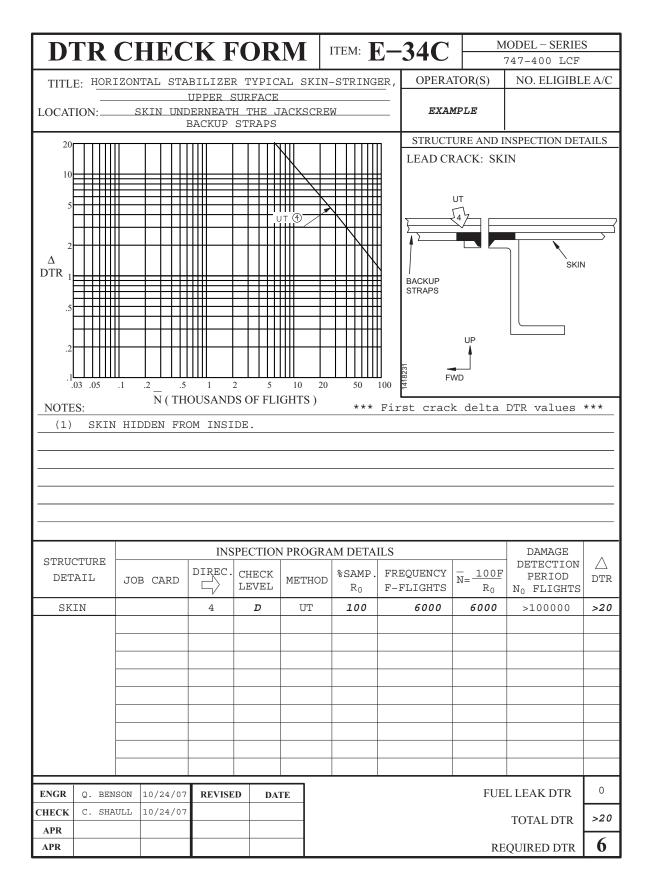
Zone(s): 300-External.

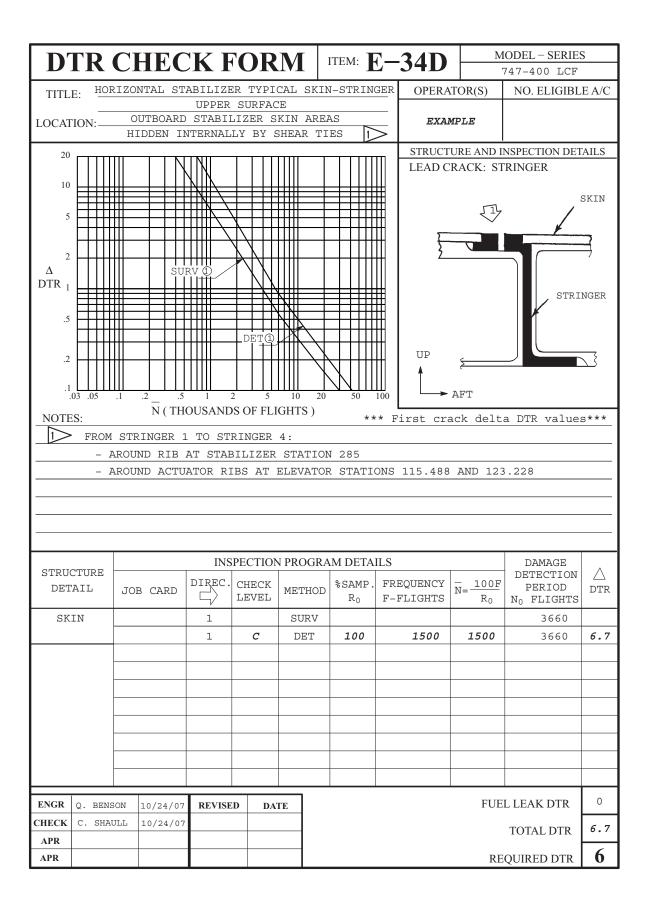




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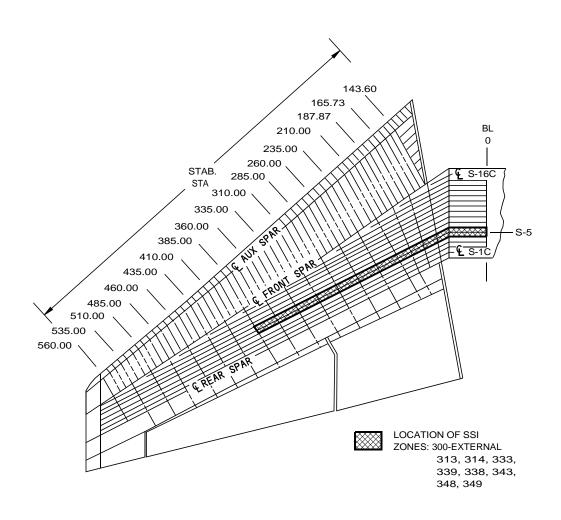






E34D.PDF

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LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE

546037

E-35 - HORIZONTAL STABILIZER UPPER SURFACE SPLICE STRINGER S-5 AND SKIN

		ACCESS MANHOURS		
E-35	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	HORIZONTAL STABILIZER UPPER SURFACE SPLICE STRINGER S-5 AND SKIN			

I. <u>INSPECTION OPTIONS - DTR CHECK FORM E-35A</u>

From the side of body to Stabilizer Station 385 at Stringer S-5, left and right.

(1) Skin

(External) From Direction 1, adjacent to and including skin-to-stringer fastener locations, using visual inspection methods.

Access: None required.

Zone(s): 300-External.

(2) Stringer

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR, 338AZ, 339AZ, 349AZ.

Zone(s): 333, 339, 343, 349.

II. INSPECTION OPTIONS - DTR CHECK FORM E-35B

Center section from BL 0 to the side of body at Stringer S-5, left and right.

(1) Skin

(External) From Direction 1, adjacent to and including skin-to-stringer fastener locations, using visual inspection methods.

Access: Open Access Door 312AR.

Zone(s): 313, 314.

(2) Stringer

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR, 338AZ.

Zone(s): 338, 348.

III. INSPECTION OPTIONS - DTR CHECK FORM E-35C

Areas hidden internally by shear ties or seal pans, at Stringer 5, around the rib at Stabilizer Station 285 and around the actuator ribs at Elevator Stations 115.488 and 123.228.

(1) Skin

(External) From Direction 1, adjacent to and including skin-to-stringer fastener locations, using visual inspection methods.

Access: None required.

Zone(s): 300-External.

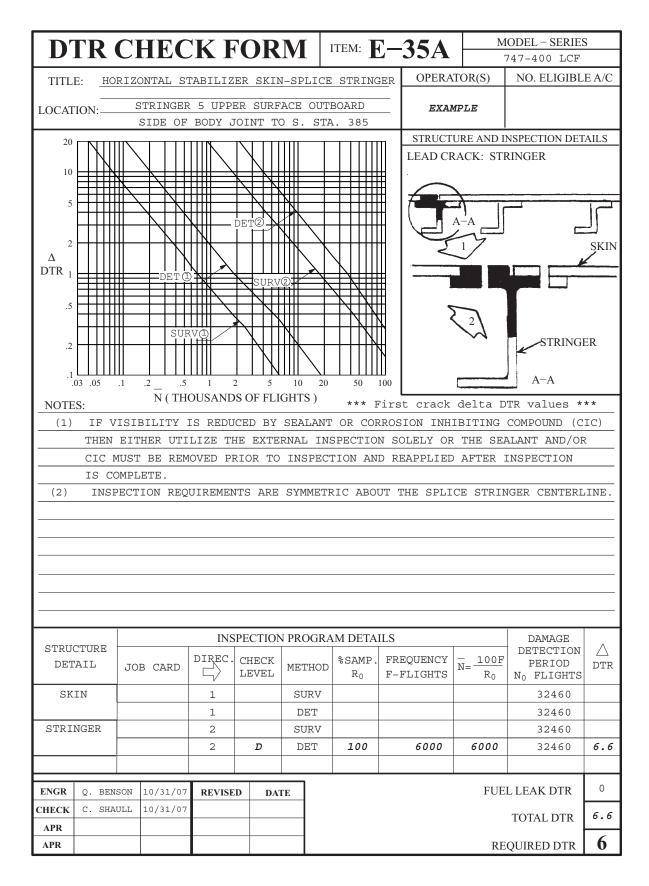
(2) <u>Skin</u>

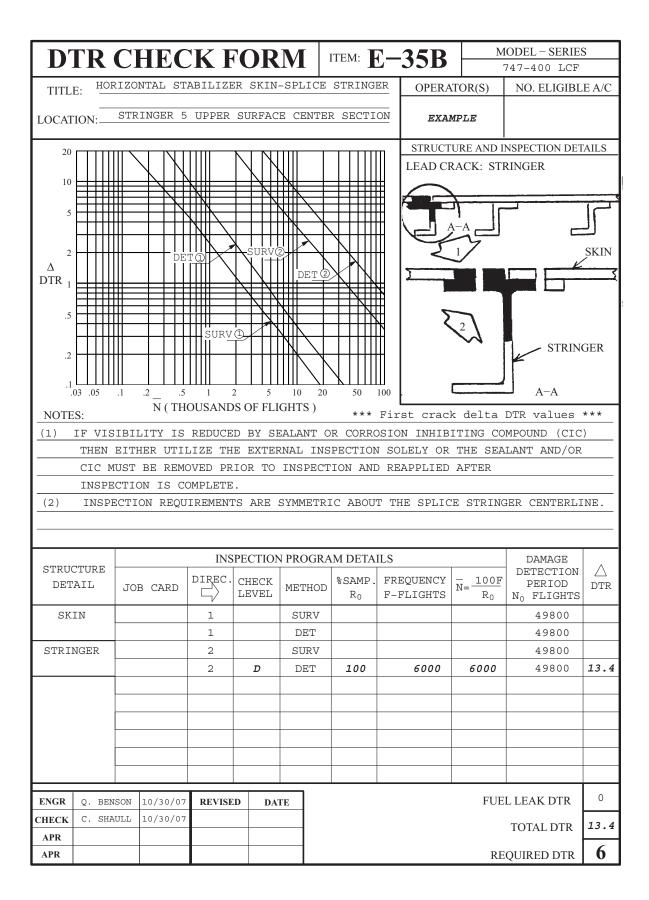
(External) From Direction 2, including fastener locations, using HFEC (Ref. 747 NDT Manual D6-7170, Part 6, 55-10-11). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: Same as III.(1).

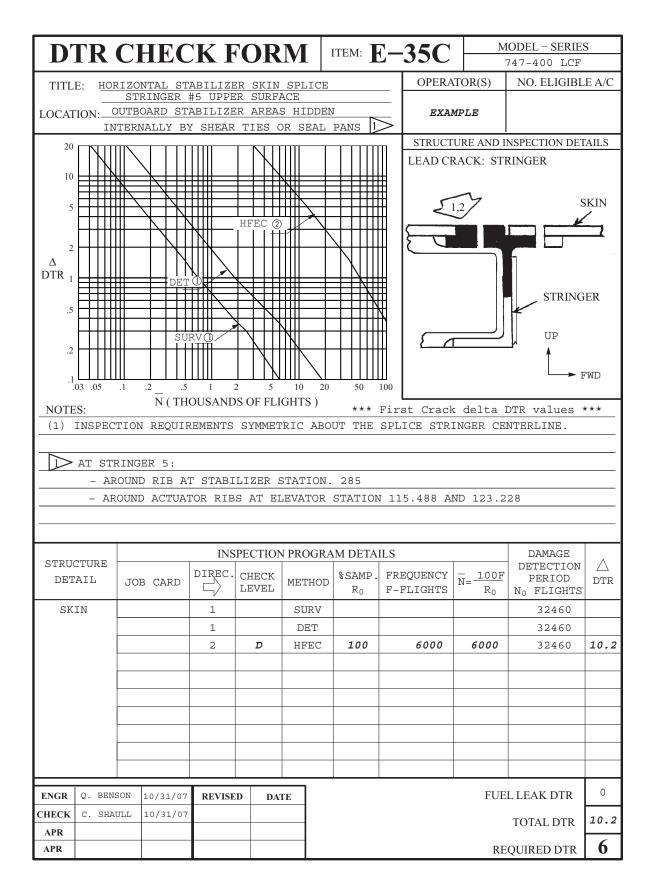
Zone(s): Same as III.(1).

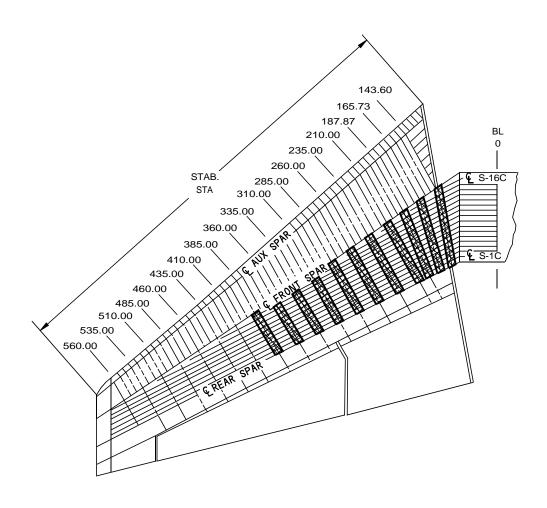






E35B.PDF





LOCATION OF SSI ZONES: 333, 338, 339, 343, 348, 349

LEFT HORIZONTAL STABILIZER IS SHOWN (RIGHT HORIZONTAL STABILIZER IS OPPOSITE)

544488

E-36 - HORIZONTAL STABILIZER TYPICAL RIBS

		ACC	ACCESS MANHOURS		
E-36	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	HORIZONTAL STABILIZER TYPICAL RIBS				

I. INSPECTION OPTIONS - DTR CHECK FORM E-36

At the lower rib chord from the side of body to Stabilizer Station 385.

(1) Chord

(Internal) From Direction 1, including fastener locations, using visual inspection methods.

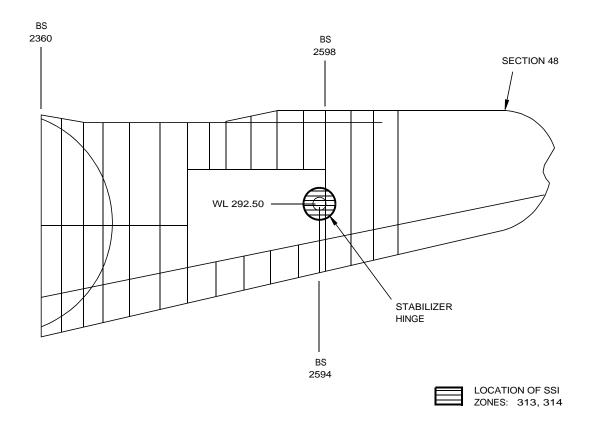
Access: Open Access Doors 312AR, 338AZ, 339AZ, 349AZ.

Zone(s): 333, 339, 343, 349.

DTR C	HEC	KF	OR	M	ITEM:	<u>了一</u>	36		ODEL – SERIES	S
TITLE: H	IORIZONTA	L STABI	LIZER '	TYPICAL	RIBS		OPERA		NO. ELIGIBL	E A/C
LOCATION:			RIB CHC	RD STA. 38!	5	_	EXAM			
20		11111	1 1 1 1 1 1			\Box	STRUCTU	JRE AND I	NSPECTION DET	AILS
10 5 2 DTR 1 .5 .2 .1 .03 .05 .1 NOTES: (1) IF VIS THEN SE	IBILITY I	OUSAND IS REDU D/OR C	IC MUST	10 20 GHTS) SEALANT BE REM	** OR CO	RROS	rst crac	ACK: CH	ORD	*** IC)
STRUCTURE		INS	PECTION	PROGRA	AM DETA	ILS			DAMAGE DETECTION	
DETAIL J	OB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.	1	QUENCY LIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD N ₀ FLIGHTS	DTR
CHORD		1		SURV					10800	
		1	D	DET	100		6000	6000	10800	10.1
_										
ENGR Q. BENSON	1 10/25/07	REVISE	DD DA	ГЕ				FUE	L LEAK DTR	0
CHECK C. SHAULI									TOTAL DTR	10.1
APR APR								RF	QUIRED DTR	6

E36 PDF

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817668

E-37 - HORIZONTAL STABILIZER HINGE PIN AND SUPPORT STRUCTURE

		ACCESS MANHOURS		
E-37	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	HORIZONTAL STABILIZER HINGE PIN AND SUPPORT STRUCTURE	I.(1)	180	45

I. <u>INSPECTION OPTIONS - DTR CHECK FORM E-37A</u>

At the entire surface of the outer hinge pin.

(1) Hinge Pin

(Internal) and (External) From Direction 1, following removal of the hinge pin, using MT inspection (Standard Overhaul Practices Document D6-51702). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

Access: Open Access Door 315AL.

Zone(s): 313, 314.

II. INSPECTION OPTIONS - DTR CHECK FROM E-37B

At the male lugs mounted on the stabilizer center section.

NOTE: Inspect the side faces of the lug +/- 70 degrees from the centerline.

(1) <u>Lug</u>

(External) From Direction 1, at specified locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 55-50-01). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: Open Access Door 315AL.

Zone(s): Same as I.(1).

III. INSPECTION OPTIONS - DTR CHECK FORM E-37C

At the female lugs mounted on the Body Station 2598 bulkhead.

NOTE: Inspect the side faces of the lug +/- 30 degrees from the centerline.

(1) <u>Lugs</u>

(External) From Direction 1, at specified locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 55-50-01). 0.5 elapsed hour and 0.5 manhour are required to accomplish this inspection.

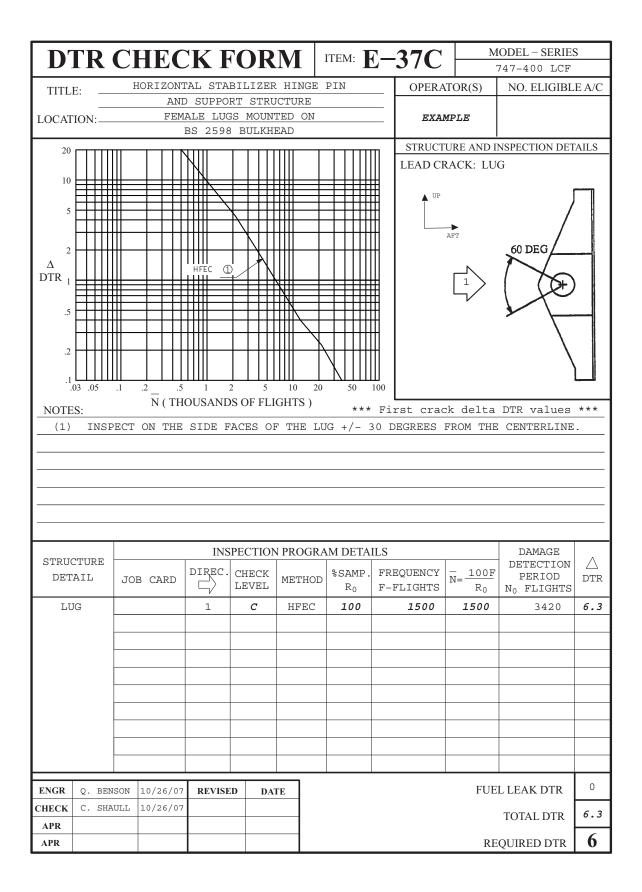
Access: Same as II.(1).

Zone(s): Same as I.(1).

	CHEC	KI	7OR	\mathbf{M}	ІТЕМ:	E-37A		IODEL – SERIES	S
								747-400 LCF	T . /G
TITLE:	HORIZON'		RT STRU		PIN	— OPER	ATOR(S)	NO. ELIGIBL	E A/C
LOCATION:	ENTIRE SUR				GE PIN	EXA	MPLE		
20	· · · · · · · · · · · · · · · · · · ·	11111		1111		STRUC'	TURE AND I	NSPECTION DET	AILS
		\	1			LEAD C	RACK: OU	TER PIN	
10			\mathbb{N}			INNE	R ,	<u> </u>	OUTER
						DIN PIN			PIN
5		++++	++N	+++			FT		到
		1111		MT	D;				加
Δ 2		11111		TN T		{ #-			町
DTR 1			\bot \bot \bot \bot	\perp		1 412	7		3
						∄	1 19	7	40
.5				 		# F		++	
 		++++-	++++	+++	+++++	W/2	↓ UP		
.2			+	╫	- 	ال _ا لخا ا		TAIDD	_
						DEMON	בּייייי מד מממגיםי	INBD SPECT THE	
.03 .05	.1 .2 .5		2 5		50	100		E OUTER PIN	
NOTES:	N (TH	OUSANI	OS OF FLI	GHTS)	***			DTR values	***
(1) DYE PE	ENETRANT IN	SPECTIO	ON CAN E	BE SUBSI	TITUTED	FOR MAGNET	TIC PARTI	CLE INSPECT	ION.
. ———									
		INS	SPECTION	√ PROGR <i>!</i>	AM DETAI	ILS		DAMAGE	
STRUCTURE		INS	SPECTION CHECK		AM DETAI	ILS FREQUENCY	_ 100F	DETECTION	
STRUCTURE DETAIL	JOB CARD			V PROGRA			$\overline{N} = \frac{100F}{R_0}$	DETECTION	△ DTR
	JOB CARD		CHECK		%SAMP.	FREQUENCY	N =	DETECTION PERIOD	
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD N ₀ FLIGHTS	DTR
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD N ₀ FLIGHTS	DTR
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD N ₀ FLIGHTS	DTR
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD N ₀ FLIGHTS	DTR
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD N ₀ FLIGHTS	DTR
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD N ₀ FLIGHTS	DTR
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD N ₀ FLIGHTS	DTR
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD N ₀ FLIGHTS	DTR
DETAIL		DIREC.	CHECK LEVEL 2C	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD N ₀ FLIGHTS	DTR
DETAIL HINGE PIN	NSON 10/29/07	DIREC	CHECK LEVEL 2C	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	N= R ₀	DETECTION PERIOD No FLIGHTS 6300	7.2

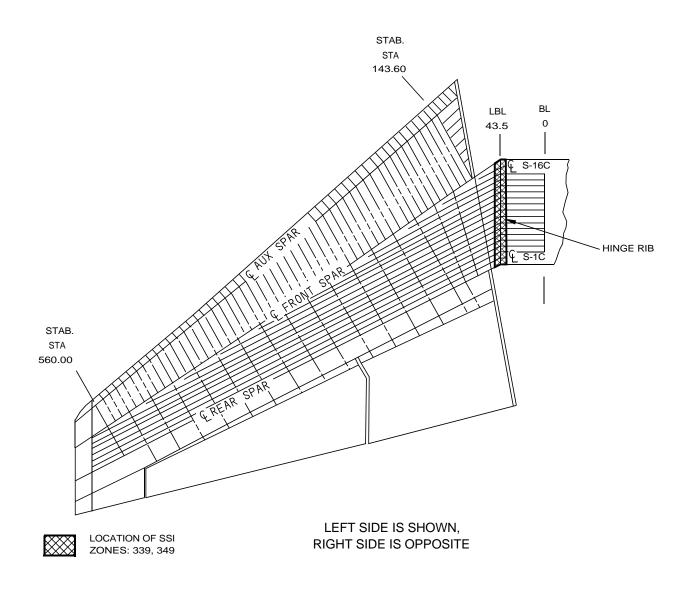
E36A.PDF

PAGE E-37.4



E36C.PDF

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1543971

E-38 - HORIZONTAL STABILIZER HINGE RIB

		ACCESS MANHOURS		IOURS
E-38	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	HORIZONTAL STABILIZER HINGE RIB			

I. <u>INSPECTION OPTIONS - DTR CHECK FORM E-38</u>

The entire rib from the front spar to the rear spar, left and right.

(1) Web

(Internal) From Direction 1, including fastener locations, using visual inspection methods.

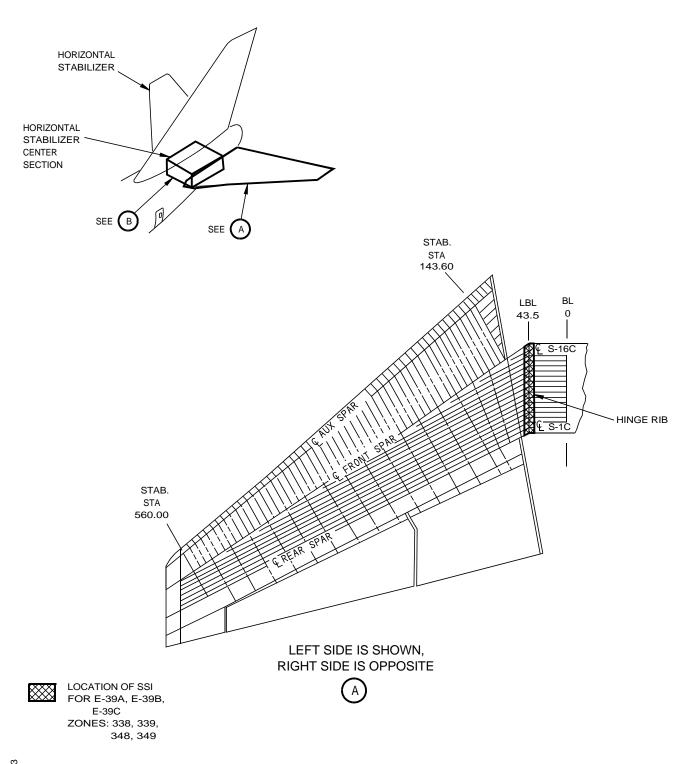
Access: Open Access Doors 312AR, 338AZ, 339AZ, 349AZ.

Zone(s): 339, 349.

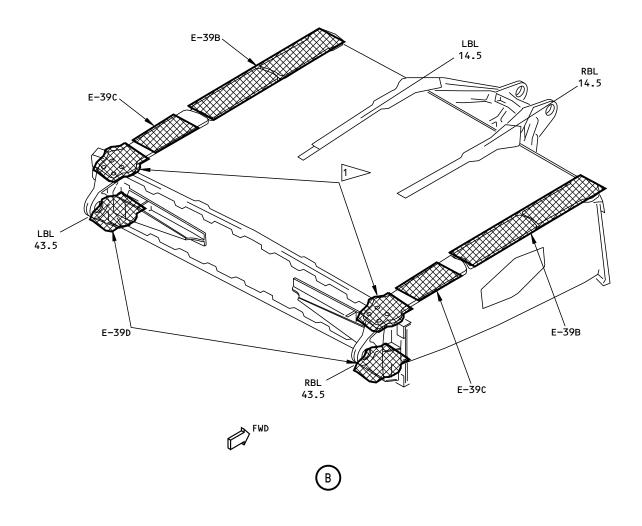
DTR	CHEC	CKI	OR	$\overline{\mathbf{M}}$	ІТЕМ:	ī—3	8		IODEL – SERIES	3
	HORIZON								747-400 LCF	E A /C
TITLE: —	HORIZON	IAD DIA	DILLIZEN	IIINGE	KID	$- \vdash$	OPERA	10K(S)	NO. ELIGIBL	E A/C
LOCATION:		RI	B WEB				EXAI	MPLE		
20		11301 \		пп т		πЕ	STRUCT	URE AND I	NSPECTION DET	AILS
l			X			L		RACK: WE		
10						∄│	INS	SPECT THE	OUTBOARD SIDE	
5		###	N		####	#	,	13		
			+NN	DET		#		7 14	<u> </u>	
2			+++N		+	41		MI		
Δ				1 /11/						
DTR 1		 S	URV ①4		####	#				
.5				$\parallel \parallel \ / \ \parallel$		#	1	JP		
					 	#		Å		
.2					M	41	FWD	1		
l 11111					1 NN		-			
.1 .03 .05	.1 .2 .5	1	2 5	10 20	50	100				
NOTES:	N (TH	OUSANI	OS OF FLI	GHTS)	***	First	cracl	k delta	DTR values	* * *
(1) IF VIS	SIBILITY IS	REDUCE	ED BY SI	EALANT C					MPOUND (CIC	
THEN SI	EALANT AND/	OR CIC	MUST B	E REMOVE	D PRIO	R TO	INSPEC'	TION AND	REAPPLIED	
AFTER	INSPECTION	IS COM	MPLETE.							
STRUCTURE		INS	SPECTION	N PROGRA	M DETA	ILS			DAMAGE	
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQ	UENCY	_ N=_100F	DETECTION PERIOD	\(\rightarrow\) DTR
	OOD CIME		LEVEL	ПЕППОВ	R ₀	F-FL	IGHTS	R ₀	N ₀ FLIGHTS	
WEB		1		SURV					12600	
		1	2C	DET	100		3000	3000	12600	8.1
ENGR Q. BEN	ISON 10/26/07	REVISI	ED DA	ГЕ				FUE	L LEAK DTR	0
CHECK C. SHA	AULL 10/26/07								TOTAL DTR	8.1
APR APR				_				DЕ	QUIRED DTR	6
ALK								KE	YIU DIK	U

E38 PDF

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E-39 - HORIZONTAL STABILIZER SIDE OF BODY SPLICE



LOCATION OF SSI

COVERED BY SB 747-55A2050

E-39 – HORIZONTAL STABILIZER SIDE OF BODY SPLICE

1544301

ACC	l		
SP	MHRS	ELPSD	ı
.(1)	1	1	I
.(1)	1	1	I

INSP

III.(1) IV.(1)

INSPECTION OPTIONS - DTR CHECK FORM E-39A

At typical upper surface locations from the front spar to the rear spar.

HORIZONTAL STABILIZER SIDE OF BODY SPLICE

INSPECTION INSTRUCTIONS

(1) <u>Skin</u>

E-39

TITLE:

(Internal) From Direction 1, adjacent to and including skin-to-splice plate fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR, 338AZ, 339AZ, 349AZ.

338, 339, 348, 349. Zone(s):

(2) Stringer Flanges

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Same as I.(1).

Same as I.(1). Zone(s):

II. INSPECTION OPTIONS - DTR CHECK FORM E-39B

At the forward splice plates.

(1) Splice Plate

(External) From Direction 3, including fastener locations, using visual inspection methods.

Access: Open Access Door 312AR.

Zone(s): 313, 314.

(2) Stringer Flanges

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Same as I.(1). Access:

Same as I.(1). Zone(s):

PAGE E-39.3

III. INSPECTION OPTIONS - DTR CHECK FORM E-39C

At the aft splice plate.

(1) Splice Plate

(External) From Direction 5, at specified locations, using LFEC (Ref. NDT Manual D6-7170, Part 6, 55-10-08). 1.0 elapsed hour and 2.0 manhours are required to accomplish this inspection.

Access: Same as II.(1).

Zone(s): Same as II.(1).

(2) Stringer Flanges

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Same as I.(1).

Zone(s): Same as I.(1).

IV. INSPECTION OPTIONS - DTR CHECK FORM E-39D

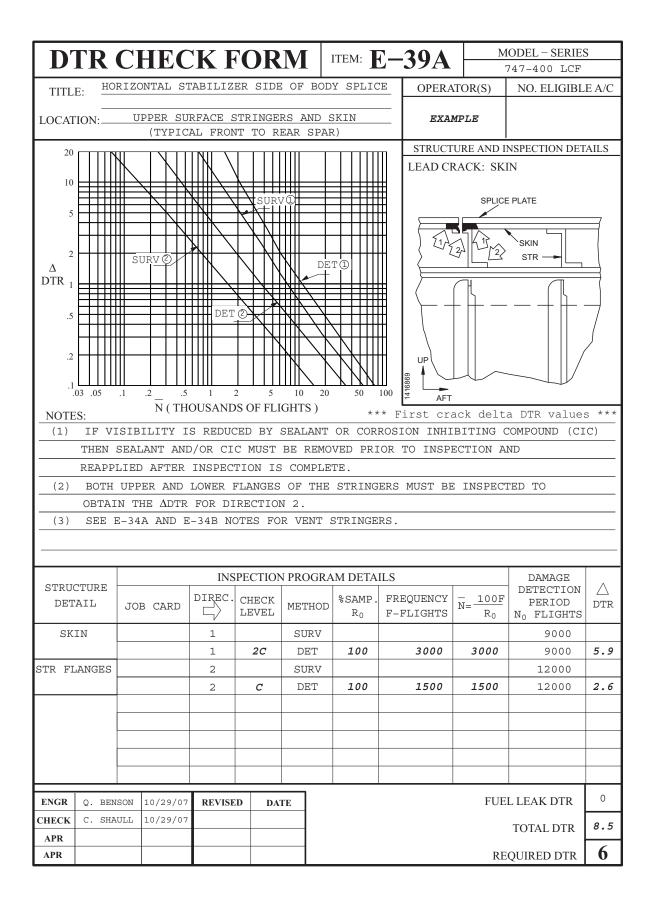
Lower surfaces of splice plates at hinge fitting.

(1) Inner Splice Plate

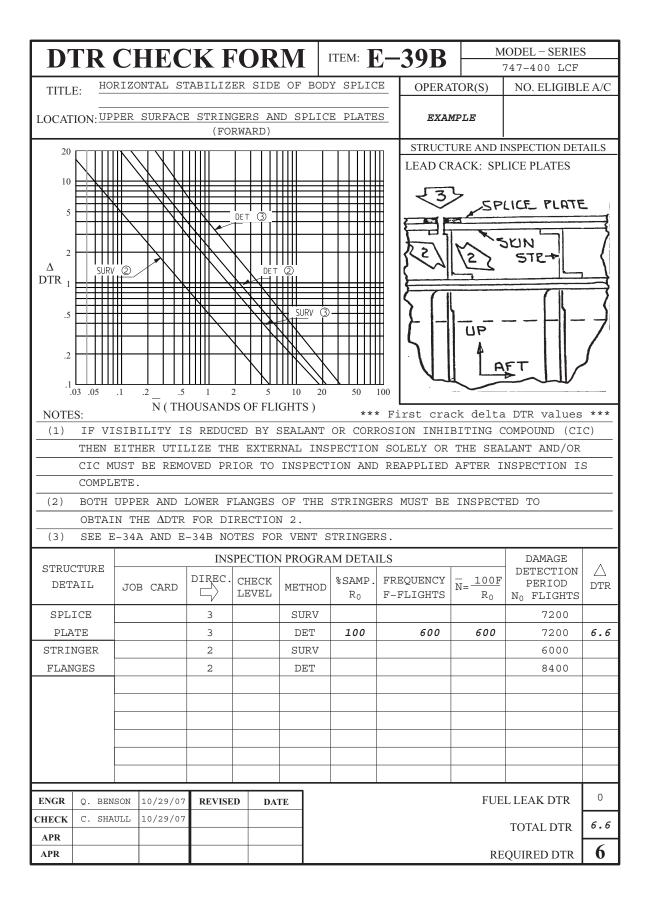
(Internal) From Direction 1, at inner/outer fasteners aft of rear spar common to splice plates and hinge fitting on either side of BL 43.5 using HFEC (Ref. NDT Manual D6-7170, Part 6, 55-10-12). 1.0 elapsed hour and 2.0 manhours are required to accomplish this inspection.

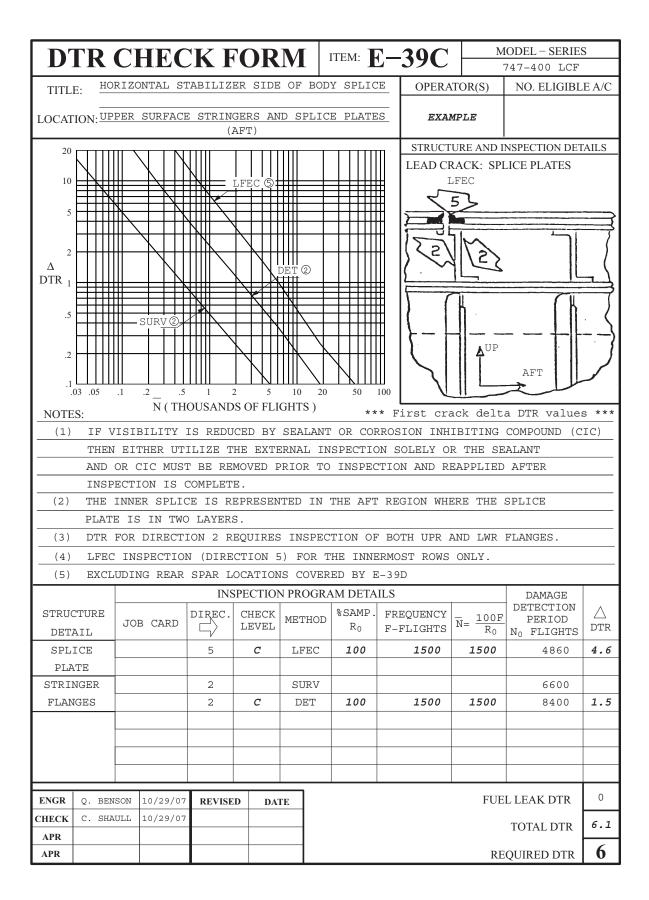
Access: Open Access Door 315AL.

Zone(s): 313, 314.

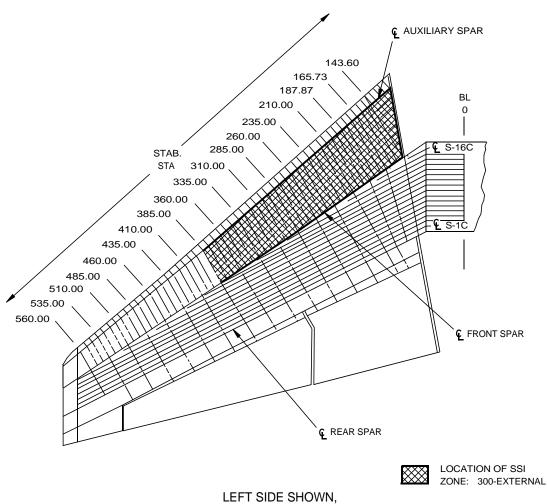








F39C PDF



LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE

E-40 - HORIZONTAL STABILIZER FORWARD TORQUE BOX

		ACCESS MANHOURS		
E-40	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	HORIZONTAL STABILIZER FORWARD TORQUE BOX			

I. <u>INSPECTION OPTIONS - DTR CHECK FORM E-40</u>

From the side of body to Stabilizer Station 385, left and right.

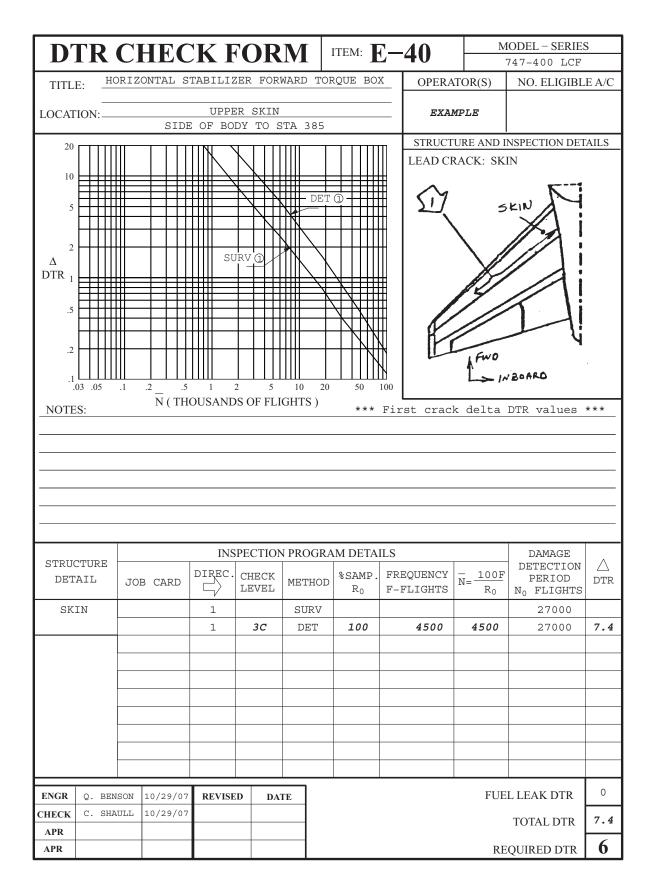
(1) Skin

(External) From Direction 1, including fastener locations, using visual inspection methods.

Access: None required.

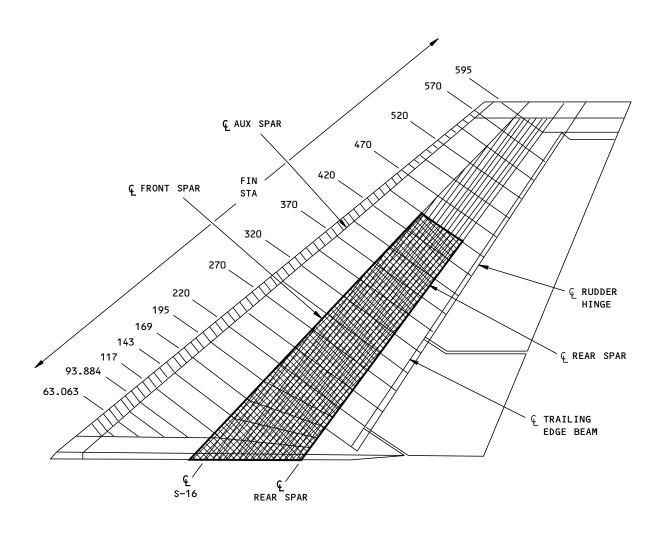
Zone(s): 300-External.





E40.PDF

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LOCATION OF SSI

ZONES: 300-EXTERNAL 323

552262

E-46 - VERTICAL FIN TYPICAL SKIN-STRINGER

		ACC	ACCESS MANHOURS		
E-46	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD	
TITLE:	VERTICAL FIN TYPICAL SKIN-STRINGER				

INSPECTION OPTIONS - DTR CHECK FORM E-46

Between the front spar and the rear spar and from attachment to the fuselage to Fin Station 445, excluding Stringers S-5 and S-11.

(1) Skin

(External) From Direction 1, adjacent to and including skin-to-stringer fastener locations, using visual inspection methods.

None required. Access:

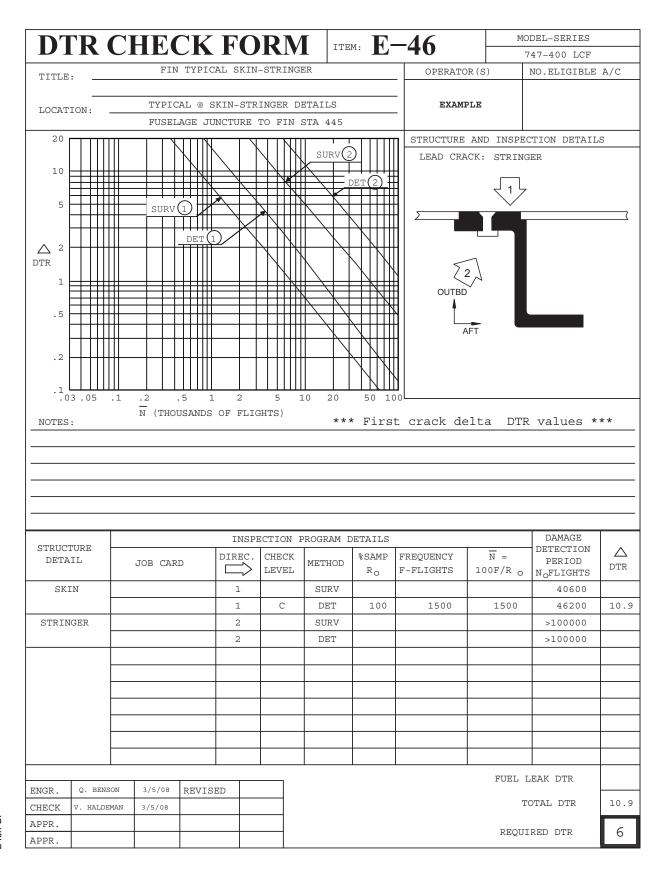
Zone(s): 300-External.

(2) Stringer

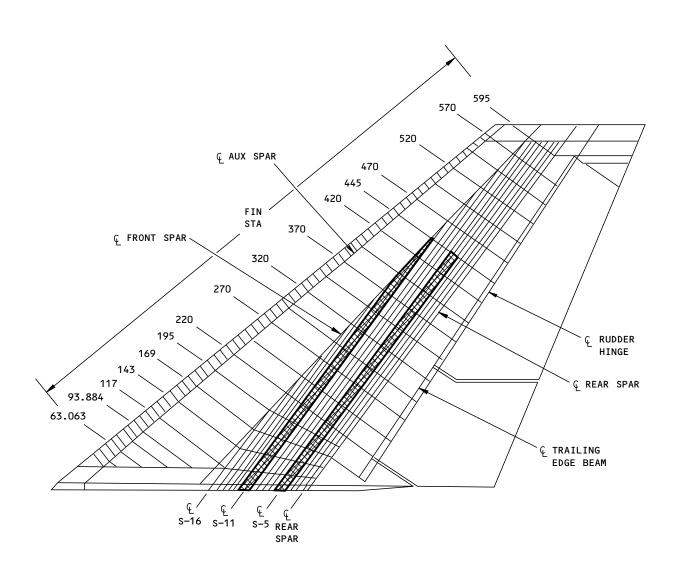
(Internal) From Direction 2, including skin-to-stringer fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR and 312BR.

Zone(s): 323.



E46.PDF



LOCATION OF SSI
ZONES: 300-External 323.

1554236

E-47 - VERTICAL FIN SKIN-SPLICE STRINGER

		ACC	OURS	
E-47	INSPECTION INSTRUCTIONS	INSP	MHRS	ELPSD
TITLE:	VERTICAL FIN SKIN-SPLICE STRINGER	I.(1)	6	3

I. <u>INSPECTION OPTIONS - DTR CHECK FORM E-47</u>

At Stringers S-5 and S-11, from attachment at the fuselage to Fin Station 445.

(1) Skin

(External) From Direction 1, surface around the fastener locations, using HFEC (Ref. NDT Manual D6-7170, Part 6, 55-30-03). 1.0 elapsed hour and 1.0 manhour are required to accomplish this inspection.

Access: None required.

Zone(s): 300-External.

(2) Skin

(External) From Direction 1, adjacent to and including skin-to-stringer fastener locations, using visual inspection methods.

Access: None required.

Zone(s): 300-External.

(3) Stringer

(Internal) From Direction 2, including fastener locations, using visual inspection methods.

Access: Open Access Doors 312AR and 312BR.

Zone(s): 323.

DTR	CI	HEC	K	FO	RM	ITE	м: Т	C-47		DDEL-SERIES	
mimi n		FIN	SKIN-	SPLICE	STRINGE	IR		OPERAT		NO.ELIGIBLE	A/C
TITLE: _								-			
LOCATION:	TYP	ICAL @ S				DETAILS		EXAM	PLE		
		В	ELOW F	IN STA	445						
20		$\overline{\Box}$			\square		HFEC (1)	LEAD CR.		CTION DETAIL	ıS
10		$\rightarrow \downarrow \downarrow \downarrow$						LEAD CR	ACK; SIK.	INGER	
				DET	(2)				\		
5				SU	RV(2)			\ A	-A		
		$\overline{\mathcal{M}}$	 		\Box	$\parallel - \parallel $	++ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$		75		٠.
△ 2 		+N	$\frac{1}{1}$	\leftarrow	DET (1	<u> </u>	$\overline{\mathcal{M}}$		1/		
DTR			$\mathbb{N} \mathbb{N}$				\square	1			
1	s	URV (1)		X				<u> </u>			
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NOTES:	2 1 11									values *	**
								HE FASTENE ICE STRING		DT.TNF	
(2) 1111	JI LICI	1011 1110	откы	шить	<u> </u>	RIC 71DO	OI DIL	TCD DIKING	DIR CHITE		
				TNOD	DOMEON	DDOGDAM I	NIMA TI G			DAMAGE	
STRUCTURE				DIREC.	CHECK	PROGRAM I	%SAMP	FREQUENCY	<u>N</u> =	DETECTION	
DETAIL		JOB CAR	D		LEVEL	METHOD	Ro	F-FLIGHTS	100F/R o	PERIOD N _O FLIGHTS	DTR
SKIN				1		SURV				55800	
				1		DET				67700	
STRINGER				1	D	HFEC	100	6000	6000	95500	>20
SIKINGEK				2	+	SURV				>100000	
						1 221				7 2 3 3 3 3 3	
					-						
ENGR. Q. B	ENSON	03/06/08	REVIS	ED					FUEL :	LEAK DTR	
2110111	LDEMAN	03/06/08							Т	OTAL DTR	>20
APPR.									סם∩וזי	משת תקקו	6
APPR.									KEQU.	IRED DTR	6

777



9.0 SERVICE BULLETINS WITH FLIGHT SAFETY ADDENDA/INSPECTION PROGRAMS

Please refer to the 747 Supplemental Structural Inspection Document, D6-35022, for all of Section 9.0.

9.0 SERVICE BULLETINS **NOV 2015** D6-35022-1 PAGE 9.0.1



10.0 GENERAL INFORMATION

This section provides information on airplane zones, airplane access panels and the damage tolerance rating system, a list of abbreviations and a glossary.

Sections 10.1 and 10.2 are included for reference to 747-400 LCF-specific zonal diagrams and access panels, respecfully.

Sections 10.3, 10.4 and 10.5 are not included in this appendix. Please refer to the 747 Supplemental Structural Inspection Document (SSID), D6-35022, for all of Sections 10.3, 10.4 and 10.5.

10.1 **Airplane Zone Diagrams**

This data is available in the Maintenance Planning Document (MPD) for the appropriate series, as listed below .:

Model-Series	Maintenance Planning Document	Section
747-400LCF	D621U400	APPENDIX A

To obtain a copy of your MPD via the internet, go to MyBoeingFleet.com or contact your Boeing Field Service Representative for a hard copy.

10.2 **Airplane Access Panels**

This data is available in the MPD for the appropriate series, as listed below.:

Model-Series	Maintenance Planning Document	Section
747-400LCF	D621U400	APPENDIX A

To obtain a copy of your MPD via the internet, go to MyBoeingFleet.com or contact your Boeing Field Service Representative for a hard copy.

10.3 Damage Tolerance Rating (DTR) System

Please refer to the 747 SSID, D6-35022 for information on this topic.

10.4 **Abbreviations**

Please refer to the 747 SSID, D6-35022 for the list of abbreviations.

10.5 **Glossary**

Please refer to the 747 SSID, D6-35022 for the Glossary.



11.0 BLANK DAMAGE TOLERANCE RATING (DTR) CHECK FORMS

This section contains blank DTR Check Forms for the Wing, Fuselage, and Empennage (for all Strut DTR Check Forms, refer to the 747 Supplemental Structural Inspection Document, D6-35022). These DTR Check Forms are to be completed by the operator in accordance with the guidelines in Sections 5.0 and 7.0, and the information in Section 8.0, in order to determine if the current maintenance program applicable to the eligible airplanes provides the Required DTR or if supplemental structural inspections are required.

11.0.1 Table of Contents

BLANK DTR CHECK FORMS	SECTION
Wing	11.1
Fuselage	11.2
Empennage	11.3

NOTES:

- 1. For a list of effective pages, see the LOP Section.
- Task cards listed in the Job Card column should be identified as being associated with the 747 SSID to serve as NOTICE that adverse findings should be reviewed to determine whether reporting per Section 6.0 is required.
- Operators must assess the visibility of each SSI being inspected relative to the assumed normal condition shown in the sketches and diagrams. Consult Paragraphs 5.1.15 through 5.1.18 if the current configuration appears to be different from that shown. Regulatory approved alternate means of compliance may be required.
- 4. All cracks and previously unreported occurrences of significant corrosion involving an SSI or related structure in close vicinity to the SSI shall be reported promptly (within five working days) to Boeing. There is no requirement to report completed inspections if no discrepancies have been detected. See Section 6.0 for reporting procedures.
- Periodically check the Interval Conversion Factor per Section 11.0.2 to ensure that operations or maintenance interval changes have not affected completed DTR Check Forms such that the Total DTR has fallen below the Required DTR.

11.0.2 Interval Conversion Factor

Most maintenance programs have interval (A, C, D checks or equivalent) expressed in either flight hours or calendar time. However, when qualified inspections of those maintenance programs are used for DTR credit on DTR Check Forms then the interval must be expressed in FLIGHT CYCLES.

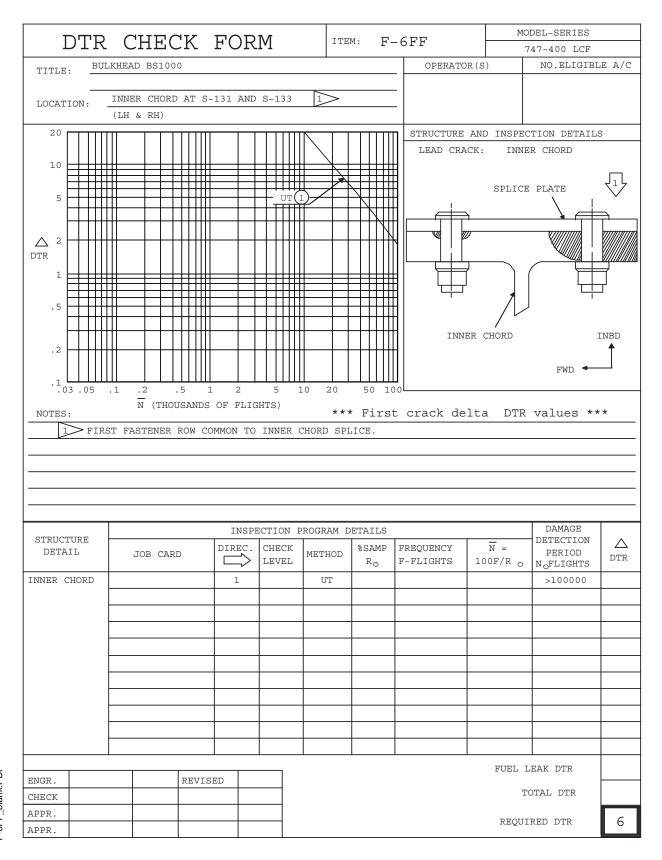
A factor of ...[1] (one flight hour [1] / one month [1] is equivalent to ...[1] flight cycle) has been used to convert the current flight hour [1] / calendar time [1] interval-based maintenance program to flight cycles to complete Section 11.0 DTR Check Forms (see Note 5).

INTERVAL	FLIGHT HOURS [1]	MONTH [1]	FLIGHT CYCLES [1]
A-CHECK			
C-CHECK			
D-CHECK			

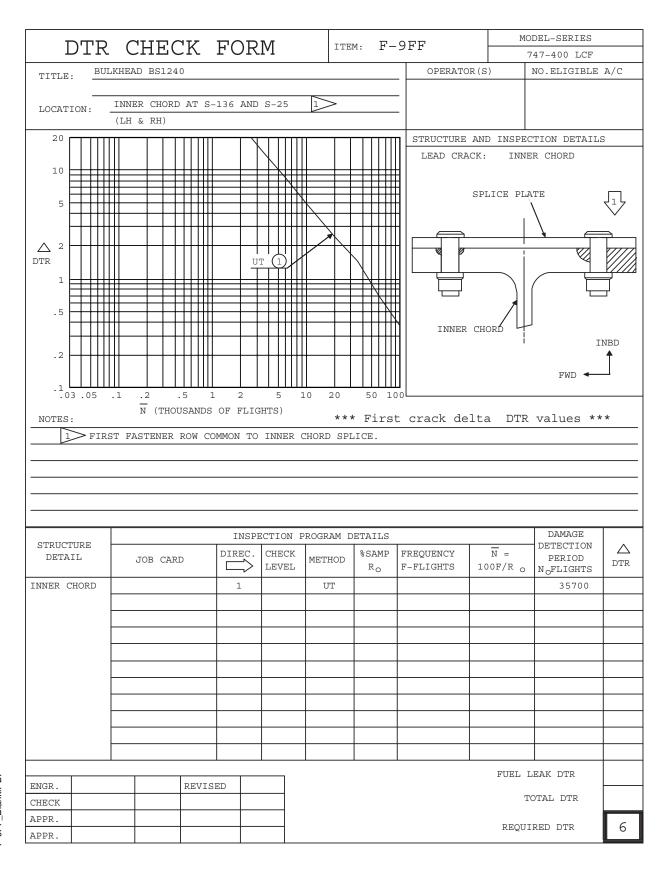
^[1] Complete and cross out what does not apply.

PAGE 11.0.1

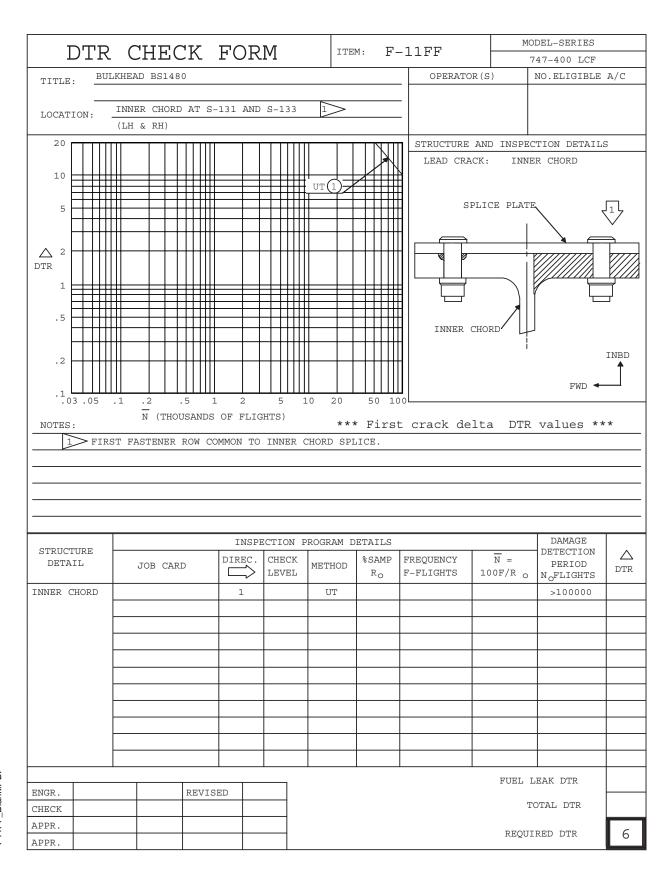
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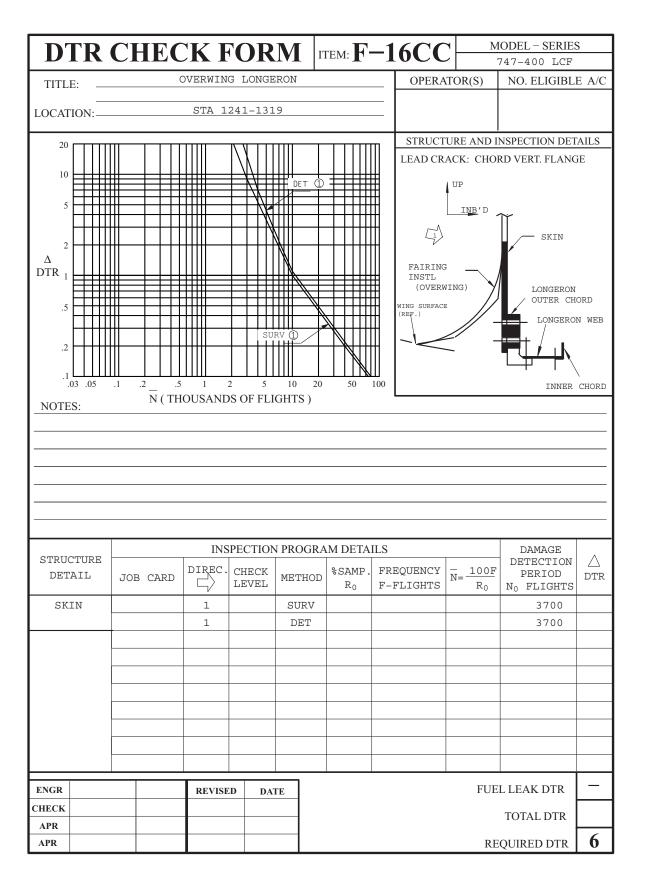
F-6FF_blank.PDF



F-9FF Blank.PDF

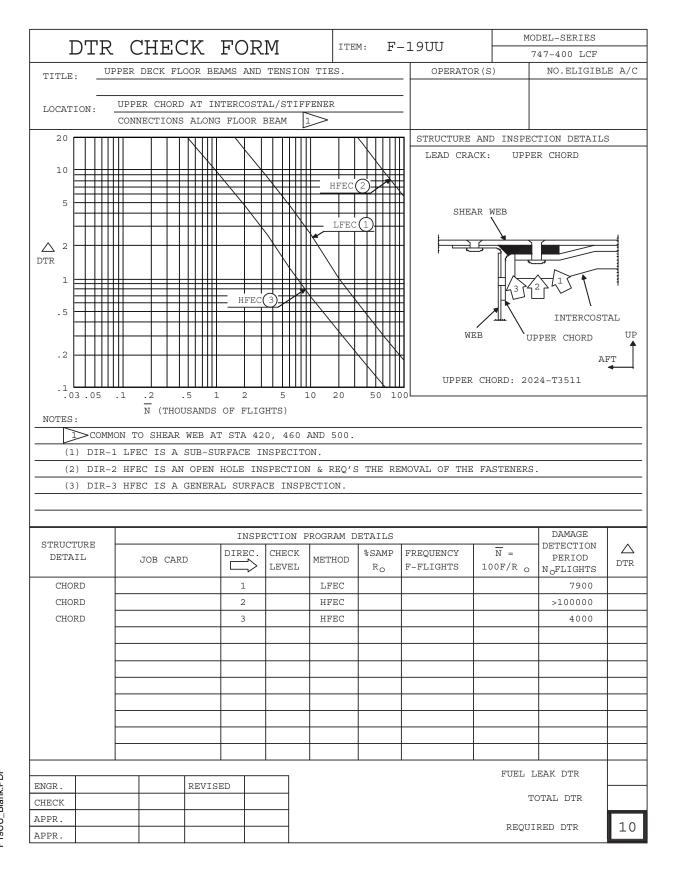


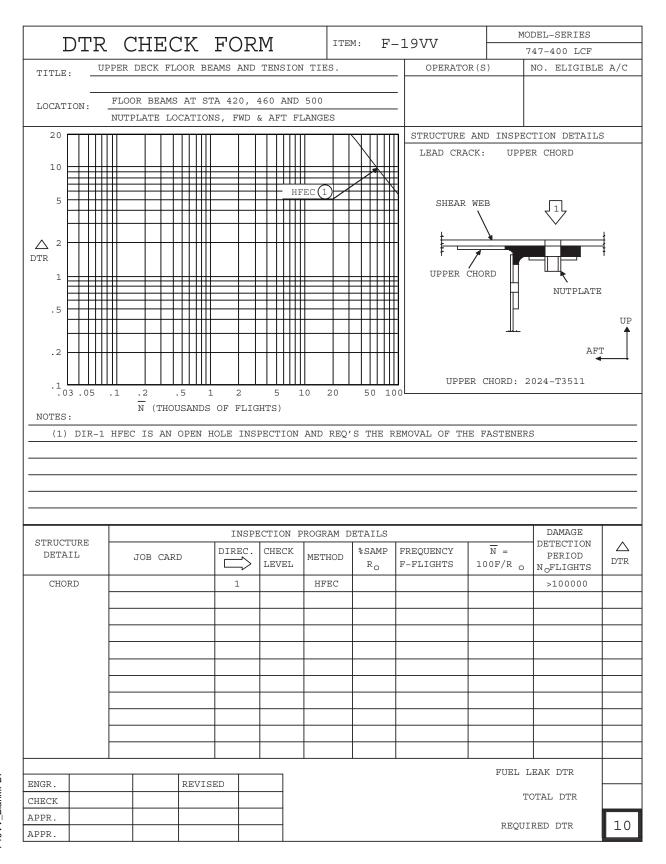
F11FF_Blank.PDF



F16CC_Blank.PDF

DTR	CHEC	K F	OR	M		ITE	4: F-	-19T'	Γ			DEL-SERIES	
TITLE: UF	С	PERATO	R(S)	Т	NO.ELIGIBL	E A/C							
								_					
LOCATION:	FLOOR BEAM A			$\overline{}$	500.			-					
20	AREAS COVERE	D BY SH	EAR WE	SB.	_			- CTTD	TOTTIDE	AND THE	TDEC	CTION DETAILS	,
20				M				 				R CHORD	<u> </u>
10				++++		Н	FEC(1)	4					
								1					
5	5												
				+HH		H	++++						
DTR							$\setminus $			1			
1									ζ	J./	Ħ	$\binom{1}{2}$	
.5								1		7			
		11111		11111			11111	1		WEB .	<u></u>	UPPER CHORD	UP
.2												AFT	, [
. 2												· · · · · · · · · · · · · · · · · · ·	
.1.03.05 .1 .2 .5 1 2 5 10 20 50 100 UPPER CHORD: 2024-T3511													
	N (THOUS				10 2	2.0	30 10	00					
NOTES:	DECE MILE END	AND AEM	ET ANG	TEC AM	mii	A CITE	NED TOO	17 TT ONIC					
	PECT THE FWD DR BEAM STA 4							ATTONS	٠.				
	OR BEAM STA 4												
FLOO	OR BEAM STA 5	00: FRO	M LBL	24.17	TO RB	L 89	.50.						
(1) DIR-	-1 HFEC IS A	SURFACE	INSPE	ECTION	AROUN	D TH	E FASTE	NERS.					
			TMCDE	CTION	DDOCD?	AM D	ETATIC					DAMAGE	
STRUCTURE		D		CHECK			%SAMP	FREQU	ENCY	<u>N</u> =		DETECTION	\triangle
DETAIL	JOB CARD	[\Rightarrow	LEVEL	METH	IOD	Ro	F-FLI		100F/R	2 0	PERIOD N _O FLIGHTS	DTR
CHORD			1		HFE	EC						18600	
						_							
					1			<u> </u>			77 7	EVA Dan	
ENGR.	1	REVISED								FUE	ا بد	JEAK DTR	
CHECK											T	OTAL DTR	
APPR.										RE	EQUI	RED DTR	10
APPR.													





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	0110	~		D #			_		Mo	ODEL-SERIES			
DTR	M: Þ'-	-19WW		747-400 LCF									
TITLE: UF	PER DECK FI	JOOR BE	AMS AND	TENS	SION 7	TIES.		OPERATO	R(S)	NO. ELIGIBLE	E A/C		
	FLOOR BEAM	7 T CT7	160					-					
LOCATION:	CLIPNUT LOG		$\overline{}$					-					
20	ППП				KIIII	1 1		STRUCTURE	STRUCTURE AND INSPECTION DETAILS				
					$ \mathcal{M} $		FEC(1)	LEAD CRA	CK: UPP	ER CHORD			
10													
5						\forall							
		++++++++++++++++++++++++++++++++++++		+	HHH	-N		-					
							71111						
DTR 2					Ш		$\neg \forall \Box$	∏	1				
1					Ш		$\perp \! \! \! \! \! \! \! \perp \! \! \! \! \! \! \! \! \! \! \!$	UPPER (CHORD	$\sqrt{1}$			
									Ħ	4			
.5				\blacksquare	Ш]	∦				
									WEB		UP •		
.2		++++++		$\perp \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \!$	Ш			41		AF	г		
								IIDDEP	CHORD: 20	24_T3511			
.1 .03 .05	.1 .2	.5 1	2	5	10	20	50 10	⊔	CHORD. 20				
NOTES:	N (THO	USANDS	OF FLIC	GHTS)									
	PECT THE ARE	EAS INS	TALLED	WITH	CLIP	UTS FO	OR THE U	IPPER DECK FL	OOR BEAM				
STA	460, FROM I	LBL 86.	00 TO L	BL 24	1.17.								
(1) DIR-	-1 HFEC IS A	A GENER	AL SURF	ACE 1	INSPE	CTION A	AND REQU	IRES THE REM	OVAL				
OF 1	THE CLIPNUTS	5.											
			INSP	ECTIO	N PRO	GRAM D	ETAILS			DAMAGE			
STRUCTURE DETAIL	JOB CAR	!D	DIREC.	CHE	I M	ETHOD	%SAMP	FREQUENCY	N =	DETECTION PERIOD	DTR		
			<u></u>	LEVI			Ro	F-FLIGHTS	100F/R _O		DIK		
CHORD			1			HFEC				41800			
									FUEL	LEAK DTR			
ENGR.		REVIS	ED										
CHECK									נ	TOTAL DTR			
APPR.									REQU	IRED DTR	10		
		1											

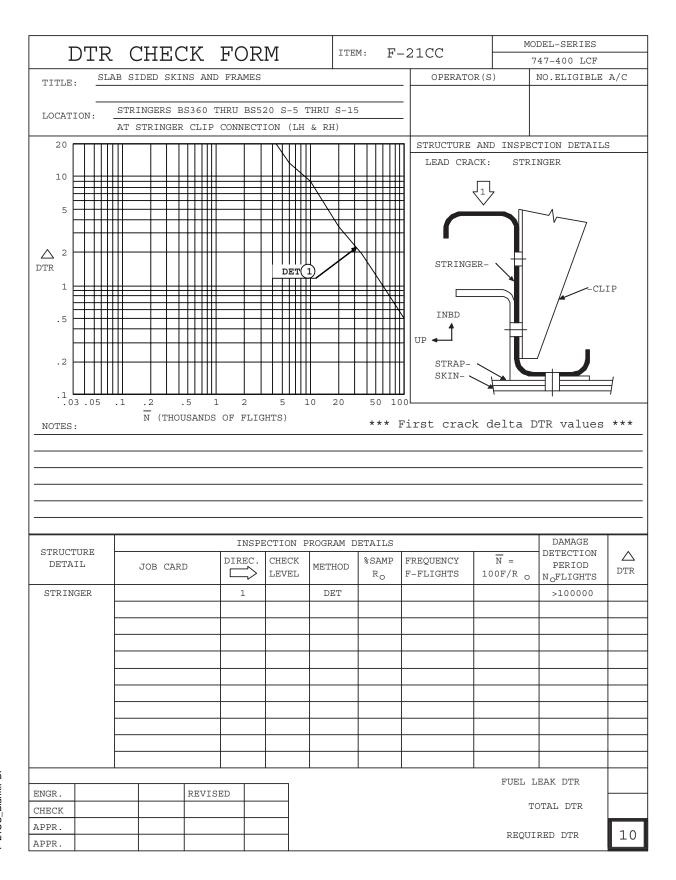
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DTR	CHECK	FOR	M	ITEM: F-	-20MM	DEL-SERIES					
TITLE: UPF	PER DECK FLOOR CU	TOUTS			OPERATOR (S	' 	NO.ELIGIBL	E A/C			
					_						
LOCATION: .	UPPER CHORD AT I			2	-						
20	CONNECTIONS ALON	G FLOOR I	BEAM 1		- CEDICETIDE AN	D INCDE	TON DEDATION	,			
					LEAD CRACK:		R CHORD	<u> </u>			
10			LE	EC (1)							
					SHEAR WEB						
5											
 			+++++		===			1			
△ 2 			+++++	++++++++++++++++++++++++++++++++++++	┨	/ 🛗	4	1			
DTR				M = M + M + M + M + M + M + M + M + M +	UPPER CHOI	RD					
1					1		INTERCOS'	TAL			
.5						JA					
			 		TUP						
]		LOWER CHORE	,			
.2]		zowan onora				
.1 UPPER CHORD: 2024-T3511											
1.03.05 .1 .2 .5 1 2 5 10 20 50 100											
NOTES:	/OV TO GUELD UPD	N. T. C. T. A.	10 7370 400	××× F.3	rst crack de	elta l	TR values				
	MON TO SHEAR WEB -1 LFEC IS A SUB-										
(1)		30111102									
		THERE	IGMTON DROGE	DEED T. C			DAMAGE				
STRUCTURE		DIREC.	CTION PROGR	AM DETAILS SAMP	FREQUENCY	N =	DETECTION				
DETAIL	JOB CARD	DIKEC.	LEVEL MET	HOD R _O		DOF/R O	PERIOD N _O FLIGHTS	DTR			
CHORD		1	LF	EC			17800				
ENGR.	REVI	TED				FUEL I	JEAK DTR				
CHECK	REVI	עניי				Т	OTAL DTR				
APPR.								1 ^			
APPR.						REQUI	RED DTR	10			

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DTR	CHEC	CKF	OR	$\overline{\mathbf{M}}$	ITEM:F	-21	BB	M	ODEL – SERIES	S		
TITLE:		3 SIDED			TOR(S)	NO. ELIGIBL	E A/C					
								- ()				
LOCATION:	BODY		N 340 T IRU S-19)	-						
		B 3 11.	IKO D I			S	STRUCTURE AND INSPECTION DETAILS					
20				SE V		LE	EAD CR	ACK: F	RAME			
10					\ O\\	1			^			
					\overline{M}	1	SKI	IN \	\searrow_2			
5					N	1		1		_		
		- N	* XX		111/1/1	1						
Δ 2		1111				1			 			
DTR 1			$++\lambda$	\mathbb{N}								
						1		1				
.5						1	I	FRAME				
l 				$\mathbb{H} \mathcal{A}$	\ 		UTBD					
.2					441111	1	1	1				
.1 📗					<u> </u>]		→				
.03 .05 .1 .2 .5 1 2 5 10 20 50 100 AFT												
$\frac{\text{NOTES:}}{\text{(1)} \text{FRAMES}}$							st cra	ick delta	a DIR Values			
(I) FRAMES	ARE OF TYP	TCAL SE	HEET ME	TAL CON	STRUCTIO	JN .						
(2) DIRECT	ON 2 INSPE	CTION C	ANNOT E	BE USED	WHERE E	EXTERN	AL SKI	IN				
DOUBLER	RS ARE INST	ALLED.										
		INS	SPECTION	N PROGR	AM DETAI	ILS			DAMAGE			
STRUCTURE		DIREC.	CHECK	METHOD	%SAMP.	FREQU	ENCY	_ 100F	DETECTION PERIOD			
DETAIL	JOB CARD		LEVEL	METHOD	Ro	F-FLI	GHTS	$N = \frac{1001}{R_{O}}$	N _O FLIGHTS	DTR		
FRAME		1		SURV					72000			
FICHIE		1		DET					72000			
SKIN		2		SURV					27760			
DIVIII		2		DET					30880			
	<u> </u>											
ENGR		REV	ISED D.	ATE				FUEI	L LEAK DTR			
СНЕСК									TOTAL DTR			
APR									ŀ	10		
APR								RE	QUIRED DTR	10		

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DTR	CHEC	'K F	OR	M	ІТЕМ: 🖟	<u>'-24</u>	IAA		ODEL – SERIE	S
									747-400 LCF	E A /C
TITLE:	FUSELAGE	BILGE	SKINS	& FRAME:	5	- -	OPERA	IOR(S)	NO. ELIGIBI	LE A/C
LOCATION: FI	ROM BS 340 ID FROM S-3			(TYP)		_				
20							STRUCTU	JRE AND II	NSPECTION DET	AILS
10 5 DTR 1 .5 .5 .2						LI	FRAM	ACK: FR	INBOAF SKI	
.1	.1 .2 .5		2 5	10 20		100	2	HFEC 1	<u> </u>	
NOTES:	N (1	HOUSAN	NDS OF I	FLIGHTS)	*** Fir	rst cra	ck delta	DTR value **	**
(1) LONGIT	TIDINAL LAP S	SPLICES	TNSPECTE	ED PER F-	-25 MAY	BE EXC	TIDED E	ROM THIS	INSPECTION.	
										_
	ION 2 NOT AP									
2 DIRECT	ION 1 AND 3	INSPECTI	IONS CAN	NOT BE U	SED WHEI	RE EXTE	RNAL SI	KIN DOUBI	LERS ARE INST	'ALLED
STRUCTURE				PROGRA					DAMAGE	\wedge
DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.	FREQU F-FL1		$\overline{N} = \frac{100F}{R_{O}}$	DETECTION PERIOD N _O FLIGHTS	DTR
SKIN		1		DET					1681	
		3		HFEC					1855	
FRAME		2		DET					5566	
							T			
ENCD		DEVACE	ın ni	DEY	UCED	DATE	1	ים ום	L LEAK DTR	
ENGR CHECK		REVISE	DA'	IE KEV	ISED	DATE		FUE		
APR						-			TOTAL DTR	
APR								RE	QUIRED DTR	10

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DTR	CF	HEC	KF	OR	\mathbf{M}	_{гем:} F -	-25G	G N	MODEL - SERIE	S	
TITLE:					AP SPLIC			RATOR(S)	NO. ELIGIBI	LE A/C	
LOCATION:					DED ARE		-				
20			IINI		Ш		STRUC	TURE AND I	NSPECTION DET	AILS	
LEAD CRACK: IN SKIN AT M										RAME	
OUTER SKIN INNER SKIN INNER SKIN INNER SKIN											
NOTES:		14 (1	HOUSA	NDS OF	TLIGITIS) 					
								INSPECTI	ON, USE HFE	<u>C</u>	
					DELINES			181) FOR	INSPECTION		
							S INSTALLE				
l											
 											
1> FROM	BS 34	40 TO F	3S 360	AT S-6:	FROM F	3S 200 5	TO BS 360	AT S-14:	FROM		
l—							360 AT S				
			INS	PECTION	N PROGRA	AM DETA	ILS		DAMAGE		
STRUCTURE DETAIL	JOB	CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	1 1/1 =	DETECTION PERIOD N _O FLIGHTS	△ DTR	
OUTER			1		DET				2500		
SKIN			2		HFEC				5800		
ENGR			REVIS	ED DA	ГЕ	l	I	FUE	L LEAK DTR	_	
СНЕСК									TOTAL DTR		
APR APR								RE	EQUIRED DTR	10	

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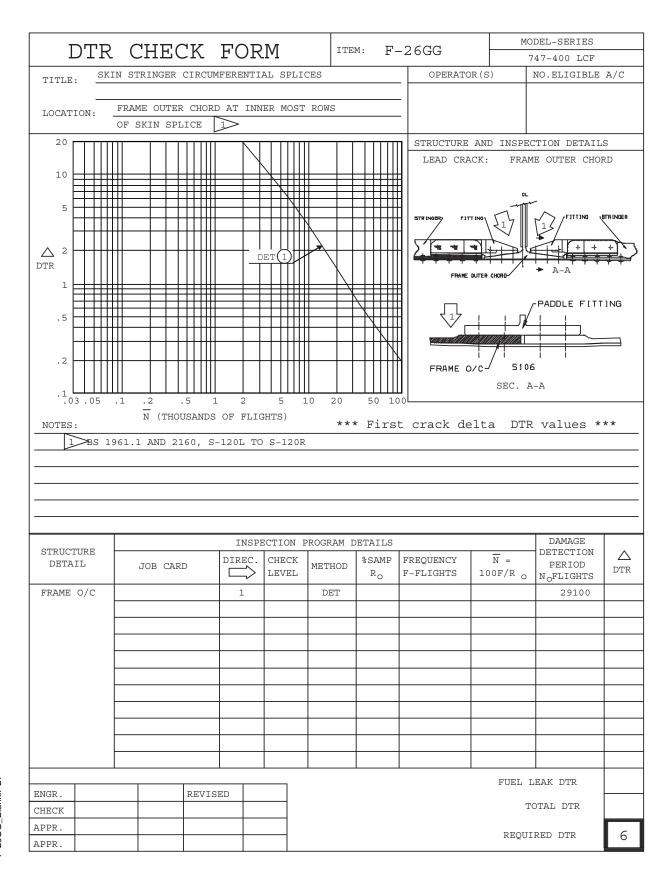
DTR CHECK FORM							ITEM:	₹—	-2511		ODEL – SERIE 7-400 LCF	<u>S</u>
						i	ATOR(S)	NO. ELIGIBI	E A/C			
TITLE: SKIN LONGITUDINAL LAP SPLICES										11011(5)	TTO, EETGIBL	227170
LOCATION: SPLICES ABOVE S-38.FORWARD SECTION 41 OUTER SKIN - UPPER ROW OF FASTENERS								<u>1</u>				
20										URE AND II	NSPECTION DET	AILS
LEAD CRACK: IN SKIN AT MID GFRAME B = 20 IN. STRAP INNER SKIN OUTER SKIN SEC.X-X (UPPER ROW OF FASTENER A DTR 1 5 2 A DTR 1 5 2 A DTR 1 5 A DTR 1 5 A DTR 1 DET											AME	
.1												N
(1) IF DAMAGE IS DETECTED WHILE CONDUCTING DETAIL VISUAL INSPECTION, USE HFEC												
INSPECTION TO INSPECT THE TWO ADJACENT BAYS.												
(2) SEE 747 REPAIR ASSESSMENT GUIDELINES DOCUMENT (D6-36181) FOR INSPECTION												
REQUIREMENTS IF AN EXTERNAL SKIN DOUBLER IS INSTALLED.												
S-0 FROM BS 287 TO BS 360; S-6 FROM BS 340 TO 360; S-19 FROM BS 140 TO BS 340;												
S-14 F	ROM E	BS 140 '	TO BS 2	00; S-2	23 FR	MO	140 TO	BS	240;S-3	4 FROM B	S 140 TO BS	400
STRUCTURE		INSPECTION PROGRAM									DAMAGE DETECTION	\wedge
DETAIL	JOE	1		CHECK LEVEL	METH	OD	%SAMP.		EQUENCY FLIGHTS	$\overline{N} = \frac{100F}{R_O}$	PERIOD N _O FLIGHTS	DTR
OUTER			1	1		Γ					7050	
SKIN			2		HFEC						15000	
ENGR REVISED DATE FUEL LEAK DTR												
CHECK			KE VISE	D DA	1.12					I CL		
APR TOTAL DTR											TOTAL DTR	
APR										RE	QUIRED DTR	10

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DTR CHI	ECK F	OR	M II	FEM: F	-25P		MODEL – SERIE 7–400 LCF	S
	N LONGITUD				_	RATOR(S)		LE A/C
LOCATION: SPLICES IN OUTER SKI	N THE SLAB N - UPPER 1				<u>41</u> >			
20		N I I I I	1111	111111	STRU	CTURE AND	INSPECTION DET	TAILS
		N I			II I		IN SKIN AT MI	
10					FR GFR	AME B :	= 20 IN. © FI	RAME
5					<u> </u>	STRAP	INNER SKIN	
	$\overline{\qquad}$	 	$\frac{1}{1}$	 				
2			N I]	OUTER SKIN		
Δ			$ \setminus $				W OF FASTENE	RS)
DTR 1	DET ①		$\parallel \downarrow \parallel$	++++++++++++++++++++++++++++++++++++	∦	X	AN X	
					∄	À <		
.5			Щ	λ	#		27	
I		HFE		 	+ $+$	HFE	≥ ₹√ 	
.2		 	+++	+HN	 			1
		1 I I N]			OUTER S	KIÑ 🕴 🚽	
.03 .05 .1 .2			10 20		100		INNER	SKIN
NOTES:	(THOUSA)	NDS OF	FLIGHTS)	\ <u></u>			
(1) IF DAMAGE IS	DETECTED	WHILE C	CONDUCTI	NG DETA	AIL VISUAI	L INSPECT	ION, USE HFE	С
INSPECTION T	O INSPECT	THE TWO) ADJACE	NT BAYS	5.			
(2) SEE 747 REPA	IR ASSESSM	ENT GUI	DELINES	DOCUME	ENT (D6-36	5181) FOR	INSPECTION	
REQUIREMENTS	IF AN EXT	ERNAL S	SKIN DOU	BLER IS	SINSTALL	ED.		
FROM BS 360	TO BS 480	AT S-6:	FROM B	S 360 T	O BS 400	AT S-19	AND S-23	
AND FROM BS								
	INIC	PECTION	N PROGRA	M DETA	II S		DAMAGE	
STRUCTURE	DIREC.		, I ROOK				DETECTION	
DETAIL JOB CA		CHECK LEVEL	METHOD	%SAMP.	FREQUENC F-FLIGHT	N=	-	DTR
				0	r-ruigni	'S R _o	N _O FLIGHTS	
OUTER	1		DET				1992	
SKIN	2		HFEC				4621	
ENGR	REVIS	ED DA	re			FII	EL LEAK DTR	
CHECK	KE VIS	DA DA	-			10		
APR							TOTAL DTR	
APR						R	EQUIRED DTR	10

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DTR	DTR CHECK FORM ITEM: F-25RR MODEL - SERIES 747-400 LCF									
				AP SPLI		-		TOR(S)	NO. ELIGIBI	F A/C
TITLE:						_ -	OI LIG	II OK(5)	IVO. ELIGIDI	<u>ZE TUC</u>
LOCATION:						_				
20	OUTER SKIN	N - UPP	ER ROW	OF FAS'	ENERS	_	STRUCTI	IRF AND II	NSPECTION DET	CATLS
		IWI	1 I NI			III —			SKIN AT MII	
10						Ш I	€ FRAME	Ξ	20 IN. CFF	RAME
5		+++				#	-	STRAP _	-INNER SKIN	
		\square		$\frac{1}{ }$						
2				WY			OUT	TER SKI N	,,	
Δ	DET ①	$\Pi\Pi$	\		$\overline{\Box}$		(UP		C.X-X OF FASTENE	RS)
DTR 1			HFEC		$\frac{1}{2}$	Ш I		X ~ 1 10	. X	
							ĺ	\ \ <u>\</u>	l Å =	
.5						#		2		
I		 	 	$\forall \parallel \perp$	11111	ħ I		HFE	₩	
.2			1 1 1 1 1 1	$\parallel \parallel \parallel$	11111	† †				
.1		Ш <u>. </u>	$\begin{array}{c c} & & & \\ \hline \end{array}$	$\frac{1}{10}$		Щ	OUTE	R SKIN		
.03 .05	N (7	-	_	FLIGHTS	, 50	100		J	INNER SKI	N
NOTES:										
							SUAL I	NSPECTIO	ON, USE HFEC	
	CTION TO IN 47 REPAIR A						n6_3618	1) FOD	TNCDFCTTON	
l — ` · ·	REMENTS IF					•		,	INDIECTION	
	TELLIBRID II			TOTAL DOG	, DEDIC 10	, 11101				
	ROM BS 360	TO BS-	480							
-										
STRUCTURE		1	PECTION	PROGR	AM DETA	ILS			DAMAGE	
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.		UENCY	100F	DETECTION PERIOD	DTR
	COD CINED	\Rightarrow	LEVEL		Ro	F-FL	IGHTS	Ro	N _O FLIGHTS	
OUTER		1		DET					5617	
SKIN		2		HFEC					11951	
ENGR		REVISE	D DA	re]				FUE	L LEAK DTR	
CHECK		1.1.7191	- DA	_				. 00		
APR									TOTAL DTR	10
APR								RE	QUIRED DTR	10

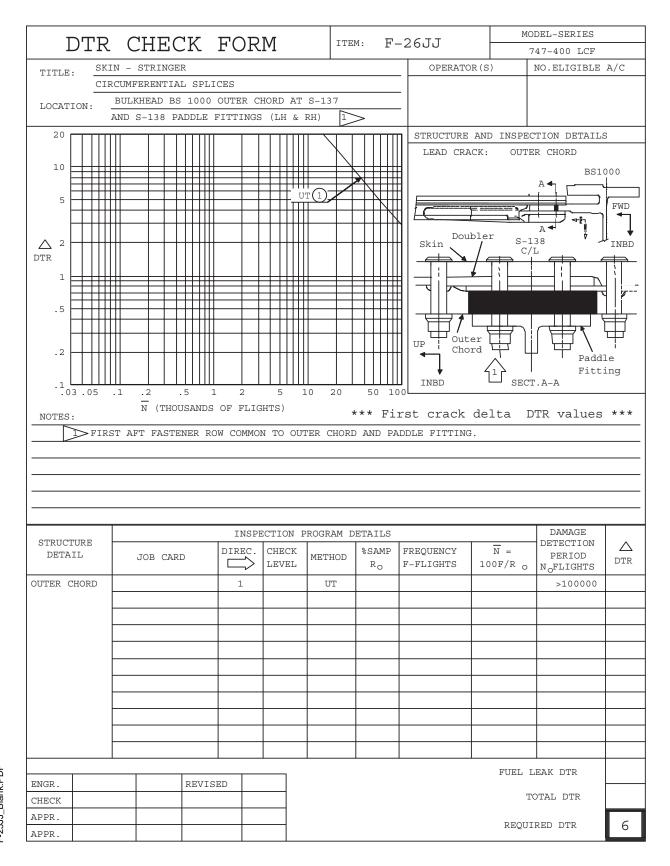


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DTR CHECK	FORM		ITEM: F	-26НН		DEL-SERIES	
TITLE: SKIN STRINGER CIRCUM			l	OPERATOR (NO. ELIGIBLE	E A/C
TITLE:				-			
LOCATION: STRINGER AT OUTE: OF STRINGER SPLI	_	TENER ROW	S	-			
20		TIINI		STRUCTURE AN	ND INSPE	CTION DETAIL	S
				LEAD CRACK	: STRI	NGER	
10				#			
5				∄	α∟ ππ		
				STR INGERY 1 STT ING	\	/F3TT1 21	STR INGER
		. UT(1) 	1		\downarrow		_
			 				
DTR				A-A FRAME DUTE	R CHORD		
				#	71	,	
.5				=	[4 2]	PAGGLE FETTING	
				STRING	ER .		
		11111		SKIN-	A		
.2		 		Ħl		+	
.1				∐ s	EC. A_A		
.03.05 .1 .2 .5 1			20 50 1	00			
NOTES:	OF FLIGHT	rs)	*** Firs	t crack delt	a DTR	values *	**
- <dir-1> INSPECT STRINGER</dir-1>	S BOTH FOR	E AND AFT	SIDES OF T	HE BODY SECTION	N		
JOINT CENTERLINE USING U	LTRASONIC	(SUBSURFA	CE)				
1> BS 1961.1 AND BS 216	n g 120T.	AND 9 120	D				
	0, 5-1201	AND 5-120	IX.				
	INSPECT	TION PROGE	RAM DETAILS			DAMAGE	
STRUCTURE DETAIL JOB CARD	DIREC. C	HECK MET	%SAMP	FREQUENCY	N =	DETECTION PERIOD	
JOB CARD		EVEL ME1	R _O	F-FLIGHTS 1	00F/R o	N _O FLIGHTS	DTR
STRINGER	1	τ	T			>100000	
1							1
		_			FUEL I	LEAK DTR	
ENGR. REVIS	ED						
ENGR. REVIS	ED					CEAK DTR	

DTR	CHECK	FOR	M	ITEM: F	-26II		DDEL-SERIES	
SK1	IN STRINGER CIRCU				OPERATOR		747-400 LCF NO. ELIGIBLE	Z A/C
TITLE: SK	IN BIRINGER CIRCO	THE BICEIVE EZ	III BILICEB			(5)	NO. BEIGIEE	11/0
LOCATION:	PADDLE FITTING A		MOST FASTE	NER	_			
	ROWS OF STRINGER	SPLICE	1>					
20			TIINI				CTION DETAIL OLE FITTING	S
10			\perp		BEAD CRACI	C. FADI	JDE FITTING	
					∄	GL.		
5				$\overline{}$	STR INGERY FITT IN	. –	√ ∠F]TT]NG √	STA INGER
					T SIN INGER	"\	/ → \	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
			HFEC(1)				++	
DTR					FRAME DUT	TR GUODA	+ + T + + + + A-	7
1					FROME DOI	ER CHORD	A-	-A
						9-106	PADDLE PETTING	
.5					T		(1	
 	+ + + + + + + + + + + + + + + + + + + +		 		HI		—	
.2	+ + + + + + + + + + + + + + + + + + + +		 		+			
						SEC. A	A_A	
.1	.1 .2 .5	1 2	5 10	20 50 1	00			
NOTES:	N (THOUSAND	S OF FLIG	HTS)	*** Firs	t crack del	ta DTF	R values *	**
l 	INSPECT BOTH HAI			INGS, BOTH F	ORE AND AFT SI	DE OF TH	E	
BODY SEC	CIION JOINI CENII	RLINE US	ING HFEC					
1 BS :	1961.1 AND BS 216	50, S-120	L TO S-120	R				
STRUCTURE		INSPE	CTION PROG	RAM DETAILS			DAMAGE DETECTION	
DETAIL	JOB CARD	DIREC.	CHECK LEVEL ME	THOD R _O		$\overline{N} = 100F/R_{O}$	PERTOD	DTR
FITTING		1	Н	FEC			28800	
							1	
		1			 			
		+						
		<u> </u>				FUEL 1	LEAK DTR	
ENGR.	REVI	SED				Т	OTAL DTR	
CHECK APPR.						_		
APPR.						REQU1	IRED DTR	6

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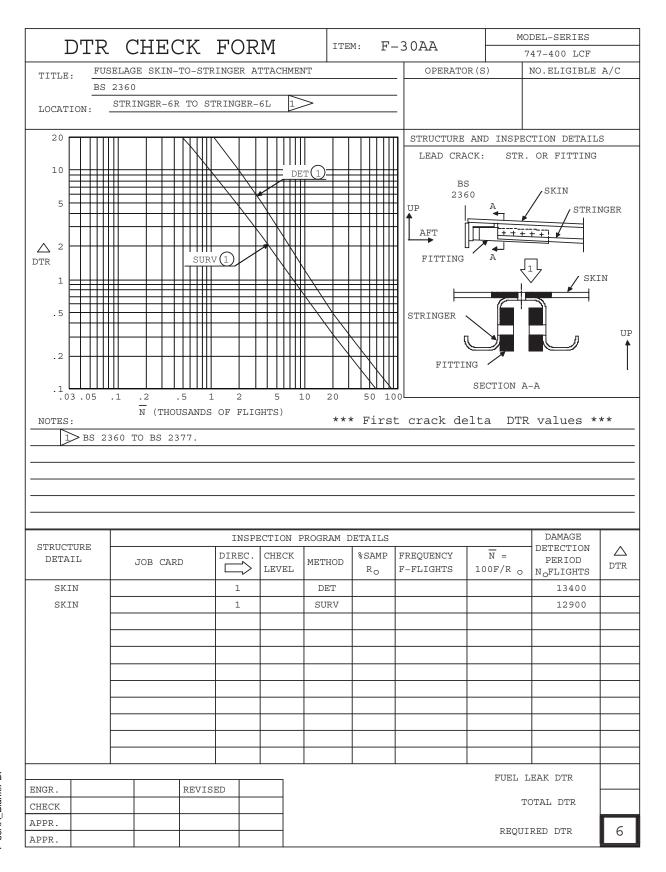
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DTR	CHECK	FOR	M	ITEM: F-	-29AA		DDEL-SERIES	
TITLE: MAI	IN DECK FLOOR BEA	MS		l .	OPERATOR (S		NO.ELIGIBLE	A/C
					_			
LOCATION:	UPPER/LOWER CHOR			>	-			
20					STRUCTURE ANI	D INSPE	CTION DETAILS	3
					LEAD CRACK:	UPP	ER/LOWER CHOR	DS
10				DET (1)				
5							UPPER CHC	RD
			++N+-	 	1			
•]	51	1	
DTR 2				<u> </u>]	\sim [
1					<u> </u>	WEB 🛰		
					<u>.</u>		. ^	
.5					1	71		
				++++++++++++++++++++++++++++++++++++	-	الم		UP ♠
.2					LOWER CHO	RD		
							FWD ◆	
.1 .03 .05	.1 .2 .5	1 2	5 10	20 50 10	00			
NOTES:	N (THOUSANDS	OF FLIG	HTS)					
1 INS	PECT THE VERTICAL	AND HOR	ZONTAL FLA	NGES OF THE	UPPER/LOWER CHO	RDS		
OF '	THE ENTIRE FLOOR	BEAMS FRO	OM STA 360 '	TO STA 480.				
-								
GEDITGETTD E		INSPE	CTION PROGE	RAM DETAILS			DAMAGE	
STRUCTURE DETAIL	JOB CARD	DIREC.	CHECK MET	HOD %SAMP	FREQUENCY	N =	DETECTION PERIOD	DTR
			LEVEL	Ro	F-FLIGHTS 10	OOF/R o	N _O FLIGHTS	DIK
CHORD		1	D:	ET			29500	
						FUEL	LEAK DTR	
ENGR.	REVI	SED						
CHECK						Τ	OTAL DTR	
APPR.						REQU:	IRED DTR	10

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DTR CHECK	FOR	M	IITEM: F−29BB				ODEL-SERIES		
TITLE: MAIN DECK FLOOR BE	EAMS				OPERATOR (S)	NO.ELIGIBLE	A/C	
TILE:				_					
LOCATION: LOWER CHORD AT	STA 360 AM	ND STA 380							
BL 10 TO BL 20	(L/R) 1	>							
20				П	STRUCTURE AN	ND INSPE	CTION DETAIL:	S	
10					LEAD CRACK	: LOW	ER CHORD		
10				#					
5				Щ					
	\mathbb{H}	 		Ш		Т			
			λ			$\sqrt{1}$	7		
\triangle 2					DOUBLER		STRAP		
1 DET 1	11 1 1 1	Ш							
		\blacksquare			_				
.5				#			$\stackrel{\textstyle \wedge}{}_1$		
				\mathbb{T}		"			
.2			\Box	Ш			LOWER CHO	ORD	
			\mathcal{N}						
.1 .03 .05 .1 .2 .5	HORD: 70)75-T6511							
N (THOUSAN	1 2 DS OF FLIG	5 10 HTS)	20 50						
NOTES: 1 INSPECT THE LOWER OF	CHORD OF TH	HE FLOOR BE	AMS AT THE	INT	TERSECTION OF	FLOOR			
BEAM AND VERTICAL F									
(1) DIR-1 HFEC IS A GEN	NERAL SURFA	ACE INSPECT	CION.						
	THERE	IGETON DDOG	D.1.4 D.III. 11.6				DAMAGE		
STRUCTURE		CHECK	RAM DETAILS	_	FREQUENCY	N =	DETECTION		
DETAIL JOB CARD		LEVEL ME'	THOD R _O	- 1		.00F/R _O	PERIOD N _O FLIGHTS	DTR	
CHORD	1	Н	FEC				12700		
CHORD	1	I	DET				12600		
				_					
				_					
	_			-					
				-					
				+					
				\dagger			1		
						FUEL	LEAK DTR		
	'ISED					,	TOTAL DTR		
CHECK	1							1	
APPR.									

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DTR	CHEC	KI	OR	M	ітем: 🗜	-39Н І		ODEL – SERIES	S
TITLE:	LOWER I	LOBE CA	RGO DOC	R CUTOU	TS	OPER A	ATOR(S)	NO. ELIGIBL	E A/C
LOCATION:	SKIN ANI OUTERM			GE SUPP	-				
20								NSPECTION DET	AILS
10							CRACK:		
5		н	IFEC ①			OUTERM	OST HING	SKIN DO	JBLER
2									4
Δ DTR ₁						STRAP			F
.5						HFEC F	BOLT HOLE RAP (4-PLAC	OUTER	CHORD MAIN
.1 .03 .05	.1 .25		2 5	10 20	50	100 SKIN A	AND STRAP	AT HINGE SUF	PORT
NOTES:	N (TH	OUSANE	OS OF FLI	GHTS)					
	ES AT BS 56				7 D T7 CDN	IM DI DMDNIMO	TNGLIDI	NG DOOR HING	
AND A	TTACHMENTS	AT THE	SAME T	IME AS	PERFORM	IING INSPEC	TION PER	THIS DTR FO	ORM.
		INS	SPECTION	I PROGR <i>A</i>	M DETA	II.S		DAMAGE	
STRUCTURE DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.		$\overline{N} = \frac{100F}{R_0}$	DEMEGRATION	△ DTR
STRAP		4		HFEC				45000	
ENGR		REVISE	ED DA	ГЕ			FUE	L LEAK DTR	_
CHECK								TOTAL DTR	
APR APR				-			RE	QUIRED DTR	10

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DTR	CHEC	K F	OR	M	тем: 🗜	<u>7—</u>	39II		ODEL – SERIES	S
TITLE:	LOWER I	OBE CA	RGO DOO	R CUTOU	TS		OPERA		NO. ELIGIBL	E A/C
	G	2mp. 1 p	3.00.00					` ,		
LOCATION:	SKIN AND AND HINGE F					_				
20		11111				П		URE AND I	NSPECTION DET	AILS
DTR 1 .5 .1 .1 .1 .1 .1 .1 .1 .1 .								NG SKIN		
STRUCTURE		INS	PECTION	PROGRA	M DETA	ILS			DAMAGE DETECTION	Δ
DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP. R ₀	1	EQUENCY FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD N ₀ FLIGHTS	DTR
STRAP/SKIN		1		HFEC					8000	
ENGR		REVISE	ED DAT	ГЕ		•		FUE	L LEAK DTR	
СНЕСК									TOTAL DTR	
APR								n r	ľ	10
APR								RE	QUIRED DTR	10

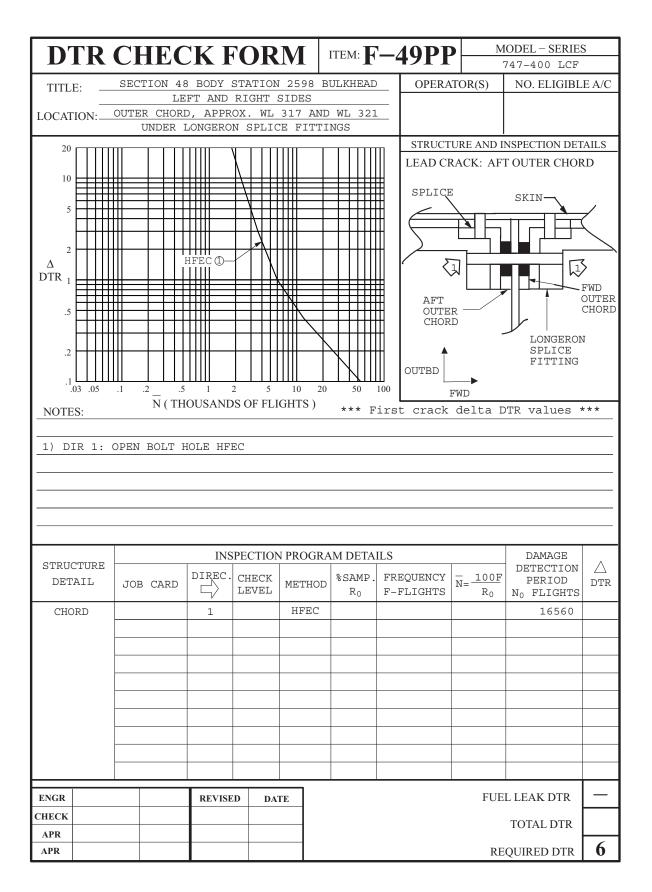
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ртр				OD				1100	¬ M	ODEL – SERIES	S
DTR		HEC	<u>K</u> F	UK		HEM:	<u> </u>	HCC	→	747-400 LCF	
TITLE:		MAIN DE	CK ENTR	Y DOOR	CUTOU	rs		OPERA	TOR(S)	NO. ELIGIBL	E A/C
LOCATION:			INNER CH								
20			111117				П			NSPECTION DET	AILS
10 5 DTR 1 .5 .5		T ①————————————————————————————————————						INBD	INNER ANGLE	INNER CHORD STRAI	13 —WEB
.03 .05	.1	.25 N (TH	1 2 OUSAND				100			IE INNER CHO	
NOTES:							***	First Cr	ack delta	a DTR values	***
1 FRAME	INNEF	CHORD W	VITHIN 1	5 INCHE	S (2-ST	RINGER BA	YS)	ABOVE AN	ID BELOW T	THE UPPER	
2 DIR-1	IS AT	ALL VIS	SIBLE ARI	EAS AND	DIR-2		T SF	PECIFIED	AREAS. D	IR-1 MAY REQU JALLY ACCESSI	
			INSI	PECTION	N PROGE	AM DETA	ILS			DAMAGE	
STRUCTURE DETAIL	JO	B CARD	DIREC.	CHECK LEVEL	метно:	%SAMP.	FRI	EQUENCY FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS	△ DTR
INNER CHORD/ANGLE		2>	1		DET					3141	
STRAP			2		HFEC					3640	
ENGR			REVISE	D DA	ТЕ				FUE	L LEAK DTR	
СНЕСК					_					TOTAL DTR	
APR APR									RE	QUIRED DTR	10

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DTR	CHEC	CKF	OR	M	гем: Г -	-49KK	. —	IODEL – SERIES	S
TITLE:	SECTION 48					İ	TOR(S)	NO. ELIGIBL	E A/C
l –									
LOCATION:			WEB			-			
20		11111						NSPECTION DET	AILS
10		<u> </u>	\mathbb{H}			LEAD CI	RACK: WE	EB	UP
							$\overline{\Box}$	T :	?WD
5			\square		++++	$\parallel \parallel \wedge$		AD	
2							\mathcal{A}		
$oxedsymbol{\Delta}^{-}$		DE	Ť Ü	1111			~ "	A"	\setminus
DTR 1							>		1
.5							71	#	
					$\overline{\mathbf{M}}$				
.2		+++-			++ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$ $+$	# / / / / / / / / / / / / / / / / / / /	" ACCESS	CUTOUT	
.1		Щ							·
.03 .05	.1 .25 N (TH		2 5 OS OF FLI	10 20 GHTS)		100			
NOTES: (1) INSPE	-					irst crack DES OF THE		OTR values *	**
	CT ALL REMA								
STRUCTURE		INS	SPECTION	PROGRA	AM DETA	ILS	Τ	DAMAGE DETECTION	\wedge
DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD No FLIGHTS	DTR
WEB		1	DOVDD	DET	10	r-ruighis	κ0	12780	
		_						12700	
		<u> </u>							
ENGR CHECK		REVISE	ED DA	ΓE			FUE	L LEAK DTR	
APR				\dashv				TOTAL DTR	
APR							RE	QUIRED DTR	6

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DTR	CHEC	CK F	OR	M	тем: Г	-51C		IODEL – SERIES	S
		ECTION						747-400 LCF	E A /C
TITLE: —		IN SPLI				- OPER	ATOR(S)	NO. ELIGIBL	E A/C
LOCATION:	LONGE	CRON @ S	SPLICE 1	FITTING	S	_			
20	штт	ППИ			$\overline{}$	STRUC'	ΓURE AND I	NSPECTION DET	AILS
		\				LEAD C	RACK: LO	NGERON	
10								EC III	
5				###	++++	# 1:	<i>h</i> ,	ST XIII	
				HFEC ()		#			
2					$-\!$	LONG	ERON —		
$oxedsymbol{\Delta}^{-} oxedsymbol{ } oxedsymbol{ } oxedsymbol{ } oxedsymbol{ } oxedsymbol{ } oxedsymbol{ } oxedsymbol{ }$						SPLIC	€		
DTR 1					$\Rightarrow \Rightarrow $	FITTIN			7
. =====							Æ	→	NG.
.5	╫┼┼	 	 		$\frac{1}{1}$	₩ 1 .			LATE
						Lon	GERON -	•	
.2					IIN			Щ	
.1				10 20		Ш		2174	FEC
.03 .05	.1 .25 N (TH	IOUSAND	2 5 OS OF FLI			100			. 60
NOTES:	•							7414 741400	***
	ECTION 1 AP R AND LOWER				OF BS2	2598 AND 18	REQUIRE	ED AT	
OFFE	K AND LOWER	C EDGES	OF LON	JEKON.					
-									
STRUCTURE		INS	PECTION	I PROGRA	AM DETA	ILS	T	DAMAGE DETECTION	\wedge
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.		100F	PERIOD	∠∆ DTR
	OOD CIND	5	LEVEL	11211102	R ₀	F-FLIGHTS	R ₀	N ₀ FLIGHTS	
LONGERON		1		HFEC				10260	
ENGR		REVISE	DAT	гЕ			FUE	L LEAK DTR	
СНЕСК								TOTAL DED	
APR								TOTAL DTR	-
APR							RE	QUIRED DTR	6

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DTR	CHEC	CKF	OR	M	ІТЕМ:	<u>7</u> —	95		ODEL – SERIES	S
TITLE:	SECTION	48 TOF	QUE BOX	Δ.			OPERA		NO. ELIGIBL	E A/C
	SI	HEAR DE	CK					()		
LOCATION:			BS 2598 LONGERO			_				
20	ADUAC	ENI IO	LONGERO	JIN		-	STRUCT	URE AND I	NSPECTION DET	AILS
20		$M \setminus$	\Box			$\ \ \ $			EB OR DOUBLE	
10			\mathbf{M}			Ш I		***		
						#		Ů.	آآ	
5			MN	##		#		WEB	→ O/B	
				DE	T (1)	\mathbb{H}		/_	O/B	
Δ 2		SURV		$\parallel \mid \mid \mid \mid$	 	#		/ 🛂	J	
DTR 1		Щ	<u> </u>	\mathbb{N}	++++++	Ш	=	<u> </u>		
.5						Ш		11	/111	
 		Ш	 	╫	$\frac{N}{M}$	H I	DOU	BLER	_ /	
.2	$H \rightarrow H$	 	 	╫		\forall		LO	ngeron Ш	
.1										
.03 .05 NOTES:	.1 .25 N (TH		2 5 OS OF FLI	10 20 GHTS)		100 Zira	t crack	delta I	OTR values	***
-	CTION 1 RE	OUIRES	INSPECT	ION FRO						
		~								
-										
		INIC	DECTION	I PROGRA	M DETA	пс			DAMAGE	
STRUCTURE				FROOK				1000	DAMAGE DETECTION	\triangle
DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.		EQUENCY FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD N ₀ FLIGHTS	DTR
WEB OR		1		SURV					32820	
DOUBLER		1		DET					33780	
ENGR		REVISE	ED DAT	ГЕ	'	1		FUE	L LEAK DTR	0
СНЕСК									TOTAL DTR	
APR		-		_						6
APR								RE	QUIRED DTR	U

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DTR	CHECK	FORN	√ [ITEM: F-	-96A		MODEL-SERIES 747-400 LCF	
	I SUPPORT BULKHEAI				OPERATOR (1	NO. ELIGIBLE	E A/C
					_			
LOCATION: .	INNER CHORD AT B		M		-			
20	S-10 THRU S-15 LI	H & RH				ID THERE	CETON DEED II	~
20					LEAD CRACK		CTION DETAIL	S
10						. 01101		
					WEB _			
5					1	\leq $ $		
 	+ + + + + + + + + + + + + + + + + + + +		$\parallel \parallel \parallel \parallel \parallel \parallel \parallel$	+	-			
△ 2 	+ + + + + + + + + + + + + + + + + + + +		HFEC(1)	1 NIII		>		
DTR								
1					CHORD	<u>.</u>		
.5								
 	 				1 -	─ \		
]] .	UP	STRAP	
.2								
.1		2	5 10	20 50 10	FWD◀	-		
.03 .05	.1 .2 .5 1 N (THOUSANDS			20 50 10				
NOTES:					t crack delt	ta DTR	R values *	**
(1) DIR-1	IS A SURFACE INS	PECTION O	F THE INNE	R CHORD ARO	UND FASTENERS.			
		INCDEC	THE ON DROCK	DAM DEMATIC			DAMAGE	<u> </u>
STRUCTURE			THECK	RAM DETAILS	FREQUENCY	<u>N</u> =	DETECTION	
DETAIL	JOB CARD	I I	LEVEL MET	HOD R _O	l l	.00F/R _O	PERIOD N _O FLIGHTS	DTR
CHORD		1	НЕ	'EC			41900	
		+ +						
ENGR.	REVIS	ED				FUEL I	LEAK DTR	
CHECK	1					Т	OTAL DTR	
APPR.						יזיז∩קם	IRED DTR	6
APPR.						KEQUI	TVEN DIK	٥

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						MC	DEL-SERIES	
DTR	CHECK	FORM	ITEM	: F-	96B		47-400 LCF	
TITLE: FI	N SUPPORT BULKHEA	DS, WEBS AND C	HORDS		OPERATO:	R(S)	NO.ELIGIBLE	A/C
_	WEB AT BS2412 FR	OM C 141 MIDT	C 1/D					
LOCATION:	WED AI DSZ4IZ FR	COM 5-14L 1HRU	3-14K					
20			П		STRUCTURE	AND INSPE	CTION DETAIL	S
					LEAD CRA	CK: WEB	_	
10					WEB _	,		
5								
△ 2			$\parallel \downarrow \downarrow$	ШШ		Г		
DTR					QUODD	1		
1		nrec(1)			CHORD		_	
.5		+ + + + + + + + + + + + + + + + + + + +		+		<u> </u>		
						UP	STRAP	
.2								
.1	.1 .2 .5	1 2 5	10 20	50 100	FWD◀	,		
		S OF FLIGHTS)				1+- DMD		ماد ماد
NOTES:	HFEC IS A SURFAC	TE INSPECTION (values *	
GMDHGMHD F		INSPECTION	PROGRAM DI	ETAILS			DAMAGE	
STRUCTURE DETAIL	JOB CARD	DIREC. CHECK	I METHOD I		FREQUENCY	N =	DETECTION PERIOD	DTR
MED		LEVEL		R _O	F-FLIGHTS	100F/R _O	+ ~	DIR
WEB		1	HFEC	+			18000	
1								
						FUEL I	LEAK DTR	1
ENGR.	REVI	SED						
ENGR. CHECK	REVI	SED				Т	OTAL DTR	
	REVI:	SED						6

DTR CHECK FORM					MODEL-SERIES								
D.T.F	(CHE(ĽK	F'O	RM		l I	TEM:	F-	96C	7	47-400 LCF	
TITLE: FI	N SU	PPORT BU	ILKHEAD	S, WE	BS ANI	CH(ORDS			OPERATOR ((S)	NO.ELIGIBLE	A/C
LOCATION:		460 INNE			POST								
20	LBL30 & RBL30						CADITCALIDE V	ND INCDE	CTION DETAIL	C			
							$ \setminus $			LEAD CRACK			<u> </u>
10	Ш					Ш			Ш		FWD POST		
	Ш					₩			Ш		FWD POSI	AFT POS	Т
5						Ш			Ш		*		
	+	$\overline{}$	++++++		₩'	HFEC		+++	Ш		ŦĦ		1
	-	-	++++++		$+\!\!+\!\!\!\!+$	+++	\vdash	+ + + +	₩	+		\	
DTR									IIN	++		\ /////	
1						₩			Ш		- A	\	
				_	+	++++			Ш				
.5						+			Щ		CHORD \		
	H		+++++	+	+H	╫		++++	Н		UP È		3
. 2	Ш					╫			Н		†	STE	D A D
										FWD 4	-	SECTION A-A	CAI.
.1 .03 .05	.1	.2	.5 1	2	5	5 1	.0 20	50	100				
NOTES:		N (THO	USANDS	OF FL	JIGHTS)	*	** Fi	rst	crack del	ta DTR	values *	**
1 FOU	JR FA	STENER I	LOCATIO	NS CO	MMON '	TO T							
(1) DIR-1	IS	AN OPEN	HOLE I	NSPEC	TION A	AND I	REQUIR	ES THE	REMO	OVAL OF THE F	'ASTENERS	•	
	Τ			INS	SPECTI	ON F	ROGRAM	DETAII	ıS			DAMAGE	
STRUCTURE DETAIL		JOB CAR	D.	DIREC		ECK	METHO	2 C N N		FREQUENCY	<u>N</u> =	DETECTION PERIOD	\triangle
		JOB CAR	ט		> LE	/EL	METHO.	Ro	I	F-FLIGHTS	100F/R _O	N _O FLIGHTS	DTR
CHORD				1			HFEC					60900	
									\downarrow				
					+				+				
					+				+				
					+				+				
FNGD		1				٦					FUEL I	EAK DTR	
ENGR. CHECK			REVIS	FD		-					Т	OTAL DTR	
APPR.				+		1							
APPR.				\top		1					REQU1	RED DTR	6

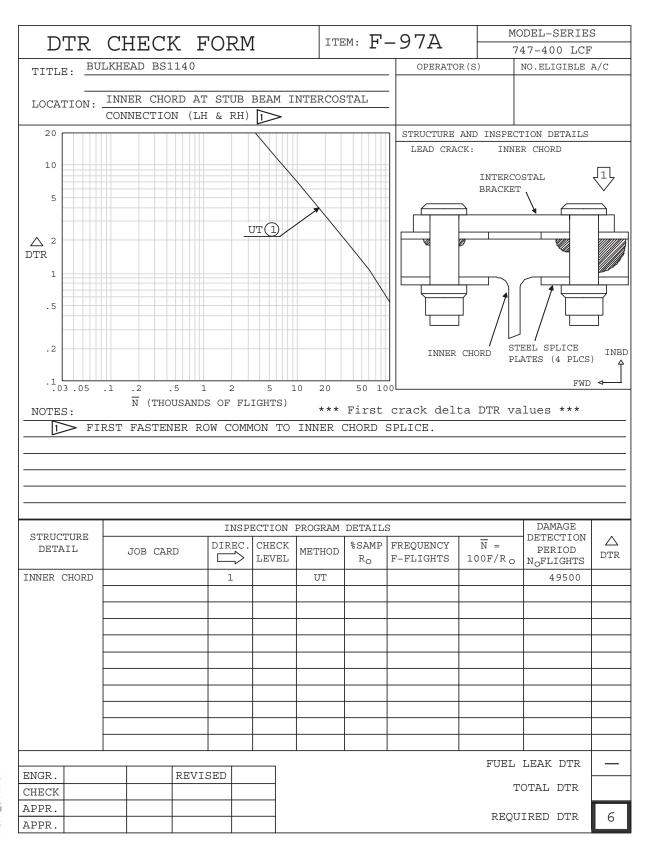
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						MC	DEL-SERIES	
DTR	CHECK	FORM		ITEM: F	-96D		747-400 LCF	
TITLE: FIN	I SUPPORT BULKHEAD	S, WEBS AN	D CHORDS		OPERATO:	R(S)	NO.ELIGIBLE	A/C
					_			
LOCATION:	S-10 THRU S-15 LE		FROM		-			
20	5-10 1AKU 5-13 Li	- STRUCTURE	AND INSPE	CTION DETAIL				
		NI			II 	CK: STRA		
10							UP 1	
				HFEC(1)			01	
5					WEB		·	FWD
	 		$HHII \setminus$	 	H			
DTR 2	 		 					
1				$\sqrt{ 1 1 1 }$			CHORD	
						1		
.5								٦
.2	 			++++++++++++++++++++++++++++++++++++	- \		\bigwedge_1	
					S'	TRAP '		
.1 .03 .05	.1 .2 .5 1	. 2 !	5 10	20 50 1	00			
NOTES:	N (THOUSANDS	OF FLIGHTS	5)	*** Firs	t crack de	lta DTR	values *	* *
(1) DIR-1	IS A SURFACE INSI	PECTION OF	THE INN	R CHORD STR	AP AROUND FAS	STENERS.		
STRUCTURE				RAM DETAILS			DAMAGE DETECTION	
DETAIL	JOB CARD	DIREC. CH	ECK VEL MET	HOD %SAMP	FREQUENCY F-FLIGHTS	$\overline{N} = 100F/R$	PERIOD N _O FLIGHTS	DTR
STRAP		1		FEC			11300	
ENGR.	REVIS	ED	٦			FUEL I	LEAK DTR	
CHECK	112.15		1			Т	OTAL DTR	
APPR.								
AFFK.			_			דוו∩שם	RED DTR	6

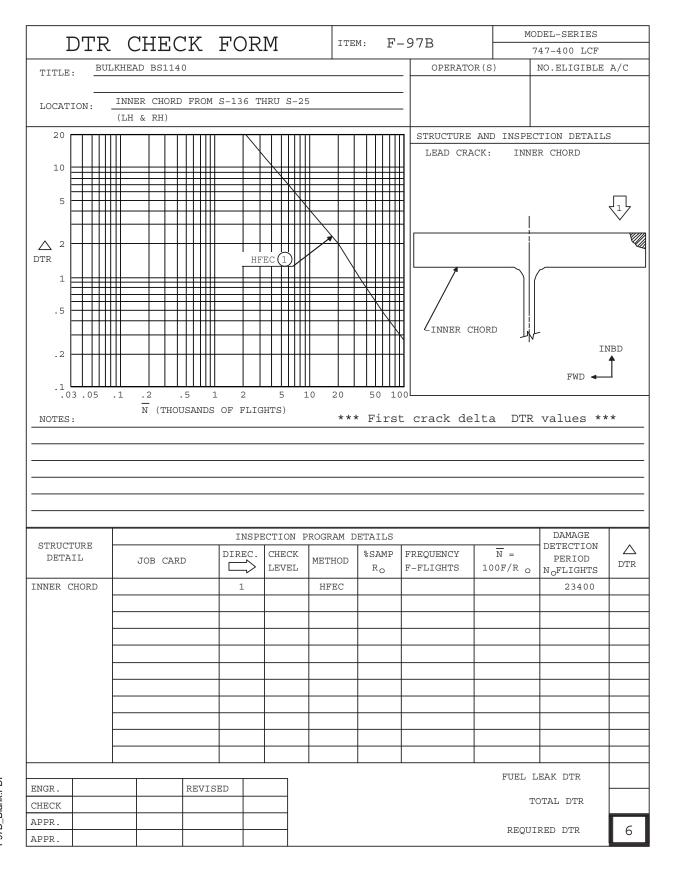
DTR	CHEC	CKF	OR	\mathbf{M}^{\perp}	ІТЕМ:	7-9	-96E MODEL - SERIES		S	
	FIN SUPPORT						OPERAT	-	NO. ELIGIBL	E A/C
						_	OLEKA	IOK(S)	NO. ELIGIBL	L A/C
LOCATION:			BOVE SHI		K LEVEL	_				
20		ПП		ПИГ		п s	TRUCTU	JRE AND I	NSPECTION DET	AILS
						LI	EAD CR	ACK: WE	EΒ	
10						∄		$-\sqrt{1}$		
5						#			WEB	
			DE	T (I)	HHF	∄			7	
2		++++-		$\parallel \parallel \parallel$	HH/K	$\parallel \parallel$				
Δ DTR 1				SURVÛ/					<u></u>	
						∄			CHORD	
.5										
l 				\mathbb{H}	++++++	1			▲ UP	
.2					- 	H				
.1						∐			F	WD
.03 .05	.1 .25		2 5 OS OF FLI	10 20	50	100				
NOTES:	М(ІП	OUSAND	S OF FLI	<u> </u>	*** F	'irst	crack	delta I	OTR values	***
		Dic	DECTION	I DD C CD A	MDETA	п. с			53143.65	
STRUCTURE				PROGR <i>A</i>					DAMAGE DETECTION	\triangle
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQU F-FLI	GHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD No FLIGHTS	DTR
WEB		1		SURV	0			0	43200	
		1		DET					43200	
ENGR		REVISE	D DAT	TE				FUE	L LEAK DTR	_
СНЕСК			271							
APR									TOTAL DTR	
APR								RE	QUIRED DTR	6

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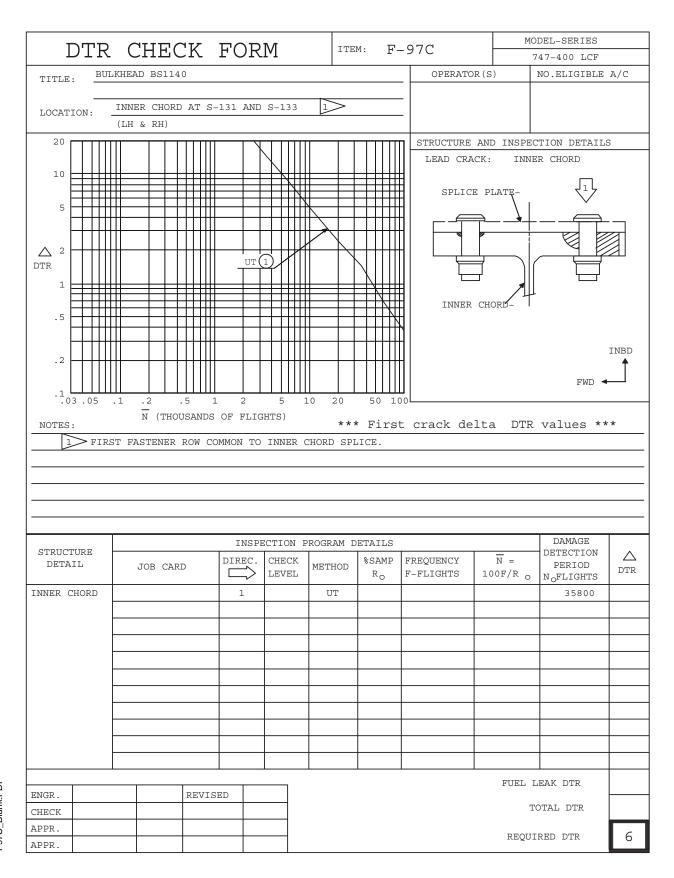
DTR CHE	CK F	ORM		ITEM: E	7-9	6F		DDEL-SERIES	
TITLE: FIN SUPPORT B	ULKHEADS,	, WEBS AN	D CHORDS	l		OPERATOR (S	1	NO.ELIGIBLE	A/C
LOCATION: INNER CHOR					-				
20	2-13 TH 0	× Kn			$\overline{\Box}$	STRUCTURE AN	ID INSPE	CTION DETAIL	
		-1				LEAD CRACK			
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NOTES:	DUSANDS OF	F FLIGHTS	5)	*** Fir	a+	crack delt	ייית בי	xalıne *	**
(1) DIR-1 IS A SURFA	ACE INSPEC	CTION OF	THE INNE				.a D11	· varues	
		INSPECT	ION PROG	RAM DETAILS	5			DAMAGE	
STRUCTURE DETAIL JOB CA	RD D		ECK MET	HOD %SAME	FF	REQUENCY	N =	DETECTION PERIOD	\triangle
		- r	VEL	Ro	F-	-FLIGHTS 1	00F/R o	N _O FLIGHTS	DTR
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ENGR.	REVISED)							
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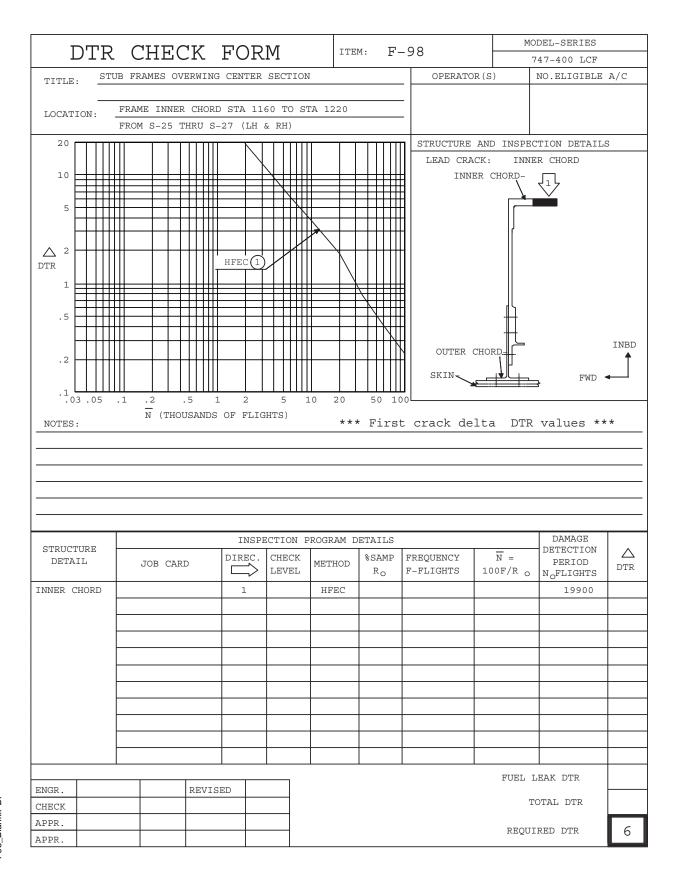


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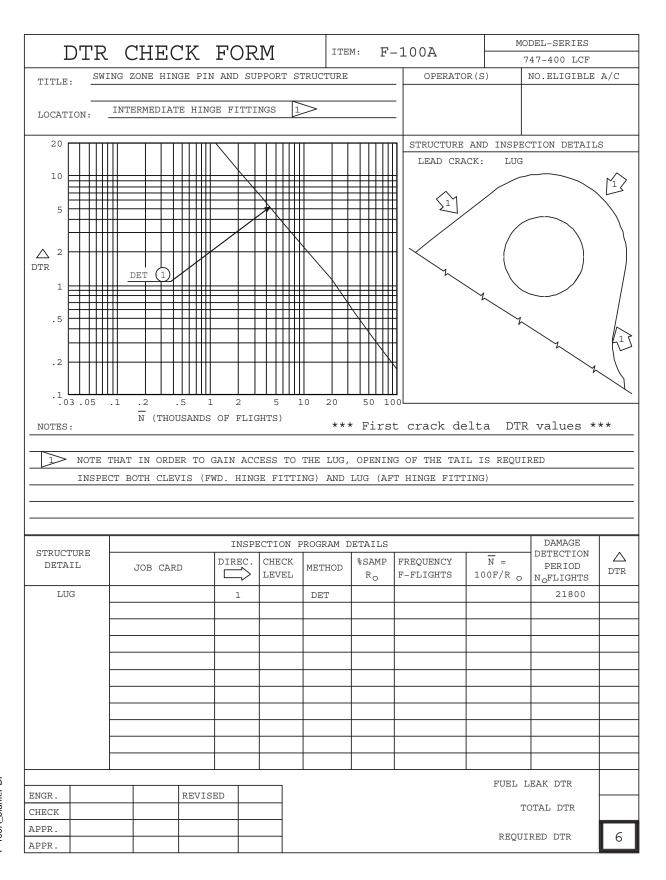
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DTR	CHEC	'K I	TOR	M	тем:	7_00	N	MODEL – SERIE	S
DIK								747-400 LCF	
TITLE:	LOWER LO	BE ACC	ESS DOO	R CUTOUT	rs	OPE	RATOR(S)	NO. ELIGIBL	E A/C
LOCATION.E/I	E ACCESS DO	OR CUTO	OUT @ B	S 421 &	BS 810				
	AMES @ BS 4								
20		XIII						INSPECTION DET	TAILS
10	_		DET ② DET DET 2 5 DS OF FLI	10 20	50	LEAD	CRACK: FF	FWD (AFT AFT (FWD) FRAME STRAP DOUBLE SKIN	EDGE)
		INS	SPECTION	N PROGRA	M DETA	II S		DAMAGE	
STRUCTURE		DIREC.		VI KOOKA	%SAMP.	FREQUENC	- 100E	DETECTION	Δ
DETAIL	JOB CARD		CHECK LEVEL	METHOD	R ₀	F-FLIGHT	1 1/1 =	PERIOD N ₀ FLIGHTS	DTR
SKIN		1		SURV				21700	
		1		DET				21700	
FRAME		2		SURV				21700	
	-	2		DET				21700	
ENGR		REVISI	ED DA	ТЕ			FU	EL LEAK DTR	_
СНЕСК								TOTAL DTR	
APR		-							10
APR							R	EQUIRED DTR	10

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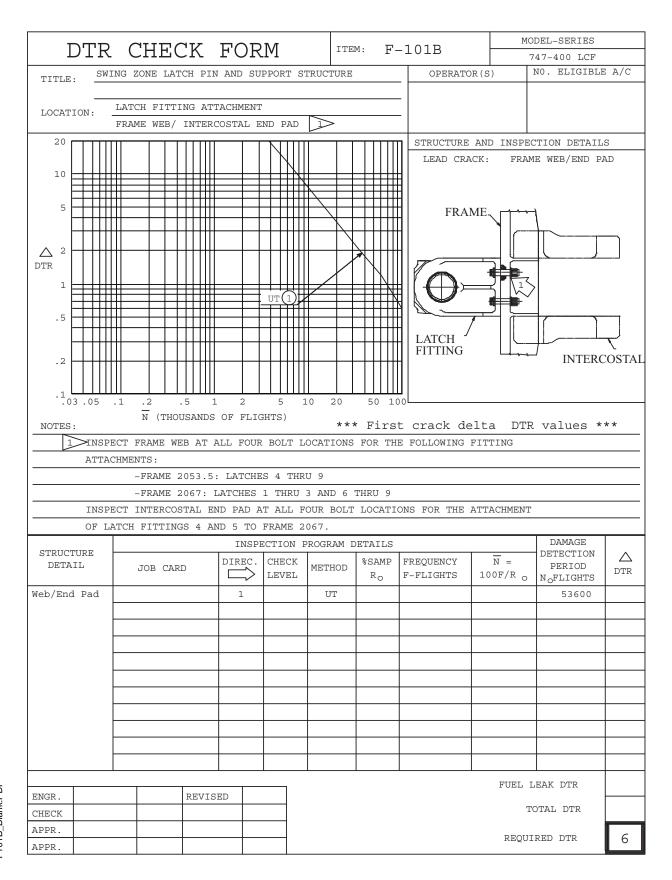
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DTR	DTR CHECK FORM							M	ODEL-SERIES	
TITLE: SWI	ING ZONE HING	E PIN AN	D SU	PPORT STR	UCTURE		OPERATO	R(S)	NO.ELIGIBLE	A/C
111116:							-			
LOCATION:	HINGE PINS						-			
20			T				STRUCTURE	AND INSP	ECTION DETAIL	S
				<u> </u>			LEAD CRA	CK: PIN	I -	
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.03.05	N (THOUS									
NOTES:					***	Firs	t crack de	lta DT	R values *	**
-										
REMOVE PI	N FOR MAG.PAR	RTICLE IN	ISPEC	TION ACCO	RDING '	TO AMM	TASK 52-37-13	3-000-801		
INSPECT E	NTIRE SURFACE	3								
STRUCTURE				CTION PRO	OGRAM D				DAMAGE DETECTION	
DETAIL	JOB CARD	DI	REC.	CHECK LEVEL M	ETHOD	%SAMP R _O	FREQUENCY F-FLIGHTS	$\overline{N} = 100F/R_{\odot}$	PERIOD	DTR
Pin	Mag.Particle		1	DBVBB	MT	100	I -I BIOIII B	1001/10	N _O FLIGHTS	
1 1111	mag.rarcrcte	-			111				13300	
						1		FIIEI.	LEAK DTR	
ENGR.		REVISED								
CHECK									TOTAL DTR	
APPR.			-	_				REQU	JIRED DTR	6
APPR.										

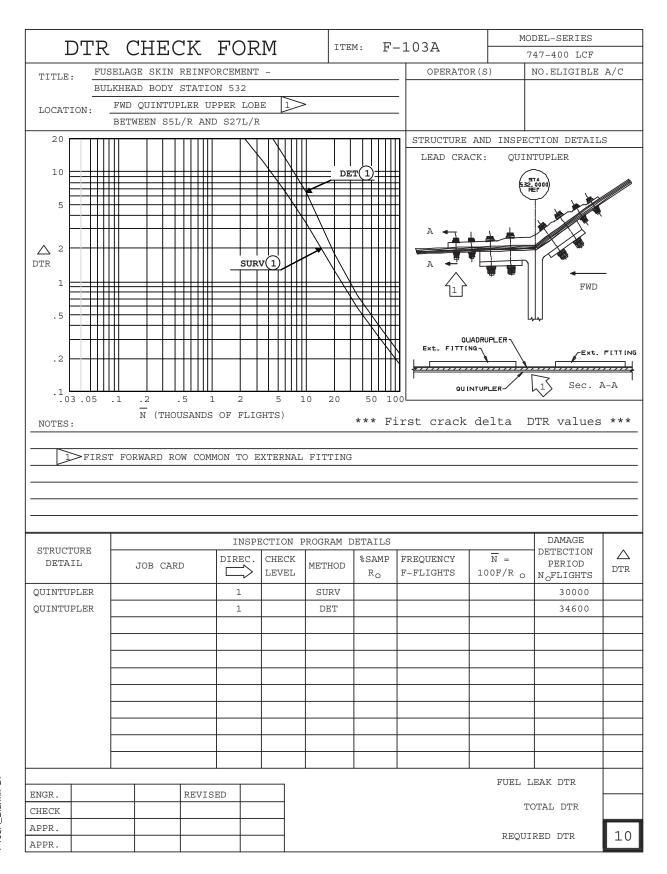
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DTR	CHECK	FOR	ITEM:	F-1	101A		DDEL-SERIES		
TITLE: SWI	NG ZONE LATCH PI	N AND SU	PPORT STRUC	CTURE		OPERATOR (S)	NO.ELIGIBL	E A/C
LOCATION:	LATCH PINS AT S	'A 2059							
20					ттт	STRUCTURE AN	ND INSPEC	CTION DETAILS	5
10 5 DTR 1 .5 .2 .1 .03 .05 NOTES:	.1 .2 .5 N (THOUSAND	1 2 S OF FLIC		***	0 100 Firs	LEAD CRACK	LATO	LATCH	PIN
		TNCD	ECETON DDOC	DAM DEMA	TTC			DAMAGE	
STRUCTURE		DIREC.	CHECK			REQUENCY	N =	DETECTION	
DETAIL	JOB CARD		LEVEL ME	THOD	- 1		.00F/R _O	PERIOD N _O FLIGHTS	DTR
LATCH PIN		1		DET				28900	
					-+				
<u> </u>		<u> </u>					FUEL I	LEAK DTR	
ENGR. CHECK	REVI	SED					Т	OTAL DTR	
APPR.									
APPR.							REQUI	IRED DTR	6

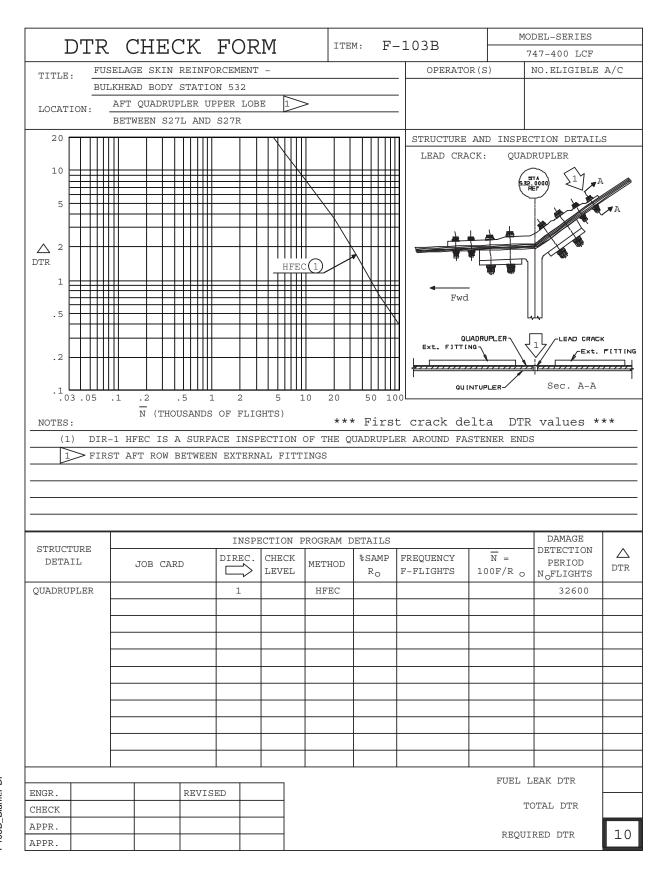
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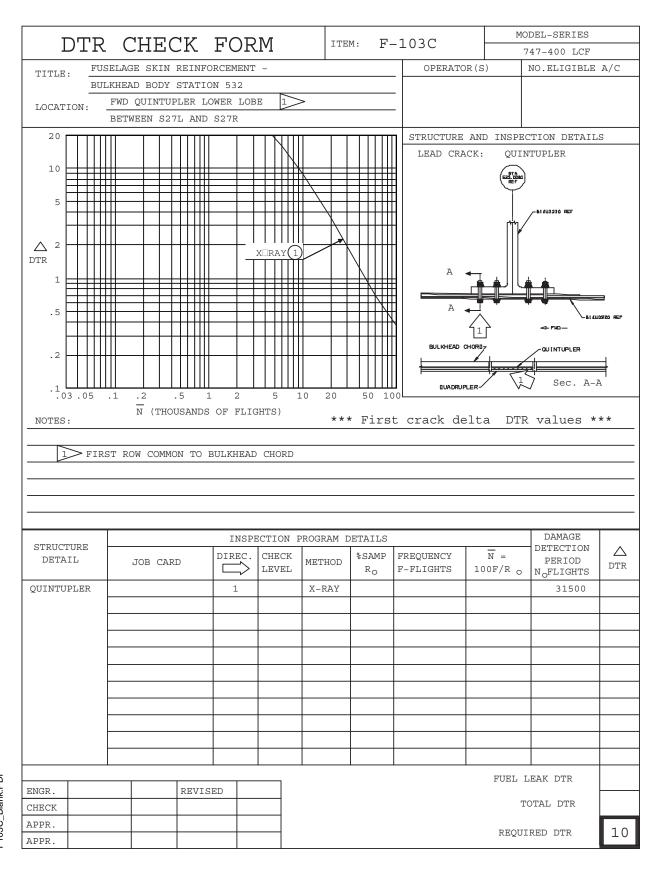
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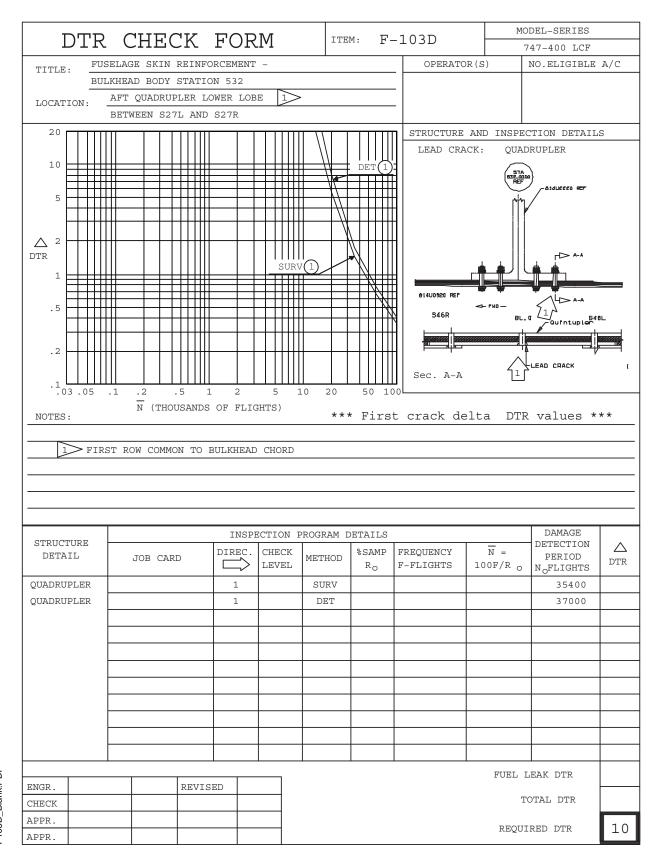
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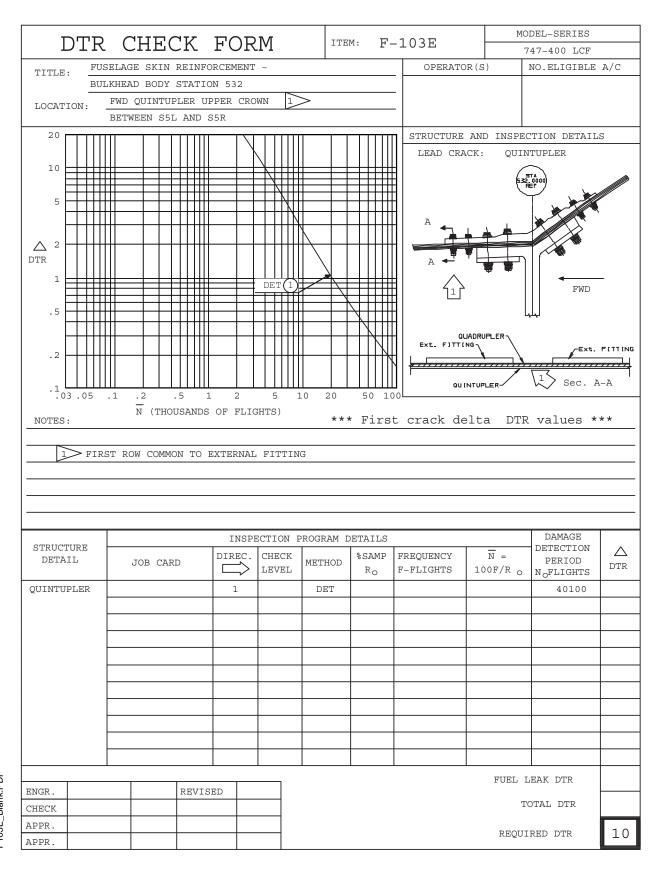
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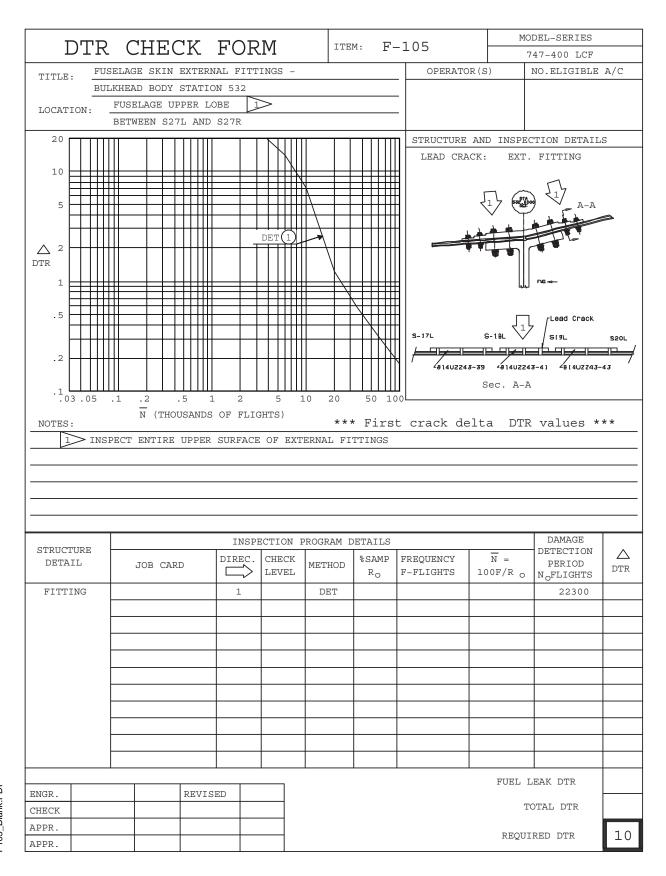
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TITLE: SULKHEAD SPLICE STRAP AT INNERMOST ROWS OF RULKHEAD SPLICE 20 10 10 10 10 10 10 10 10 10 10 10 10 10	DTR CHECK FORM								ITI	EM: F	-1	104A		DDEL-SERIES	
LOCATION. AFT SPLICE STRAP AT INNERMOST ROWS OF BULKHEAD SPLICE 10 10 10 10 10 10 10 10 10 1	TITLE. BU	LKHE	AD BS 53	2								OPERATOR (A/C
DURYTON BULKHEAD SPLICE STRUCTURE AND INSPECTION DETAILS LEAD CRACK: AFT SPLICE STRAP LEAD CRACK: AFT SPLICE STRAP LEAD CRACK: AFT SPLICE STRAP SPLICE CL SPLICE CL **** First crack delta DTR values **** **** First crack delta DTR values **** ML 250 BETWEEN LBL 92 AND REL 92 ML 131 BETWEEN LBL 16.8 AND REL 92 ML 131 BETWEEN LBL 16.8 AND REL 36.9 (1) INSPECTIONS AND REQUIREMENTS ARE SYMMETRICAL ABOUT SPLICE CENTERLINE STRUCTURE DETAIL JOB CARD DIREC. CHECK METHOD SAMP FREQUENCY N = PERIOD PERIOD DTR LEVEL METHOD SAMP FREQUENCY N = PERIOD DTR STRAP 1 DET DET INSPECTION PERIOD DTR 46000 PRINCIPLE STRAP 1 DET TOTAL DTR CHECK APPR.	111DE. <u>—</u>										-				
DETAIL JOB CARD DIREC. CRECK METHOD LEVEL JOB CARD DIREC. CRECK METHOD STRAP LEVEL LEVEL JOB CARCK: AFT SPLICE STRAP SPLICE CL A A SPLICE CL SPLICE STRAP SPLICE CL SPLICE CL SPLICE CL SPLICE STRAP SPLICE CL SPLICE CL SPLICE STRAP SPLICE CL SPLICE STRAP SPLICE CL SPLICE CL SPLICE STRAP SPLICE CL SPLICE CL SPLICE STRAP SPLICE CL SPL	LOCATION:					NNEF	RMOS	T RC	WS OF		-				
DETAIL JOB CARD DIESC. CHECK METHOD STRAP JOB CARD DIESC. CHECK METHOD ROSAMP REVISED TOTAL DIE FUEL LEAK DIR REQUIRED DIR FUEL LEAK DIR REQUIRED DIR FUEL LEAK DIR REQUIRED DIR REQU	20	Ш					П	ПП			П	STRUCTURE AN	ND INSPE	CTION DETAIL	S
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WL 250 BETWEEN LBL 92 AND RBL 92 WL 173 BETWEEN LBL 36.8 AND RBL 36.8 (1) INSPECTIONS AND REQUIREMENTS ARE SYMMETRICAL ABOUT SPLICE CENTERLINE INSPECTION PROGRAM DETAILS STRUCTURE DETAIL JOB CARD DIREC. CHECK METHOD Ro F-FLIGHTS 1 DET A6000 FULL LEAK DTR FUEL LEAK DTR TOTAL DTR REQUIRED DTR TOTAL DTR REQUIRED DTR 100			N (THOU	JSANDS	OF I	FLIG	HTS)		ملد ملد	ж П ²	_				ىلى با
WL 173 BETWEEN LBL 36.8 AND RBL 36.8 (1) INSPECTIONS AND REQUIREMENTS ARE SYMMETRICAL ABOUT SPLICE CENTERLINE INSPECTION PROGRAM DETAILS STRUCTURE DETAIL JOB CARD DIREC. CHECK METHOD R _O F-FLIGHTS TOTAL DTR FUEL LEAK DTR TOTAL DTR REQUIRED DTR TOTAL DTR 10 10 10 10 10 10 10 10 10 1									* *	* Firs	T	crack delt	ta DTF	values *	
TINSPECTION PROGRAM DETAILS STRUCTURE DETAIL JOB CARD DIREC. CHECK LEVEL METHOD ROFF-FLIGHTS TOTAL DTR FUEL LEAK DTR TOTAL DTR REQUIRED DTR TOTAL DTR REQUIRED DTR TOTAL DTR REQUIRED DTR TOTAL DTR REQUIRED DTR TOTAL DTR TOTAL DTR															
STRUCTURE DETAIL JOB CARD DIREC. CHECK LEVEL METHOD ROGRAM RO F-FLIGHTS 100F/R RO F-FLIGHTS A6000 DAMAGE DETECTION PERTOD NoFLIGHTS AFRE FUEL LEAK DTR TOTAL DTR REQUIRED DTR FUEL LEAK DTR REQUIRED DTR TOTAL DTR REQUIRED DTR									ETRICAL	ABOUT S	SPI	LICE CENTERLI	NE		
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DETAIL JOB CARD DIREC. CHECK LEVEL METHOD RO F-FLIGHTS 100F/RO NoFLIGHTS DTR A6000	STRUCTURE				II	NSPE	CTIC	N P	ROGRAM	DETAILS					_
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ENGR. REVISED TOTAL DTR APPR. REQUIRED DTR 10	STRAP				1	-			DET		+			46000	
ENGR. REVISED TOTAL DTR APPR. REQUIRED DTR 10											+			+	
ENGR. REVISED TOTAL DTR APPR. REQUIRED DTR 10											+				
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REQUIRED DTR ■ 10													1	OTHU DIK	
	APPR.												REQU:	IRED DTR	10

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DTR	CHECK	FOR	M	ITEM: F-104B MODEL-SERIES 747-400 LCF					
DIII	LKHEAD BS 532					OPERATOR (S		NO.ELIGIBLE	A/C
TITLE: BOI									
LOCATION:	AFT BULKHEAD FLA	NGE AT OU	JTERMOST F	ROWS OF					
20				$\overline{\Box}$	ПП	STRUCTURE AN	D INSPE	CTION DETAIL:	3
				\mathcal{N}		LEAD CRACK	: AFT E	BLKHD FLANGE	
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NOTES:	N (THOUSAND	OF FLIG	HTS)	*** Fi	rst	crack delt	a DTF	R values *:	* *
	250 BETWEEN LBL	92 AND RI	BL 92						
WL	173 BETWEEN LBL	36.8 AND	RBL 36.8						
(1) INSPE	CTIONS AND REQUIF	EMENTS AF	RE SYMMETE	RICAL ABOUT	r spi	LICE CENTERLIN	IE .		
		INSPE	CTION PRO	GRAM DETAI	LS			DAMAGE	
STRUCTURE DETAIL	JOB CARD	I \ I	CHECK ME	THOD %SAI	MP F	FREQUENCY	N =	DETECTION PERIOD	△ DTR
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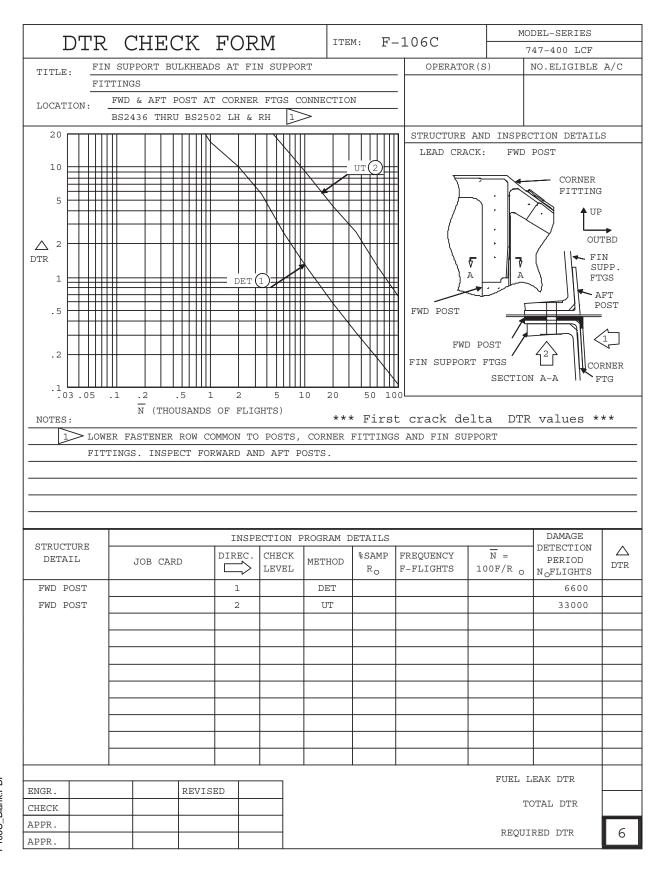


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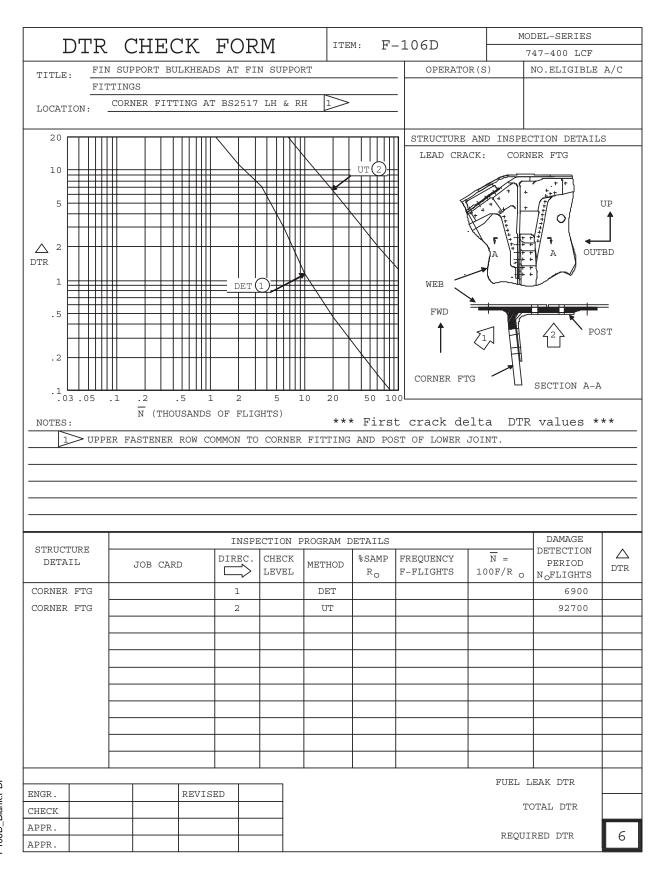
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DTR	DTR CHECK FORM									M	ODEL-SERIES 747-400 LCF	
TITLE: FI	N SUPPORT BU	JLKHEAD	S AT	FIN S	UPPOR	T		\top	OPERATOR (S)	NO.ELIGIBLE	A/C
	TTINGS											
LOCATION:	BS2436 THRU	J BS251	7, L	H & RH				_				
	OUTBOARD CO	RNER FI	rg fr	ROM BL3	30 TO	S-5 1	>	\perp				
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					NIII				LEAD CRACK	: COR	NER FTG	
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									FWD			}
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	N (THO											
NOTES:											R values *	* *
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	BOARD CHORD	AND CO	RNER	FITTI	NG.							
			IN	ISPECT:	ON P	ROGRAM I	ETAILS				DAMAGE	
STRUCTURE DETAIL	JOB CAR	D.	DIRE	EC. CH	ECK	METHOD	%SAMP	FRI	EQUENCY	N =	DETECTION PERIOD	
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ENGR.		REVISI	ED		٦					FUEL	LEAK DTR	
CHECK		17.121	ري		-						TOTAL DTR	
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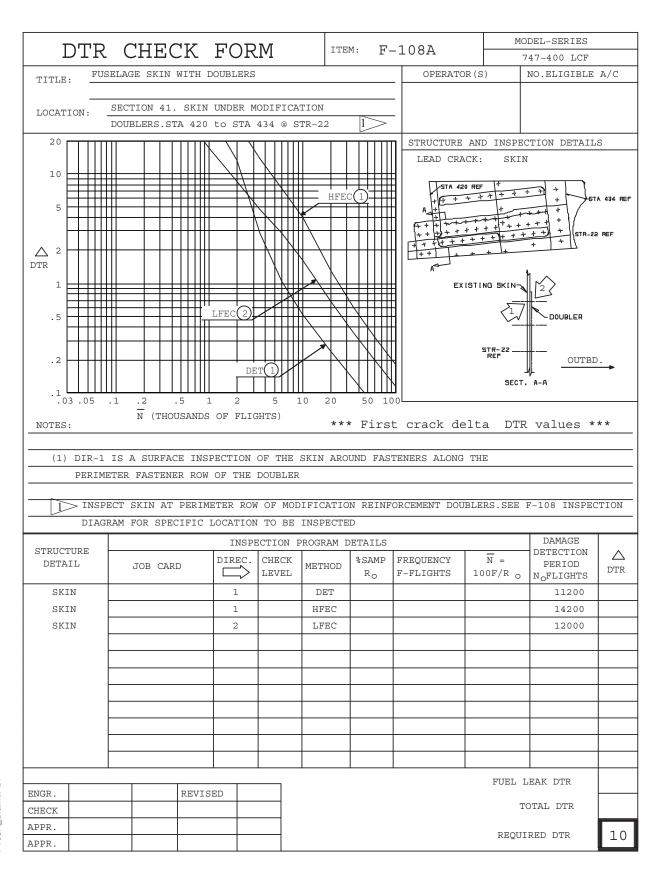
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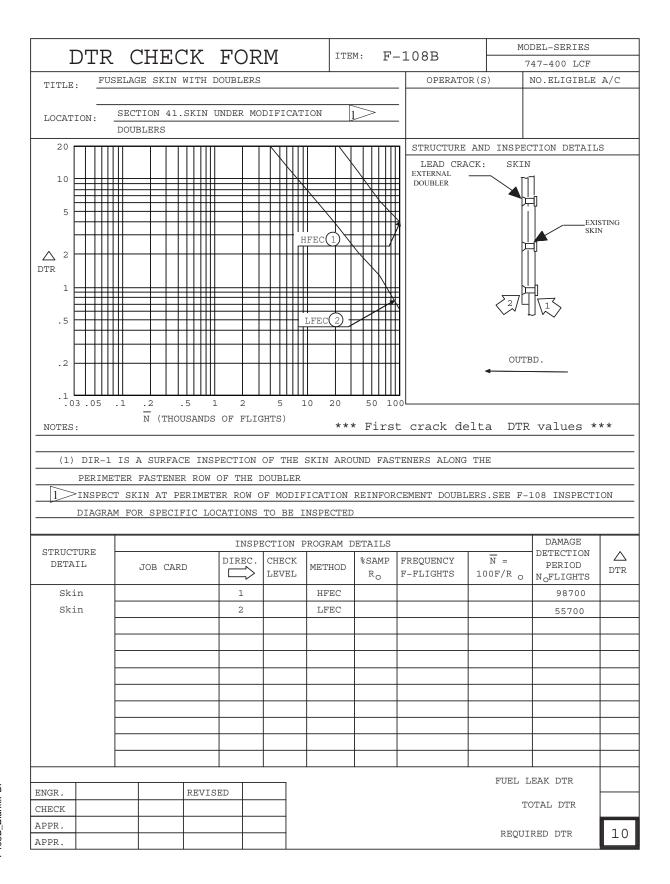
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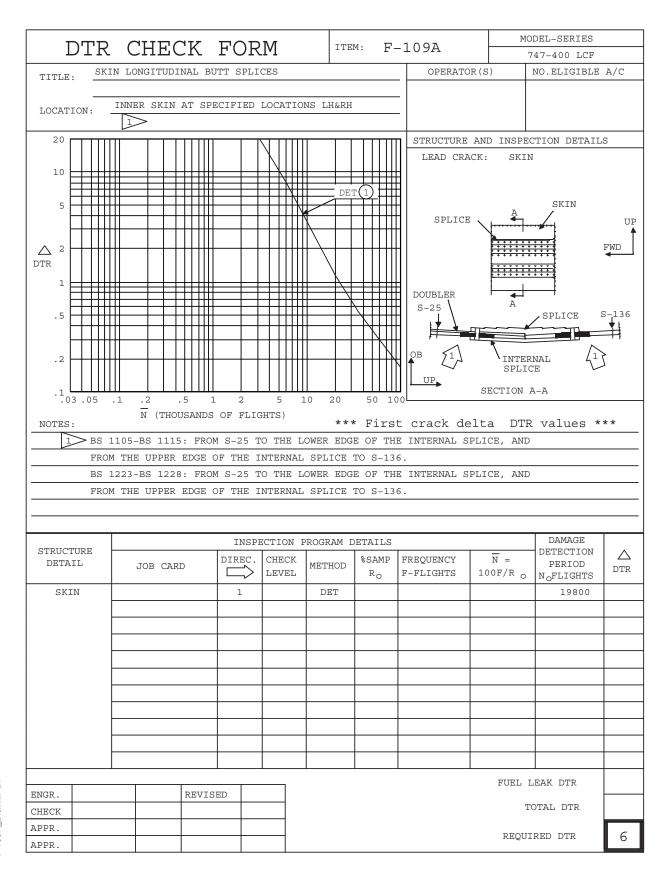


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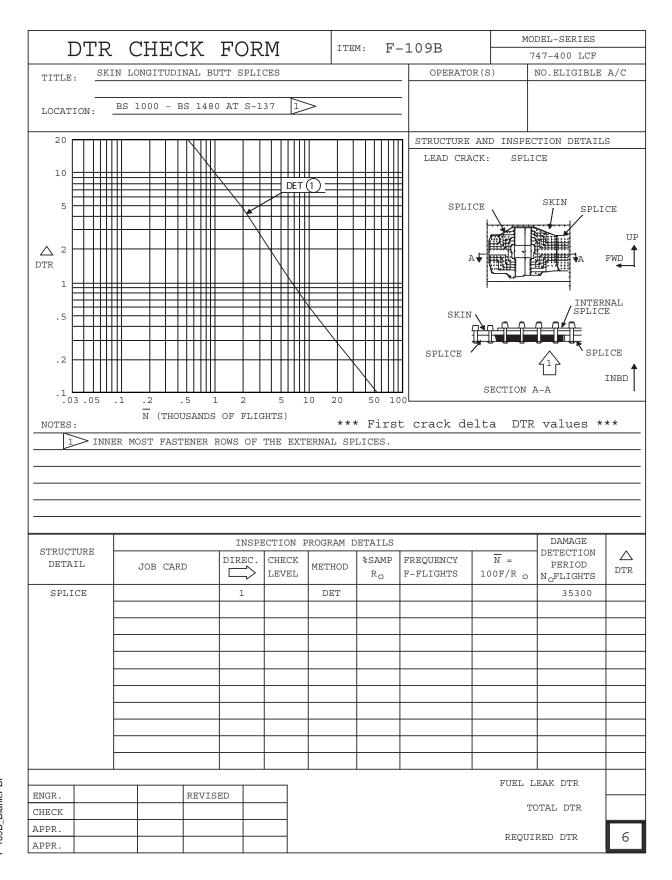


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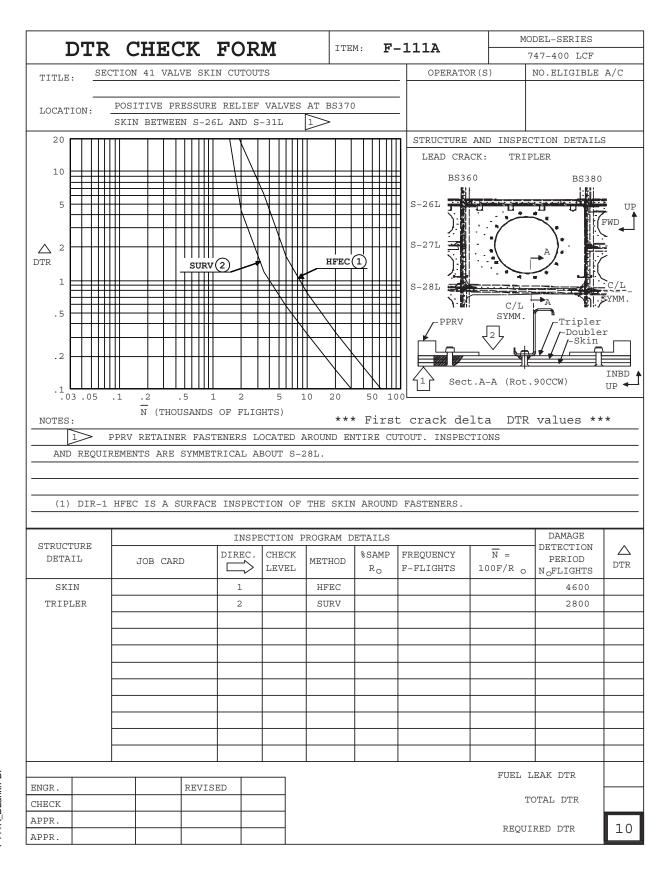




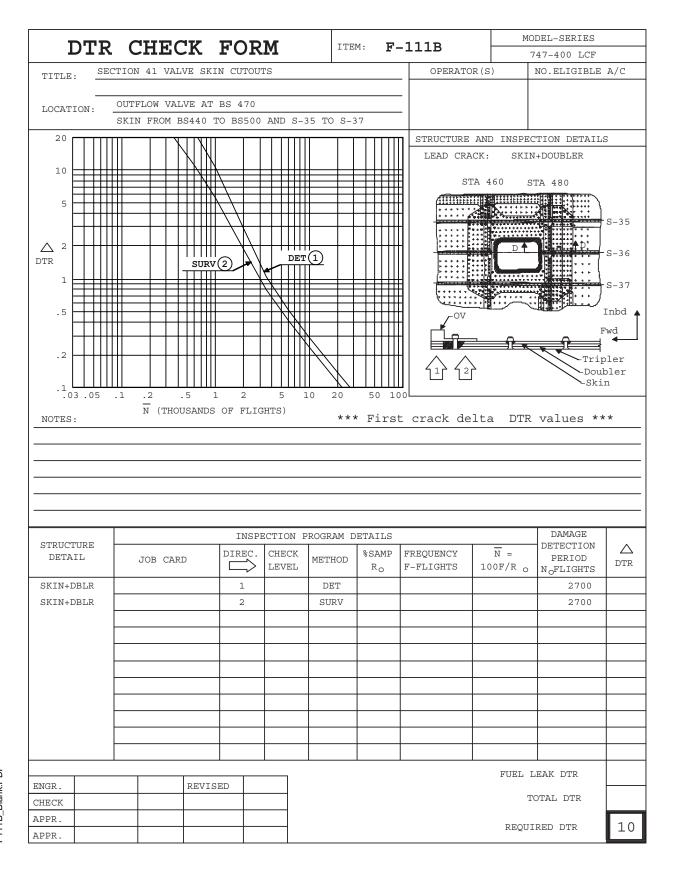
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DTR	CHEC	KI	7OR	M	ІТЕМ:	2–31		IODEL – SERIES	S
DIK								747-400 LCF	
TITLE: _	JACKSCR	EW ATTA	ACHMENT	STRUCTU	JRE	OPERA	ATOR(S)	NO. ELIGIBL	E A/C
LOCATION:_	UPPER TI					_			
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NOTES:	N (IH	OUSANL	OS OF FLI	GHIS)		*** Firs	st crack	DTR values	***
(1) INS	PECT BOTH H	ALVES C	OF BOTH	UPPER T	RUSS ME	MBERS.			
(1) INS	PECT BOTH H	ALVES C	OF BOTH	UPPER T	RUSS ME	MBERS.			
(1) INS	PECT BOTH H	ALVES (OF BOTH	UPPER I	RUSS ME	MBERS.			
(1) INS	PECT BOTH H	ALVES (OF BOTH	UPPER T	RUSS ME	MBERS.			
(1) INS	PECT BOTH H	ALVES (OF BOTH	UPPER T	'RUSS ME	MBERS.			
(1) INS	PECT BOTH H							DAMAGE	
STRUCTURE	PECT BOTH H	INS	SPECTION		AM DETAI	LS	_ 100₽	DAMAGE DETECTION	
	JOB CARD		SPECTION			LS	$\overline{N} = \frac{100F}{R_0}$	DETECTION	
STRUCTURE		INS	SPECTION CHECK	I PROGR <i>A</i>	MM DETAI	LS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD	
STRUCTURE DETAIL		INS	SPECTION CHECK	N PROGRA	MM DETAI	LS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL		INS	SPECTION CHECK	I PROGRA METHOD SURV	MM DETAI	LS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS >100000	
STRUCTURE DETAIL		INS	SPECTION CHECK	I PROGRA METHOD SURV	MM DETAI	LS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS >100000	
STRUCTURE DETAIL		INS	SPECTION CHECK	I PROGRA METHOD SURV	MM DETAI	LS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS >100000	
STRUCTURE DETAIL		INS	SPECTION CHECK	I PROGRA METHOD SURV	MM DETAI	LS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS >100000	
STRUCTURE DETAIL		INS	SPECTION CHECK	I PROGRA METHOD SURV	MM DETAI	LS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS >100000	
STRUCTURE DETAIL		INS	SPECTION CHECK	I PROGRA METHOD SURV	MM DETAI	LS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS >100000	
STRUCTURE DETAIL		INS	SPECTION CHECK	I PROGRA METHOD SURV	MM DETAI	LS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS >100000	
STRUCTURE DETAIL TRUSS		INS	SPECTION CHECK LEVEL	N PROGRAMETHOD SURV DET	MM DETAI	LS FREQUENCY	R ₀	DETECTION PERIOD No FLIGHTS >100000 >100000	
STRUCTURE DETAIL TRUSS		INS	SPECTION CHECK LEVEL	N PROGRAMETHOD SURV DET	MM DETAI	LS FREQUENCY	R ₀	DETECTION PERIOD No FLIGHTS >100000 >100000	DTF
STRUCTURE DETAIL TRUSS		INS	SPECTION CHECK LEVEL	N PROGRAMETHOD SURV DET	MM DETAI	LS FREQUENCY	R ₀	DETECTION PERIOD No FLIGHTS >100000 >100000	DTF

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DTR	CHEC	KF	OR	M	ІТЕМ:	E-32A		ODEL – SERIES	S
	HORIZONTAL						TOR(S)	NO. ELIGIBL	E A/C
_			•	AND WE		_	- (-)		
LOCATION:_	CENTER SECT					_			
20		ППК		1111		TI STRUCT	URE AND I	NSPECTION DET	AILS
		$ \setminus$					RACK: SK	IN	
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		LFEC	8	$\parallel \parallel \parallel \parallel$		/		一川	
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NOTES:	N (TH	OUSANE	S OF FLI	GHTS)	**:	* First cra	ck delta	a DTR values	***
	(1)	NO IN	TERNAL '	VISUAL I	DUE TO 1	HIDDEN STRU	ICTURE.		
STRUCTURE		INS	SPECTION	N PROGRA	M DETA	ILS	I	DAMAGE DETECTION	
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.	FREQUENCY	$\frac{-}{N} = \frac{100F}{D}$	PERIOD	DTR
SKIN		8	TEAET	LFEC	R ₀	F-FLIGHTS	R ₀	N ₀ FLIGHTS	
SKIN		0		LIFEC				18000	
ENGR		REVISE	ED DA	ГЕ			FUE	L LEAK DTR	0
СНЕСК								TOTAL DTR	
APR									6
	1		1					QUIRED DTR	

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DTD	M	ITEM: \mathbf{E} -32 \mathbf{B} MODEL - SERI								
DIK	CILEC	17 1	UN	TAT	112	<u> </u>	34D		747-400 LCF	
TITLE:	HORIZONTAL						OPERA	TOR(S)	NO. ELIGIBL	E A/C
LOCATION:			D, SKIN			_				
LOCATION:	BIDE OF BO	D1, D01	III DIDL	5 01 111	LL ROOT					
20		11111				П	STRUCT	URE AND I	NSPECTION DET	AILS
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NOTES:									DTR values	
									MPOUND (CIC)	
				BE REMO	OVED PRI	OR '	ro inspe	CTION A	ND REAPPLIED)
AFTER	INSPECTION	I IS CO	MPLETE.							
		INS	SPECTION	I PROGR	AM DETA	ILS			DAMAGE	
STRUCTURE DETAIL		DIREC.	CHECK		%SAMP.	FRI	EQUENCY	100F	DETECTION PERIOD	
DETAIL	JOB CARD		LEVEL	METHOD	R_0		FLIGHTS	$N = \frac{R_0}{R_0}$	N ₀ FLIGHTS	DTR
SKIN		4		SURV					4500	
		4		DET					4620	
		7		HFEC					4800	
ENGR		REVISE	ED DA	ГЕ				FUE	L LEAK DTR	0
CHECK									TOTAL DTR	
APR										6
APR								RE	QUIRED DTR	6

DTR CHECK FORM ITEM: E-32C MODEL - SERIES										S
DIK	CILEC	<u> </u>	UN	TAT		32			747-400 LCF	
TITLE:	HORIZONTAL					OI	PERAT	OR(S)	NO. ELIGIBL	E A/C
LOCATION:				AND WE	В	-				
LOCATION:—	CENT	EK SEC.	1101 (1.	IFICALI)						
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5			DET ①			# 5			1	6)
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.2	DET 6					∐ ¹	-	-WD	WEB	
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NOTES:	N (TH	OUSANE	OS OF FLI	GHTS)	***	First	cracl	. delta	DTR values	***
	SE CURVES D	O NOT A	APPLY TO	SKIN W						
	'ING BACKUP									
(2) IF V	ISIBILITY 1	S REDU	CED BY	CORROSI	IHNI NC	BITING	СОМРО	OUND (C	IC) THEN SEA	ALANT
AND/	OR CIC MUST	BE RE	MOVED P	RIOR TO	INSPEC	TION AN	D REA	APPLIED	AFTER	
	PECTION IS									
(3) NO I	NTERNAL VI	SUAL IN	SPECTIC	N DUE T	O HIDDE	N STRUC	TURE	•		
		DIC	NECTION.	I DD O CD A	MADEEN	H. C				
STRUCTURE			PECTION	I PROGRA					DAMAGE DETECTION	Δ
DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP. R ₀	FREQUE		$N = \frac{100F}{R_0}$	PERIOD No FLIGHTS	DTR
SKIN		1		SURV	100	1 1110	.110	100	9600	
Sitin		1		DET					10800	
CHORD		6		SURV					40500	
		6		DET					41400	
		<u> </u>		<u> </u>				***	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0
ENGR		REVISE	ED DAT	ΓE				FUE	L LEAK DTR	
CHECK APR				-					TOTAL DTR	
APR								RE	QUIRED DTR	6

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DTR	CHEC	CKF	OR	M	ІТЕМ:	<u>I</u>	32E		ODEL – SERIES	S
TITLE:	HORIZONTAL	STABILI	ZER FR	ONT SPA	R UPPER	Ī	OPERAT	OR(S)	NO. ELIGIBL	E A/C
				I AND WE		_		- ()		
LOCATION:	CENTER SECT	ION OUT	rboard '	ros.s	TA. 385					
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NOTES:	_	OUSANE	S OF FLI	GHTS)	***	Fir	st crac	k delta	DTR values	***
(1) IN THE	E CENTER SE	CTION E	XTERNAI	INSPE	CTION IS	S OPI	CIONAL T	O DIREC	TION 2	
EXCEPT	T AT THE EN	D BAY D	OUBLERS	5.						
	E OUTBOARD					E FOR	RWARD LE	ADING E	EDGE	
	BOX IS OP				2.					
 	INCLUDE E				ND CODDO	OCTON	TMILLDT	TING CO	MPOUND (CIC)	
									ND REAPPLIE	
	INSPECTION				722 2112		- 11.012	01101, 11		
		INS	SPECTION	N PROGRA	AM DETA	ILS			DAMAGE	
STRUCTURE DETAIL	TOD G100	DIREC.	CHECK		%SAMP.	FRE	QUENCY	100F	DETECTION PERIOD	△ DTR
DETAIL	JOB CARD		LEVEL	METHOD	R ₀	F-F	LIGHTS	$R = \frac{1}{R_0}$	N ₀ FLIGHTS	DIK
WEB		2		SURV					17400	
		2		DET					18600	
ENGR		REVISE	ED DA	ГЕ	1	ı		FUE	L LEAK DTR	0
СНЕСК									TOTAL DTR	
APR									IUIALDIK	
APR								RE	QUIRED DTR	6

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$\mathbf{D}\mathbf{T}\mathbf{R}$	CHEC	'K I	7OP	M	ITEM: T	1_33 A	M	ODEL – SERIES	3
DIK	CHEC		OI	TAT		JJA		747-400 LCF	
TITLE:	HORIZONTAL					_ OPERA	TOR(S)	NO. ELIGIBL	E A/C
LOCATION:				TO S. S		-			
LOCATION.									
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			$N\Pi$						
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NOTES:	N (TH	OUSANE	S OF FLI	GHTS)	* *	* First cr	ack delt	a DTR values	3 ***
(1) NO 1	INTERNAL IN	SPECTIO	NS DUE	TO HIDD					
		INS	SPECTION	N PROGRA	M DETAI	LS		DAMAGE	
STRUCTURE		DIREC.	CHECK		%SAMP.	FREQUENCY	100F	DETECTION PERIOD	\triangle
DETAIL	JOB CARD		LEVEL	METHOD	R ₀	F-FLIGHTS	$N = \frac{R_0}{R_0}$	N ₀ FLIGHTS	
SKIN		1		SURV				25800	DTR
		1							DTR
				DET				30600	DTR
				DET				30600	DTR
				DET				30600	DTR
				DET				30600	DTR
				DET				30600	DTR
				DET				30600	DTR
				DET				30600	DTR
				DET				30600	DTR
ENGR		REVISE	ED DA				FUE	30600	O
СНЕСК			ED DA'				FUE		O
			ED DA'					L LEAK DTR	

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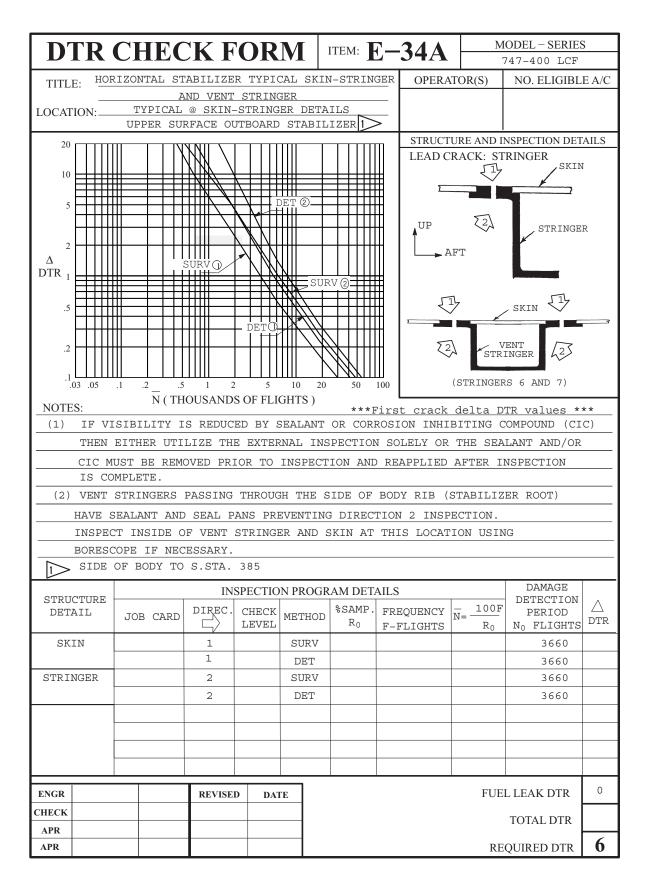
DTR	CHEC	'K I	TOR	\mathbf{M}	ITEM:	7.—	33R		IODEL – SERIES	S
					_			747-400 LCF		
TITLE: —	HORIZONTAL			AR SPAR AND WE			OPERA	TOR(S)	NO. ELIGIBL	E A/C
LOCATION:			CTION B							
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DTR 1			\square			#		W	111	
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NOTES:			S OF FLI				t gragk	dolta D	TR values **	k *k
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) THEN SEAL									
-	PLIED AFTER									
(2) DIRE	CTION 4 REF	LECTS I	HIDDEN S	STRUCTU	RE.					
	ı									
STRUCTURE		INS	PECTION	I PROGRA	AM DETA	ILS			DAMAGE DETECTION	\wedge
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.		EQUENCY	100F	PERIOD	DTR
		<u> </u>	LEVEL		R ₀	F-1	FLIGHTS	R ₀	N ₀ FLIGHTS	
CHORD		2		SURV					2220	
		2		DET					2220	
		4		DET					3360	
		8		HFEC					2220	
ENGR		REVISE	ED DAT	гЕ				FUE	L LEAK DTR	0
CHECK		1.2.7 1.51	DA					- 32		
APR									TOTAL DTR	
APR								RE	QUIRED DTR	6

DTR	CHEC	CK F	OR	$\overline{\mathbf{M}}$	ІТЕМ:	E-33C	M	ODEL – SERIES	S
	HORIZONTAL							747-400 LCF	E A /C
TITLE: —				AND WE		_ OPERA	ATOR(S)	NO. ELIGIBL	E A/C
LOCATION:_									
		TO S.	STA. 38	35					
20		TIIN		Ш				NSPECTION DET	AILS
10						LEAD C	RACK: CH	ORD	
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NOTES:	N (III	OUSANL	OF FLI	ш	**	* First cra	ck delta	DTR values	***
(1) NO	INTERNAL IN	SPECTIC	N DUE 7	O HIDDE	EN STRUC	CTURE.			
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l									
		INIC	DECTION	I PROGRA	M DETA	II C		DAMAGE	
STRUCTURE				TROOK				DETECTION	Δ
DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.	FREQUENCY F-FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD N ₀ FLIGHTS	DTR
CHORD		12		LFEC	10	г-гштопто	10	10200	
CHORD		12		пьес				10200	
ENGR		REVISE	D DAT	re.			FUE	L LEAK DTR	0
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APR							RE	QUIRED DTR	6

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DTR	CHEC	CK F	OR	M	ІТЕМ:		-33E		MODEL - SERIES	S
TITLE:	HORIZONTAL	STABIL	IZER RE	AR SPAR	UPPER		OPERA	TOR(S)	NO. ELIGIBL	E A/C
IIILE	SURFA	CE CHOR	D, SKIN	AND WE	В			(-)		
LOCATION:			STABILI			_				
	Е	LEVATOR	R ACTUA:	rors			CTRLICT	TIDE AND	NCDECTION DET	A II C
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NOTES:								delta I	TR values *	* *
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(2) NO I	NTERNAL VI	SUAL DU	E TO H	DDEN S.	RUCTURI	Ľ.				
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l										
		INS	PECTION	I PROGRA	AM DETA	ILS			DAMAGE	
STRUCTURE		DIREC.			%SAMP.	I	EQUENCY	100F	DETECTION	Δ
DETAIL	JOB CARD		LEVEL	METHOD	R ₀		FLIGHTS	$N = \frac{1001}{R_0}$	PERIOD N ₀ FLIGHTS	DTR
WEB		10		HFEC					18900	
ENGR		REVISE	ED DA	ГЕ				FUE	EL LEAK DTR	0
СНЕСК									TOTAL DTR	
APR										
APR								RI	EQUIRED DTR	6

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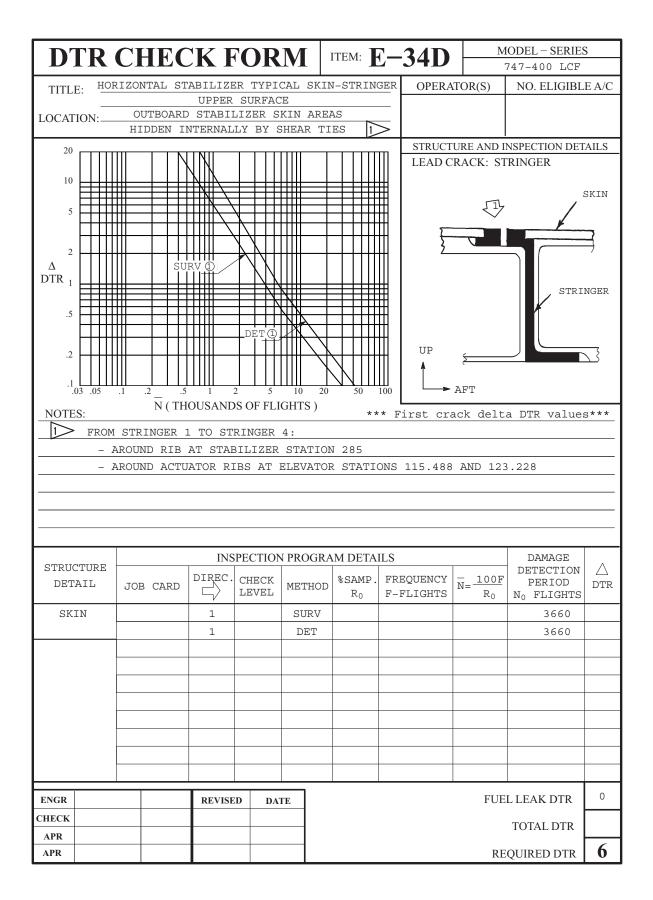


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DED	CIID	NEZ T		70.07			2.4.0		IODEL – SERIES	
DTR	CHEC	CKF	OR	M	ITEM:	<u>Ľ</u> —	34C		747-400 LCF	,
TITLE: HOR	IZONTAL STA	ABILIZE	R TYPIC	AL SKIN	-STRING	ER,	OPERA	TOR(S)	NO. ELIGIBL	E A/C
LOCATION:—			SURFACE		TAT	-				
LUCATION:		BACKUP		ACNOCKE	.vv					
20		Ш		NII I		1			NSPECTION DET	AILS
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DTR 1					<u> </u>		BACKUP		SKIN	i
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.1 .03 .05	.1 .2 .5	1	2 5	10 20	50	100	41823 A	VD		
NOTES:			S OF FLI			l	st crack	delta	DTR values	***
	HIDDEN FR	OM INSI	DE.				De eraei	<u> acrea</u>	DIR VALACE	
STRUCTURE		INS	PECTION	N PROGRA	AM DETAI	ILS			DAMAGE	
DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.		EQUENCY	100F	DETECTION PERIOD	DTR
			LEVEL		R ₀	F-E	FLIGHTS	R ₀	N ₀ FLIGHTS	
SKIN		4		UT					>100000	
ENGR	·	REVISE	ED DA	re l			'	FUF	L LEAK DTR	0
CHECK		NE VISI	DA					101		
APR									TOTAL DTR	_
APR								RE	QUIRED DTR	6

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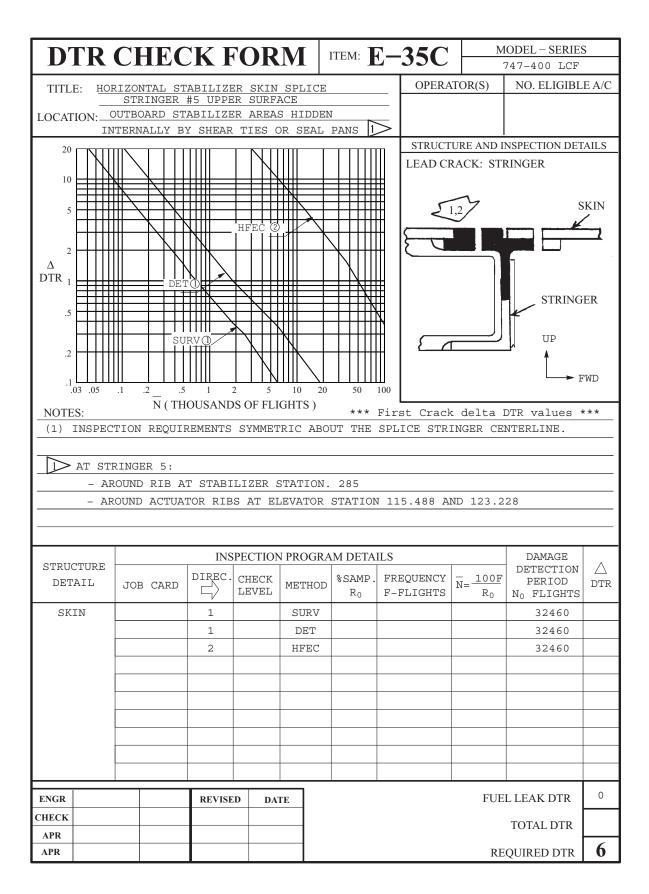


DTR	CHEC	CKF	OR	M	ІТЕМ:	C—3	35A		ODEL – SERIES	S
TITLE: HO	RIZONTAL S'	TABILIZ	ER SKIN	N-SPLICE	STRING	ER	OPERAT	OR(S)	NO. ELIGIBL	E A/C
=						_ [
LOCATION:	STRINGER SIDE OF					-				
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I 111111	$\ \setminus \ \ $		X				LEAD CR.	ACK: STI	RINGER	
10						<u> </u>				
5					++++	#		1		
			DET@			‡	A	-A	_]
2	$\mathbb{H} \rightarrow \mathbb{N}$	\mathbb{H}		$\mathbb{H} \to$	++++++++++++++++++++++++++++++++++++	$\parallel \parallel$			<u> </u>	 SKIN
Δ DTR 1	$\parallel \parallel \parallel \parallel \parallel \parallel$	$\langle \rangle$						<u></u>		_
	DET (SURV	2		∄				
.5			\square	++	\mathcal{M}	#	-	_		
						1 1	۷	2		
.2	SUE	₹V.Φ <u> </u>	\square	+	+HH	$\frac{1}{2}$		\sim	STRING	ER
			ΙΙΝΙ	$ \setminus $						
.03 .05	.1 .25		2 5	10 20	50	100	-		A-A	
NOTES:	N (TH	OUSAND	S OF FLI	GHTS)	*** F	'irst	crack	delta D	TR values *	**
(1) IF V	'ISIBILITY	IS REDU	CED BY	SEALANT	OR COR	RROSI	ON INHI	BITING	COMPOUND (C	IC)
									ALANT AND/OF	
	MUST BE REM OMPLETE.	IOVED PI	RIOR TO	INSPEC'	TION AN	D REA	APPLIED	AFTER 1	INSPECTION	
-		UIREMEN	ITS ARE	SYMMETI	RIC ABOU	JT TH	HE SPLIC	E STRIN	GER CENTERL	INE.
	~									
		INS	PECTION	N PROGRA	M DFTA	ILS			DAMAGE	
STRUCTURE		DIREC.	CHECK	, 110010	%SAMP.		QUENCY		DETECTION	Δ
DETAIL	JOB CARD		LEVEL	METHOD	R_0		LIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD N ₀ FLIGHTS	DTR
SKIN		1		SURV				<u> </u>	32460	
		1		DET		_			32460	
STRINGER		2		SURV					32460	
		2		DET					32460	
ENGR		REVISE	DA	ГЕ				FUE	L LEAK DTR	0
СНЕСК									TOTAL DTR	
APR								_		6
APR								RE	QUIRED DTR	6

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MODEL - SERIES **DTR CHECK FORM** ITEM: **E-35B** 747-400 LCF HORIZONTAL STABILIZER SKIN-SPLICE STRINGER OPERATOR(S) NO. ELIGIBLE A/C TITLE: STRINGER 5 UPPER SURFACE CENTER SECTION LOCATION: STRUCTURE AND INSPECTION DETAILS LEAD CRACK: STRINGER SKIN Δ DTR STRINGER .03 .05 20 A-A100 N (THOUSANDS OF FLIGHTS) *** First crack delta DTR values *** NOTES: IF VISIBILITY IS REDUCED BY SEALANT OR CORROSION INHIBITING COMPOUND (CIC) THEN EITHER UTILIZE THE EXTERNAL INSPECTION SOLELY OR THE SEALANT AND/OR CIC MUST BE REMOVED PRIOR TO INSPECTION AND REAPPLIED AFTER INSPECTION IS COMPLETE. (2) INSPECTION REQUIREMENTS ARE SYMMETRIC ABOUT THE SPLICE STRINGER CENTERLINE. INSPECTION PROGRAM DETAILS DAMAGE STRUCTURE DETECTION \wedge ____100F DIREC. CHECK %SAMP. FREQUENCY PERIOD DETAIL DTR JOB CARD METHOD LEVEL F-FLIGHTS R_0 No FLIGHTS 49800 SKIN 1 SURV 1 DET 49800 STRINGER 2 SURV 49800 2 DET 49800 0 FUEL LEAK DTR **ENGR** REVISED DATE CHECK TOTAL DTR APR 6 APR REQUIRED DTR



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DTR	CHEC	CKF	OR	M	ІТЕМ:	<u>T</u> —	36		IODEL – SERIES	S
TITLE:	HORIZONTA	L STAB	LIZER :	TYPICAL	RIBS		OPERA	TOR(S)	NO. ELIGIBL	E A/C
LOCATION:			RIB CHO	RD STA. 38!	5					
20 []]]	шттт	11111	1 1 1 1 1 1	1111		П	STRUCT	URE AND I	NSPECTION DET	AILS
²⁰									IC)	
		INIS	PECTION	I PROGR	AM DETA	II S			DAMAGE	
STRUCTURE DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.	FRI	EQUENCY FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS	△ DTR
CHORD		1		SURV					10800	
		1		DET					10800	
ENGR		REVISE	DAT	ГЕ				FUE	L LEAK DTR	0
CHECK APR									TOTAL DTR	
APR								RE	QUIRED DTR	6

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DTR	CHEC	KI	OR	M	ІТЕМ:	E-37A	M	IODEL – SERIES	S
DIK								747-400 LCF	
TITLE:	HORIZON'		BILIZER RT STRU		BIN	OPERA	ATOR(S)	NO. ELIGIBL	E A/C
LOCATION:	ENTIRE SURI				GE PIN	_			
20						STRUCT	URE AND I	NSPECTION DET	AILS
		$\parallel \parallel \mid \setminus$	1			LEAD CI	RACK: OU	TER PIN	
10			\mathbb{H}			INNEF	2	<u> </u>	OUTE
5						PIN		+40-	PIN
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DTR 1						<u> </u>	1		⊒
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.2								_ INBD	
.1 .03 .05	.1 .2 .5	1	2 5	10 20	50	100		SPECT THE	
NOTES:	_		S OF FLI			SURFA		E OUTER PIN DTR values	+++
NOTES.						FILST CLAC	k deita	DIR Values	
(1) DYE PE	ENETRANT IN	SPECTIO	N CAN E	BE SUBST	'ITUTED	FOR MAGNET	IC PARTI	CLE INSPECT	ION.
(1) DYE PE	ENETRANT IN	SPECTIC	ON CAN E	BE SUBST	TTUTED	FOR MAGNET	IC PARTI	CLE INSPECT	ION.
(1) DYE PE	ENETRANT IN	SPECTIC	ON CAN E	BE SUBST	TITUTED	FOR MAGNET	IC PARTI	CLE INSPECT	ION.
(1) DYE PE	ENETRANT IN	SPECTIC	ON CAN E	BE SUBST	TTUTED	FOR MAGNET	IC PARTI	CLE INSPECT	ION.
(1) DYE PE	ENETRANT IN	SPECTIC	ON CAN E	BE SUBST	TTUTED	FOR MAGNET	IC PARTI	CLE INSPECT	ION.
(1) DYE PE	ENETRANT IN	SPECTIC	ON CAN E	BE SUBST	ITUTED	FOR MAGNET	IC PARTI	CLE INSPECT	ION.
	ENETRANT IN			N PROGRA			IC PARTI	DAMAGE	
(1) DYE PE			SPECTION CHECK	N PROGRA				DAMAGE DETECTION	
STRUCTURE	JOB CARD	INS	SPECTION		M DETAI	ILS	$\overline{N} = \frac{100F}{R_0}$	DAMAGE DETECTION	
STRUCTURE		INS	SPECTION CHECK	N PROGRA	M DETAI	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD	
STRUCTURE DETAIL		INS	SPECTION CHECK	N PROGRA	M DETAI	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL		INS	SPECTION CHECK	N PROGRA	M DETAI	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL		INS	SPECTION CHECK	N PROGRA	M DETAI	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL		INS	SPECTION CHECK	N PROGRA	M DETAI	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL		INS	SPECTION CHECK	N PROGRA	M DETAI	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL		INS	SPECTION CHECK	N PROGRA	M DETAI	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL		INS	SPECTION CHECK	N PROGRA	M DETAI	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL		INS	SPECTION CHECK	N PROGRA	M DETAI	ILS FREQUENCY	100F	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL HINGE PIN		INS	SPECTION CHECK LEVEL	N PROGRA	M DETAI	ILS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DAMAGE DETECTION PERIOD N ₀ FLIGHTS	
STRUCTURE DETAIL		INS	SPECTION CHECK LEVEL	N PROGRA	M DETAI	ILS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DAMAGE DETECTION PERIOD No FLIGHTS 6300	△ DTH
STRUCTURE DETAIL HINGE PIN		INS	SPECTION CHECK LEVEL	N PROGRA	M DETAI	ILS FREQUENCY	$\overline{N} = \frac{100F}{R_0}$	DAMAGE DETECTION PERIOD No FLIGHTS 6300	△ DTF

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									_		
DTR	CHEC	CKI	FOR	M	·]	ITEM:	<u>T</u> —	37C		ODEL – SERIES	3
TITLE:	HORIZON							OPERA		NO. ELIGIBL	E A/C
			RT STRU						- (-)		
LOCATION:			GS MOUN' 8 BULKH		ON						
20		DS 2330	5 BULKH.	EAD				STRUCT	URE AND I	I NSPECTION DET	AILS
20		\mathbb{W}						LEAD CR	ACK: LU	G	
10				₩	\pm		∦				
5				₩	\pm		Ħ	▲ UP		,	·
			ΝШ	Ш	\pm		Ш			/	
2		Ш	$\perp N \parallel$	Ш	\perp	$\perp \perp \perp \perp \perp \mid$	Щ		AFT	60 DEG	
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DTR 1				₩	#	####	Ħ			(X+)	
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				1111	abla		Щ				
.2				Ш	\rightarrow		Щ			\	
I						<i>X</i> 11111				\	
.03 .05	.1 .2 .5	1	2 5	10	20	50	100				
NOTES:	N (TH	OUSANI	OS OF FLI	GHT	S)	***	Fi	rst crac	k delta	DTR values	***
(1) INSF	PECT ON THE	SIDE E	FACES OF	TH	E LU	G +/- 3	30 I	DEGREES 1	FROM THE	E CENTERLINE	
STRUCTURE		INS	SPECTION	N PRO	OGRA	M DETA	ILS			DAMAGE DETECTION	
DETAIL	JOB CARD	DIREC.	0112011	MET	'HOD	%SAMP.		EQUENCY	$\overline{N} = 100F$	PERIOD	DTR
		5/	LEVEL			R ₀	F'	FLIGHTS	R ₀	N ₀ FLIGHTS	
LUG		1		HF	EC					3420	
ENGR		DEVICE	ED D.	re l			1		EllE	L LEAK DTR	0
CHECK		REVISI	ED DA'	ı E					FUE		
APR		1								TOTAL DTR	
APR									RE	QUIRED DTR	6

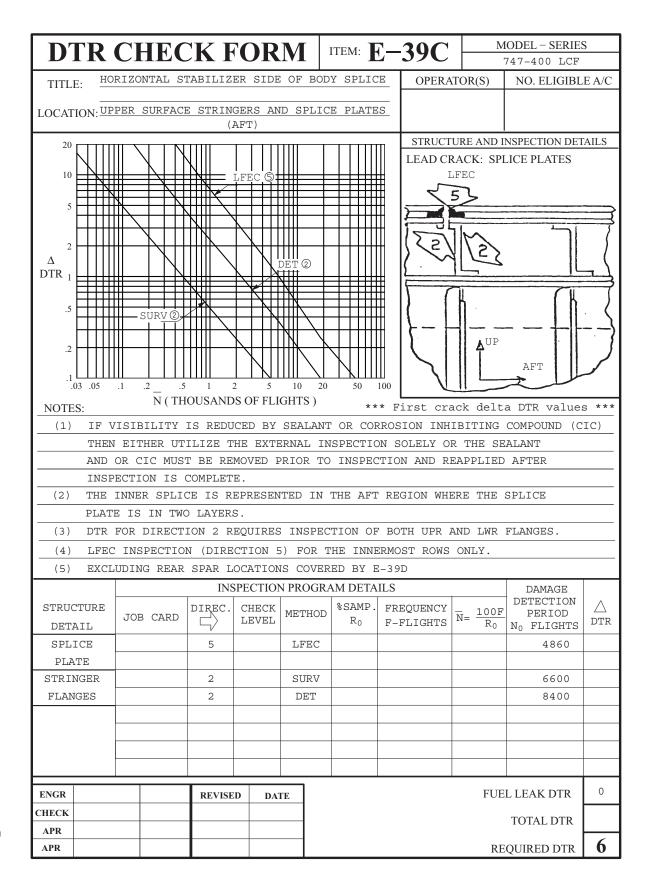
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DTR	CHEC	K F	OR	ITEM:	C-38			IODEL – SERIES	S	
	HORIZON					i	D AT	OR(S)	747–400 LCF NO. ELIGIBL	E A/C
TITLE: —	1101(1201(0111			1(12)	_ 011	CKAI	OK(S)	NO. ELIGIBL	E A/C
LOCATION:		RI	B WEB			_				
20			 	пп т		TI STRU	JCTU	RE AND I	NSPECTION DET	AILS
			X			LEAD		ACK: WE		
10						∄	INS	PECT THE	OUTBOARD SIDE	
5			\mathcal{M}			#		13		 -
I 🗆			$\square N$	H DET		#	5	1 1 + 4	>	
2			\square			$\parallel \parallel \parallel$		MI		
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DTR 1		S H	URV ()			▋┃Ĺ	丄			
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					1 NN		=	ر		
.1 .03 .05	.1 .2 .5	1	2 5	10 20	50	100				
NOTES:	N (TH	OUSANE	S OF FLI	GHTS)	***	First cr	ack	delta	DTR values	***
	SIBILITY IS	REDUCE	D BY SI	EALANT C					MPOUND (CIC	
THEN SE	EALANT AND/	OR CIC	MUST BI	E REMOVI	ED PRIO	R TO INSI	ECT	ION AND	REAPPLIED	
AFTER	INSPECTION	IS COM	IPLETE.							
l										
l										
		INS	SPECTION	N PROGRA	AM DETA	ILS			DAMAGE	
STRUCTURE		DIREC.	CHECK			FREQUEN	CY -	100F	DETECTION PERIOD	
DETAIL	JOB CARD		LEVEL	METHOD	R ₀	F-FLIGH		$N = \frac{R_0}{R_0}$	N ₀ FLIGHTS	DTR
WEB		1		SURV					12600	
		1		DET					12600	
ENGR		REVISE	ED DA	re l				FIIF	L LEAK DTR	0
CHECK		NE VISE	DA DA	1.12				101		
APR									TOTAL DTR	
APR								RE	QUIRED DTR	6

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DTR	CHEC	'K I	7OR	M	ІТЕМ:	7 <u>—</u>	30 A	M	ODEL – SERIES	S
DIK	CILC	11 1	UI	TAT	JJA		747-400 LCF			
TITLE: HO	RIZONTAL ST	TABILIZ	ER SIDE	OF BOD	Y SPLIC	CE_	OPERA	TOR(S)	NO. ELIGIBL	E A/C
LOCATION:	UPPER SU			RS AND S		_				
20 [] [] [I NI II		1111		Ш	STRUCT	URE AND I	NSPECTION DET	AILS
10			SURV	/ (1)			LEAD CF	RACK: SKI	IN E PLATE	
2	SURV ②						11/2	3-17-2	SKIN STR	
	.1 .25		2 5 DS OF FLI	10 20			1416869 AFT			
NOTES:									a DTR values	
l — · · ·									COMPOUND (CI	C)
	SEALANT ANI					LOR	TO INSPE	ECTION A	ND	
	LIED AFTER									
	UPPER AND				STRING	ERS	MUST BE	INSPEC.	TED TO	
	IN THE Δ DTR E-34A AND E				CTD T NGF	D C				
		1 345 10	<u> </u>	IC VIIIVI	BIRTINGE					
		INS	PECTION	I PROGR <i>A</i>	AM DETA	ILS			DAMAGE	
STRUCTURE DETAIL	JOB CARD	DIREC.	CHECK	METHOD	%SAMP.		EQUENCY FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	DETECTION PERIOD N ₀ FLIGHTS	∆ DTR
SKIN		1		SURV					9000	
		1		DET					9000	
STR FLANGES		2		SURV					12000	
		2		DET					12000	
ENGR		REVISE	ED DAT	ГЕ				FUE	L LEAK DTR	0
CHECK									TOTAL DTR	
APR								חת		6
APR								RE	QUIRED DTR	U

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DTR	CHEC	CK I	OR	M	ІТЕМ:	<u> </u>	40		ODEL – SERIES	S
	ORIZONTAL S						OPERA		NO. ELIGIBL	E A/C
IIILE:						_	01210	1011(5)	TYOUEL	211,0
LOCATION:	SIDI		ER SKIN DY TO S	TA 385		-				
20	ш	TINI	J 1 1 1 1	ПП Т		\Box	STRUCT	URE AND I	NSPECTION DET	AILS
l			$M \square$				LEAD CF	RACK: SK	IN	
10							^-		K1	
5			\mathbb{N}	DET	<u> </u>	#	517	5	KIN J	
						# I			X) i	
2	$H \rightarrow H$		$\frac{1}{1}$	\mathbb{H}^{\setminus}	+++++	#				
Δ DTR 1		IIII st	IRV (1)	111\\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	$\langle $				// 1!	
				$\parallel \downarrow \downarrow$					///	
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					XX	ΠI	4	//		
.2			++++	+++-+	$++$ \mathbb{N}	\mathbb{H}		1 FWO	4	
				Ш			-	1	ZOARO	
.03 .05	.1 .25		2 5	10 20	50	100				
NOTES:	N (1H	OUSANL	OS OF FLI	GHIS)	***	Fir	st cracl	k delta	DTR values	***
l ———										
l ———										
	I									
STRUCTURE			SPECTION	N PROGR.	AM DETA				DAMAGE DETECTION	\wedge
DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP.		EQUENCY FLIGHTS	$\overline{N} = \frac{100F}{R_0}$	PERIOD No FLIGHTS	DTR
SKIN		1		SURV	100	1-1	HIGHID	10	27000	
Sitin		1		DET					27000	
ENGR		REVISE	ED DA'	re]				FUE	L LEAK DTR	0
СНЕСК		1	DA							
APR									TOTAL DTR	
APR								RE	QUIRED DTR	6

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DTD	CHECK	FOI) N / L	T -	_16	MC	DEL-SERIES	
DIK	CHECK	rur		TEM:	-40	7	747-400 LCF	
TITLE:	FIN TYPIC	OPERAT	OR(S)	NO.ELIGIBLE	A/C			
LOCATION:	TYPICAL @ S FUSELAGE JU SURV 1		GER DETAILS FIN STA 445 SURV	<u> </u>	STRUCTURE AND INSPECTION DETAILS LEAD CRACK: STRINGER			
DTR 1 .5 .2 .1 .03 .05		2	5 10 20	50 10		2 D AFT		
NOTES:	N (THOUSANDS	OF FLIGHT	**************************************	** Firs	t crack d	elta DTR	. values *	**
		INSPECT	ION PROGRAM	DETAILS			DAMAGE	
STRUCTURE DETAIL	JOB CARD	I \	HECK METHOI	%SAMP R _O	FREQUENCY F-FLIGHTS	N = 100F/R o	DETECTION PERIOD N _O FLIGHTS	DTR
SKIN		1	SURV				40600	
		1	DET				46200	
STRINGER		2	SURV				>100000	
 		2	DET				>100000	
l								
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		+ +						
		+ +						
	1				I	FIIRI, I		
TWO		77	\neg			1000	EAK DTR	
ENGR. CHECK	REVIS	ED					DEAK DTR	

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DTR (CHE	CK	FO	RM	ITE	м: Т	C- 47		ODEL-SERIES			
	FIN SKIN-SPLICE STRINGER						OPERATO		NO.ELIGIBLE	A/C		
TITLE:							-	7		, -		
LOCATION:	TYPICAL	@ SKIN SI	PLICE ST	RINGER I	DETAILS		-					
BELOW FIN STA 445							-					
20							STRUCTURE	STRUCTURE AND INSPECTION DETAILS				
I IN	$\parallel \setminus \parallel$			11M	H H	FEC (1)	LEAD CRA	LEAD CRACK: STRINGER				
10	DET 2											
5												
 	+	 	SUI	₹V(2)	$\vdash N$	$+\mathbb{N}$	╣ ┡	- <u>A</u>		7]		
						$A \cap \mathcal{V}$		17				
DTR 2				DET 1			T					
1				111111		$\perp \! \! \! \! \! \perp \! \! \! \! \! \! \! \! \! \! \! \! \!$						
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.2									AF.	 T		
				NIII	$ \setminus $				A-A			
.1	.1 .2	.5 1	2	1 NII 5 1	.0 20	<u> </u>] '					
.03.05	_	L c. THOUSANDS				50 10						
NOTES:									R values *	**		
-							HE FASTENE		DI TNID			
(2) INSP	ECITON I	REQUIREN	TENIS S	SIMMETK	IC ABO	JI SPL	ICE STRING	ER CENIE	KLINE.			
STRUCTURE			INSPI	ECTION P	ROGRAM I	ETAILS			DAMAGE DETECTION	_		
DETAIL	JOB (CARD	DIREC.	CHECK	METHOD	%SAMP	~	N =	PERIOD	DTR		
				LEVEL		Ro	F-FLIGHTS	100F/R _O	0 -	2111		
SKIN			1		SURV				55800 67700			
			1		HFEC				95500			
STRINGER			2		SURV				>100000			
			2		DET				>100000			
ENGR. REVISED								FUEL	LEAK DTR			
CHECK		KEVISED						7	TOTAL DTR			
APPR.								DE0:-	IDED DED			
APPR.								KEQU	IRED DTR	6		

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