BOEING

Commercial Airplanes

777

Requirements Bulletin

ALERT

Number: **777-57A0118 RB**
Original Issue: June 23, 2020
ATA System: 5725

SUBJECT: WINGS - Wing Lower Skin - Fuel Tank / Dry Bay Access Door Cutouts - Inspection and Repair.

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SUBJECT: WINGS - Wing Lower Skin - Fuel Tank / Dry Bay Access Door Cutouts - Inspection and Repair.

THIS DOCUMENT IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS DOCUMENT TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS DOCUMENT TO THE NEW OWNER. THIS IS AN ENHANCED REQUIRED FOR COMPLIANCE DOCUMENT. THE BOEING PROCESSES USED TO CREATE THE SERVICE BULLETIN (SB) AND THE REQUIREMENTS BULLETIN (RB) ENSURE THAT THE INFORMATION BETWEEN "RC START" AND "RC END" IN THE SB ARE IDENTICAL TO THE INFORMATION IN THE SAME SECTIONS (COMPLIANCE, WORK INSTRUCTIONS…) OF THE RB WHICH THE SB REFERS TO AS THE RELATED DOCUMENT.

1. Effectivity

A. Airplanes
This bulletin is applicable to 777-200, 777-200LR, 777-300, 777-300ER, 777F Airplane(s), line number(s) 1-1566, 1568-1573, 1575-1580, 1582-1586, 1588-1604, 1606-1610, 1612-1614, 1616-1619, 1621-1623, 1625-1628, 1630-1632, 1634-1637, 1639-1641, 1643-1646, 1648-1650, 1652-1655, 1657-1658, 1660-1667, 1669, 1671, 1673, 1675-1676, 1678-1679, 1681, 1683-1684, 1686-1687, 1689-1690, 1692-1693, 1695 in 5 Group(s). Where the effectivity is presented with hyphens between line numbers, the airplane applicability means "through" and "inclusive", e.g. line numbers 1-9 means line numbers 1 through 9 inclusive.

NOTE: The Variable Number table below includes all affected airplanes up to Line Number 1695. Affected airplanes after Line Number 1695 will be added to the service bulletin's MyBoeingFleet.com (MBF) "get effectivity" result when they are added to the MBF Fleet Profile Page.

GROUP	CONFIGURATION	DESCRIPTION
1	-	777-200 and 777-300
2	-	777-200LR and 777-300ER Airplanes without Modified Access Door Cutouts 533AB and 633AB
3	-	777-200LR and 777-300ER Airplanes with Modified 3-Inch Radius Keyway Trim at Access Door Cutouts 533AB and 633AB

GROUP	CONFIGURATION	DESCRIPTION
4	-	777 Freighter Airplanes without Modified Access Door Cutouts 533AB and 633AB
5	-	777 Freighter Airplanes with Modified 3-Inch Radius Keyway Trim at Access Door Cutouts 533AB and 633AB

Airplane Models:

777-200, 777-200LR, 777-300, 777-300ER, 777F

Variable Number	Group
WA001 - WA017	1
WA076 - WA080	1
WA086 - WA093	1
WA101 - WA104	1
WA116 - WA119	1
WA131 - WA137	1
WA171 - WA175	1
WA196 - WA198	1
WA206 - WA212	1
WA221 - WA223	1
WA231 - WA232	1
WA241 - WA250	1
WA261 - WA266	1
WA281 - WA283	1
WA301 - WA304	1
WB001 - WB021	1
WB031 - WB046	1
WB051 - WB088	1
WB101 - WB106	1
WB121 - WB125	1
WB131 - WB148	1
WB151 - WB155	1
WB161 - WB177	1
WB181 - WB194	1

Variable Number	Group
WB201 - WB215	1
WB231 - WB247	1
WB271 - WB273	1
WB276 - WB286	1
WB291 - WB302	1
WB306 - WB307	1
WB311 - WB337	1
WB341 - WB342	1
WB366 - WB368	1
WB371 - WB388	1
WB406	1
WB411 - WB413	1
WB416 - WB439	1
WB446 - WB453	1
WB476	1
WB481 - WB484	1
WB501 - WB512	1
WB531 - WB537	1
WB551 - WB554	1
WB591 - WB597	1
WB601 - WB606	1
WB611 - WB622	1
WB631 - WB638	1
WB646 - WB649	1

Variable Number	Group
WC051 - WC073	1
WC101 - WC104	1
WC111 - WC120	1
WC221 - WC224	1
WC241 - WC243	1
WC281 - WC290	1
WC301 - WC308	1
WC361 - WC364	1
WC371 - WC374	1
WC381 - WC395	1
WC441	1
WC446 - WC449	1
WC456 - WC459	1
WC486 - WC493	1
WC506 - WC508	1
WC521 - WC522	1
WC531 - WC536	1
WC546 - WC548	1
WC556	1
WC566 - WC567	1
WC571 - WC574	1
WC581	1
WC586 - WC587	1
WC591 - WC595	1

Variable Number	Group
WD001 - WD002	3
WD011 - WD015	3
WD016 - WD018	2
WD031 - WD036	3
WD046 - WD052	3
WD053 - WD055	2
WD066 - WD067	3
WD068 - WD075	2
WD081 - WD089	2
WD091	2
WD096	2
WD101 - WD106	2
WD111 - WD112	2
WD116 - WD117	2
WD121 - WD123	2
WD156	2
WD501 - WD509	3
WD510 - WD513	2
WD521 - WD539	3
WD540 - WD541	2
WD546 - WD552	3
WD553 - WD554	2
WD561 - WD573	3
WD581 - WD594	3
WD595 - WD599	2
WD606 - WD609	3
WD621 - WD632	3
WD651 - WD661	3
WD662 - WD665	2
WD671 - WD675	3
WD676 - WD677	2
WD691 - WD708	3
WD709	2

Variable Number	Group
WD741 - WD749	3
WD750 - WD752	2
WD761 - WD770	3
WD771	2
WD786 - WD788	3
WD796 - WD803	3
WD804 - WD825	2
WD826 - WD830	3
WD831 - WD837	2
WD846 - WD851	3
WD852 - WD867	2
WD871 - WD874	3
WD875 - WD910	2
WD911 - WD912	3
WD913 - WD918	2
WD921 - WD935	2
WD936 - WD938	3
WD939 - WD957	2
WD966 - WD970	2
WD981 - WD982	2
WD986 - WD987	2
WD991 - WD996	2
WE001 - WE007	2
WE011 - WE012	2
WE021 - WE026	2
WE031 - WE040	2
WE051 - WE057	2
WE071 - WE078	2
WE081 - WE084	2
WE091 - WE095	2
WE126 - WE178	2
WE186 - WE219	2
WE226 - WE231	2

Variable Number	Group
WE236 - WE253	2
WE261 - WE267	2
WE271 - WE278	2
WE291 - WE298	2
WE301 - WE320	2
WE331 - WE356	2
WE366 - WE368	2
WE376 - WE377	2
WE381	2
WE386 - WE387	2
WE391 - WE392	2
WE396 - WE411	2
WE416 - WE420	2
WE426 - WE431	2
WE436 - WE446	2
WE451 - WE484	2
WE486 - WE493	2
WE495 - WE499	2
WE501 - WE504	2
WE511 - WE516	2
WE526 - WE528	2
WE536 - WE549	2
WE556 - WE573	2
WE576 - WE587	2
WE591	2
WE601 - WE605	2
WE626 - WE627	2
WE631	2
WE641 - WE642	2
WE646 - WE647	2
WE651 - WE661	2
WE666 - WE677	2
WE681 - WE689	2

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Variable Number	Group
WE701 - WE705	2
WE711 - WE712	2
WE731 - WE732	2
WE736 - WE740	2
WE746 - WE772	2
WE776 - WE786	2
WE791 - WE792	2
WE796 - WE798	2
WE801 - WE806	2
WE811 - WE812	2
WE826 - WE828	2
WE831 - WE835	2
WE851 - WE853	2
WE856	2
WE861 - WE863	2

Variable Number	Group
WE866 - WE868	2
WE871	2
WF001 - WF002	5
WF003 - WF004	4
WF016 - WF029	4
WF031 - WF043	4
WF046 - WF077	4
WF081 - WF088	4
WF096 - WF101	4
WF106 - WF109	4
WF111 - WF124	4
WF131 - WF144	4
WF146 - WF147	4
WF151 - WF152	4
WF156 - WF173	4

Variable Number	Group
WF176 - WF184	4
WF191	4
WF201	4
WF206 - WF217	4
WF221 - WF225	4
WF231 - WF244	4
WF246 - WF248	4
WF256 - WF258	4
WF261 - WF262	4
WF266 - WF276	4
WF281 - WF288	4
WF311 - WF313	4
WF321	4
-	-
-	-

B. Spares Affected
None.

2. CONCURRENT REQUIREMENTS

None.

3. COMPLIANCE

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to Requirements bulletin 777-57A0118 RB. The Airworthiness Directive will make the compliance tasks and times given in Requirements bulletin 777-57A0118 RB mandatory.

Accomplish the required action(s), based on the applicable conditions in Tables 1 to 10, in accordance with Accomplishment Instructions.

When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION or an OPTION, do all of the ACTION numbers for that CONDITION or OPTION.

Group 1:

Table 1: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 20,000 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 1: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 1 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	Before further flight.		-
	CONDITION 1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-		6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 2: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 2 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.		-
	CONDITION 2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 1:

Table 1: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 3: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 3.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 3.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 3.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 3.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 3.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 3.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 1:

Table 1: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 3.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR (a)	CONDITION 3.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 3.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 3.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR (a)	CONDITION 3.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 3.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 3.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 3.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 3.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 1:

Table 1: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 3.6: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 1:

Table 2: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 20,000 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 4: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 4 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	Before further flight.		-
	CONDITION 4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-		6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 5: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 5 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.		-
	CONDITION 5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 1:

Table 2: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 6: ANY TIME-LIMITED REPAIR FOUND (a)	CONDITION 6 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.	-
	CONDITION 6 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 7: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 7.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 7.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 7.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 1:

Table 2: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 7.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 7.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 7.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 7.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR (a)	CONDITION 7.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 7.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 7.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR (a)	CONDITION 7.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 7.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 1:

Table 2: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 7.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 7.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 7.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 7.6: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

(a) Conditions apply to each fuel tank and dry bay access door cutout individually.

(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.

(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met:

1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9.

2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.

Group 2:

Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 20,000 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 8: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 8 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	Before further flight.		-
	CONDITION 8 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-		6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 9: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 9 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.		-
	CONDITION 9 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 2:

Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 10: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 10.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 10.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 10.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 10.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 10.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 10.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 2:

Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 10.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR AND OUTSIDE THE CRITICAL ZONE (a)	CONDITION 10.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 10.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 10.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR AND OUTSIDE THE CRITICAL ZONE (a)	CONDITION 10.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 10.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 10.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 10.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 10.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 2:

Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 10.6: ANY CRACK FOUND IN THE CRITICAL ZONE (a)	CONDITION 10.6 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 10.6 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 10.7: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

(a) Conditions apply to each fuel tank and dry bay access door cutout individually.

(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.

(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met:

1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9.

2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.

Group 2:

Table 4: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 20,000 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 11: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 11 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	Before further flight.		-
	CONDITION 11 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-		6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 12: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 12 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.		-
	CONDITION 12 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 2:

Table 4: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 13: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 13.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 13.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 13.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 13.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 13.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 13.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 2:

Table 4: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 13.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR (a)	CONDITION 13.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 13.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 13.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR (a)	CONDITION 13.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 13.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 13.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 13.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 13.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 2:

Table 4: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 13.6: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 20,000 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 14: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.		-
CONDITION 14.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 14.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.		-
	CONDITION 14.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 14.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 14.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 14.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 14.3: ANY CRACK FOUND (a)	CONDITION 14.3 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 14.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 14.4: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 15: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 15 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.	-
	CONDITION 15 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 16: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 16.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 16.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 16.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 16.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 16.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 16.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 16.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR AND NO KEYWAY TRIM MODIFICATION (a)	CONDITION 16.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 16.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 16.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR OR KEYWAY TRIM MODIFICATION (a)	CONDITION 16.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 16.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 16.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 16.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 16.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 16.6: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 3:

Table 6: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 20,000 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 17: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 17 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	Before further flight.		-
	CONDITION 17 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-		6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 18: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 18 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.		-
	CONDITION 18 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 3:

Table 6: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 19: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 19.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 19.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 19.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 19.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 19.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 19.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 3:

Table 6: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 19.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR OR NO KEYWAY TRIM MODIFICATION (a)	CONDITION 19.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 19.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 19.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR OR KEYWAY TRIM MODIFICATION (a)	CONDITION 19.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 19.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 19.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 19.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 19.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 3:

Table 6: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 19.6: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 4:

Table 7: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 12,500 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 20: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 20 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	Before further flight.		-
	CONDITION 20 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-		6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 21: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 21 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.		-
	CONDITION 21 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 4:

Table 7: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 22: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 22.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 22.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 22.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 22.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 22.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 22.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 4:

Table 7: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 22.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR AND OUTSIDE THE CRITICAL ZONE (a)	CONDITION 22.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 22.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 22.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR AND OUTSIDE THE CRITICAL ZONE (a)	CONDITION 22.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 22.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 22.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 22.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 22.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 4:

Table 7: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 22.6: ANY CRACK FOUND IN THE CRITICAL ZONE (a)	CONDITION 22.6 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 22.6 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 22.7: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

(a) Conditions apply to each fuel tank and dry bay access door cutout individually.

(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.

(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met:

1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9.

2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.

Group 4:

Table 8: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 12,500 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 23: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 23 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	Before further flight.		-
	CONDITION 23 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-		6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 24: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 24 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.		-
	CONDITION 24 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 4:

Table 8: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 25: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 25.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 25.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 25.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 25.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 25.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 25.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 4:

Table 8: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 25.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR (a)	CONDITION 25.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 25.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 25.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR (a)	CONDITION 25.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 25.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 25.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 25.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 25.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 4:

Table 8: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 25.6: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 5:

Table 9: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 12,500 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 26: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 26 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	Before further flight.		-
	CONDITION 26 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-		6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 27: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 27 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.		-
	CONDITION 27 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 5:

Table 9: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 28: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 28.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 28.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 28.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 28.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 28.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 28.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 5:

Table 9: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 28.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR AND NO KEYWAY TRIM MODIFICATION (a)	CONDITION 28.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 28.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 28.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR OR KEYWAY TRIM MODIFICATION (a)	CONDITION 28.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 28.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 28.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 28.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 28.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 5:

Table 9: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 28.6: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 5:

Table 10: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	Before 12,500 total flight cycles or within 12 years after the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, whichever occurs first.	Within 6,000 flight cycles, or 1,125 days, after the original issue date of Requirements Bulletin 777-57A0118 RB, whichever occurs first.	-
CONDITION 29: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 29 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	Before further flight.		-
	CONDITION 29 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-		6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 30: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 30 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	Before further flight.		-
	CONDITION 30 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-		6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 5:

Table 10: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 31: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	Before further flight.	-
CONDITION 31.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 31.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 31.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 31.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 31.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 31.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 5:

Table 10: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 31.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR OR NO KEYWAY TRIM MODIFICATION (a)	CONDITION 31.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	Before further flight.	-
	CONDITION 31.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 31.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR OR KEYWAY TRIM MODIFICATION (a)	CONDITION 31.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 31.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
CONDITION 31.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 31.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 31.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	6,000 flight cycles, or 1,125 days, whichever occurs first.

Group 5:

Table 10: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 31.6: NO CORROSION, NO FRETTING AND NO CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	6,000 flight cycles, or 1,125 days, whichever occurs first.
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

4. APPROVAL

This Requirements Bulletin was examined by the Federal Aviation Administration (FAA). The changes specified in this document comply with the applicable regulations and are FAA approved, as well as European Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) approved for all EASA/JAA approved airplanes listed in the Requirements Bulletin effectivity. This document and its approval were based on the airplane in its original Boeing delivery configuration or as modified by other Boeing changes.

If an airplane has a non-Boeing modification or repair that affects a component or system also affected by this Requirements Bulletin, the operator is responsible for obtaining appropriate regulatory agency approval before incorporating this Requirements Bulletin.

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5. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

NOTE: 1. This is an Enhanced Required for Compliance document. There will be a separate Service Bulletin (SB) and a separate Requirements Bulletin (RB). If an RB is mandated by an Airworthiness Directive (AD), then all applicable requirements specified in the RB must be done. For the related SB, some locations are marked RC Start and RC End to identify the requirements that are restated from the RB. For the related SB, the areas between RC Start and RC End, including sub-steps and any figures identified between RC Start and RC End, must be done to comply with the AD. Therefore, an Alternative Method of Compliance (AMOC) is required for any deviations to steps between RC Start and RC End, including substeps and identified figures. For the related SB, the steps not between RC Start and RC End may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC; this is provided that the steps between RC Start and RC End, including sub-steps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition. Figures not required for compliance are omitted from the RB.

2. This is an Enhanced Required for Compliance document. The Boeing processes used to create the Service Bulletin (SB) and the Requirements Bulletin (RB) ensure that the information between "RC Start" and "RC End" in the SB are identical to the information in the same sections (Compliance, Work Instructions...) of the RB which the SB refers to as the related document.

3. The compliance times for the actions in WORK INSTRUCTIONS are in Compliance.

4. Boeing Service Letter 777-SL-51-013, Damage Reporting and Repair Plan/Design Guidelines, is an acceptable procedure to request information from Boeing for additional structural repair instructions. The Service Letter describes what information must be provided to Boeing before a structural repair can be provided.

5. Unless shown differently, these dimensions and tolerances are used:

- Linear dimensions are in inches
- Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch
- Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
- Angular tolerance is plus or minus 2 degrees
- Hole dimensions for standard solid rivets and fasteners are in Structural Repair Manual (SRM) Chapter 51
- Torque Values:
  - Values for structural fasteners are given in 777 Structural Repair Manual, Chapter 51.
  - Values for airframe maintenance tasks are included in Chapter 20 of 777 Aircraft Maintenance Manual (AMM).
  - Values for electrical maintenance tasks are included in Chapter 20 of Standard Wiring Practices Manual (SWPM).
  - Values for engine maintenance tasks are included in Chapter 70 of 777 Aircraft Maintenance Manual (AMM).

— Non-standard torque values for maintenance tasks are included in the applicable installation step.

6. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.

7. Where the work instructions include installation of a kept part, a new or serviceable part with the same part number can be installed as an alternative to the kept part.

8. Use the approved fastener, process and material substitutions in accordance with SRM Chapter 51.

9. A Detailed Inspection is defined as: An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. This could include tactile assessment in which a component or assembly can be checked for tightness/security. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors and magnifying lenses may be necessary. Surface cleaning and elaborate access procedures may be required.

10. A General Visual Inspection is defined as: A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked. Basic cleaning may be required to ensure appropriate visibility.

11. When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION or an OPTION, do all of the ACTION numbers for that CONDITION or OPTION.

B. WORK INSTRUCTIONS

Actions Required for Compliance

1. Requirements

Group 1:

Table 1: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
CONDITION 1: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 1 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	-	PART 2: CLOSE ACCESS
	CONDITION 1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 2: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 2 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 1:

Table 1: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 3: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 3	APPENDIX B
CONDITION 3.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 3.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 3.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 3.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 3.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 3.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 1:

Table 1: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 3.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR (a)	CONDITION 3.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 10	-
		-	PART 2: CLOSE ACCESS
	CONDITION 3.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 3.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR (a)	CONDITION 3.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 3.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 1:

Table 1: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 3.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 3.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 3.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 3.6: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

(a) Conditions apply to each fuel tank and dry bay access door cutout individually.

(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.

(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met:

1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9.

2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.

Group 1:

Table 2: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
CONDITION 4: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 4 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	-	PART 2: CLOSE ACCESS
	CONDITION 4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 5: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 5 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 1:

Table 2: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 6: ANY TIME-LIMITED REPAIR FOUND (a)	CONDITION 6 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 6 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 7: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 7	APPENDIX B
CONDITION 7.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 7.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 7.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 1:

Table 2: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 7.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 7.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 7.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 7.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR (a)	CONDITION 7.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 11	-
		-	PART 2: CLOSE ACCESS
	CONDITION 7.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 1:

Table 2: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 7.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR (a)	CONDITION 7.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 7.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 7.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 7.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 7.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 7.6: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			

Group 1:

Table 2: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 2:

Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A

Group 2:

Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 8: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 8 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	-	PART 2: CLOSE ACCESS
	CONDITION 8 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 9: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 9 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 9 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 10: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 4	APPENDIX B

Group 2:

Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 10.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 10.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 10.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 10.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 10.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 10.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 2:

Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 10.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR AND OUTSIDE THE CRITICAL ZONE (a)	CONDITION 10.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 10	-
		-	PART 2: CLOSE ACCESS
	CONDITION 10.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 10.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR AND OUTSIDE THE CRITICAL ZONE (a)	CONDITION 10.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 10.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 2:

Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 10.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 10.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 10.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 10.6: ANY CRACK FOUND IN THE CRITICAL ZONE (a)	CONDITION 10.6 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 10.6 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 10.7: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			

Group 2:
Table 3: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 2:
Table 4: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A

Group 2:

Table 4: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 11: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 11 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	-	PART 2: CLOSE ACCESS
	CONDITION 11 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 12: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 12 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 12 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 13: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 8	APPENDIX B

Group 2:

Table 4: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 13.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 13.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 13.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 13.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 13.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 13.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 2:

Table 4: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 13.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR(a)	CONDITION 13.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 11	-
		-	PART 2: CLOSE ACCESS
	CONDITION 13.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 13.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR (a)	CONDITION 13.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 13.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 2:

Table 4: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 13.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 13.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 13.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 13.6: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

(a) Conditions apply to each fuel tank and dry bay access door cutout individually.

(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.

(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met:

1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9.

2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
CONDITION 14: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 2	APPENDIX B
CONDITION 14.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 14.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 14.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 14.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 14.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 14.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 14.3: ANY CRACK FOUND (a)	CONDITION 14.3 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 14.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 14.4: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 15: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 15 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 15 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 16: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 5	APPENDIX B
CONDITION 16.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 16.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 16.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 16.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 16.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 16.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 16.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR OR NO KEYWAY TRIM MODIFICATION (a)	CONDITION 16.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 10	PART 2: CLOSE ACCESS
	CONDITION 16.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 3:

Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 16.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR OR KEYWAY TRIM MODIFICATION (a)	CONDITION 16.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 16.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 16.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 16.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 16.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 16.6: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			

Group 3:
Table 5: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 3:
Table 6: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A

Group 3:

Table 6: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 17: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 17 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	-	PART 2: CLOSE ACCESS
	CONDITION 17 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 18: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 18 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 18 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 19: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 9	APPENDIX B

Group 3:

Table 6: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 19.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 19.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 19.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 19.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 (a)	CONDITION 19.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 19.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 3:

Table 6: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 19.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR OR NO KEYWAY TRIM MODIFICATION FOUND (a)	CONDITION 19.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 11	-
		-	PART 2: CLOSE ACCESS
	CONDITION 19.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 19.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR OR KEYWAY TRIM MODIFICATION FOUND (a)	CONDITION 19.3 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 19.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 3:

Table 6: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 19.4: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 19.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 19.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 19.5: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

(a) Conditions apply to each fuel tank and dry bay access door cutout individually.

(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.

(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met:

1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9.

2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.

Group 4:

Table 7: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
CONDITION 20: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 20 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	-	PART 2: CLOSE ACCESS
	CONDITION 20 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 21: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 21 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 21 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 4:

Table 7: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 22: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 4	APPENDIX B
CONDITION 22.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 22.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777F SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 22.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 22.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 22.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 22.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 4:

Table 7: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 22.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR AND OUTSIDE THE CRITICAL ZONE (a)	CONDITION 22.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 10	-
	CONDITION 22.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 22.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR AND OUTSIDE THE CRITICAL ZONE (a)	CONDITION 22.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 22.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 4:

Table 7: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 22.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 22.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 22.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 22.6: ANY CRACK FOUND IN THE CRITICAL ZONE (a)	CONDITION 22.6 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 22.6 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 22.7: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
(a) Conditions apply to each fuel tank and dry bay access door cutout individually.			
(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.			

Group 4:
Table 7: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met: 1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9. 2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.			

Group 4:
Table 8: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A

Group 4:
Table 8: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 23: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 23 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	-	PART 2: CLOSE ACCESS
	CONDITION 23 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 24: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 24 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 24 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 25: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 8	APPENDIX B

Group 4:

Table 8: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 25.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 25.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777F SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 25.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 25.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 25.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 25.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 4:

Table 8: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 25.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR (a)	CONDITION 25.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 11	-
		-	PART 2: CLOSE ACCESS
	CONDITION 25.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 25.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR (a)	CONDITION 25.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 25.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 4:

Table 8: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 25.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 25.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 25.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 25.6: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

(a) Conditions apply to each fuel tank and dry bay access door cutout individually.

(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.

(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met:

1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9.

2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.

Group 5:

Table 9: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
CONDITION 26: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 26 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	-	PART 2: CLOSE ACCESS
	CONDITION 26 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 27: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 27 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 27 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 5:

Table 9: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 28: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 5	APPENDIX B
CONDITION 28.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 28.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777F SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 28.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 28.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 28.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 28.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 5:

Table 9: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 28.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR OR NO KEYWAY TRIM MODIFICATION (a)	CONDITION 28.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 10	-
		-	PART 2: CLOSE ACCESS
	CONDITION 28.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 28.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR OR KEYWAY TRIM MODIFICATION (a)	CONDITION 28.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 28.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 5:

Table 9: Left Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 28.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 28.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 28.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 28.6: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 1	APPENDIX A
		-	PART 2: CLOSE ACCESS

(a) Conditions apply to each fuel tank and dry bay access door cutout individually.

(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.

(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met:

1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9.

2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.

Group 5:

Table 10: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
All Airplanes	Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
CONDITION 29: ANY APPROVED EXISTING REPAIR FOUND (a)(b)	CONDITION 29 (ACTION 1): Contact the Boeing Company for alternative inspection(s), incorporate the inspection(s) requirements into the maintenance program and do the inspection(s) at the times specified by Boeing.	-	PART 2: CLOSE ACCESS
	CONDITION 29 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 30: ANY EXISTING REPAIR FOUND WITHOUT BOEING ODA APPROVAL (a)(b)	CONDITION 30 (ACTION 1): Contact the Boeing Company for instructions and do the instructions.	-	PART 2: CLOSE ACCESS
	CONDITION 30 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 5:

Table 10: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 31: NO EXISTING REPAIR FOUND (a)	Do a Detailed Inspection and HFEC Inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.	FIGURE 9	APPENDIX B
CONDITION 31.1: ANY CORROSION OR FRETTING FOUND THAT CAN BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 31.1 (ACTION 1): Do a blend out of corrosion or fretting of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50.	777F SRM 57-20-01 REPAIR 6	-
		-	PART 2: CLOSE ACCESS
	CONDITION 31.1 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 31.2: ANY CORROSION OR FRETTING FOUND THAT CANNOT BE REPAIRED IN ACCORDANCE WITH 777F SRM 57-20-01 REPAIR 6 (a)	CONDITION 31.2 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 31.2 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 5:

Table 10: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 31.3: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH NO BLEND REPAIR OR NO KEYWAY TRIM MODIFICATION (a)	CONDITION 31.3 (ACTION 1): Do a repair of any crack of the fuel tank and dry bay access door cutout between WS 306.00 and WS 520.50.	FIGURE 11	-
		-	PART 2: CLOSE ACCESS
	CONDITION 31.3 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 31.4: ANY CRACK FOUND LESS THAN OR EQUAL TO 0.2 INCH WITH ANY BLEND REPAIR OR KEYWAY TRIM MODIFICATION (a)	CONDITION 31.4 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 31.4 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

Group 5:

Table 10: Right Wing - Lower Wing Skin - Fuel Tank and Dry Bay Access Door Cutouts between Wing Station (WS) 306.00 and WS 520.50 - General Visual Inspection (GVI), Detailed Inspection and High Frequency Eddy Current (HFEC) inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0118 Original Issue or later approved revisions as an accepted procedure.
CONDITION 31.5: ANY CRACK FOUND GREATER THAN 0.2 INCH (a)	CONDITION 31.5 (ACTION 1): Contact the Boeing Company for repair instructions and do the repair.	-	PART 2: CLOSE ACCESS
	CONDITION 31.5 (ACTION 2): Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair. (c)	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS
CONDITION 31.6: NO CORROSION, FRETTING OR CRACK FOUND (a)	Repeat GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repair.	-	PART 1: OPEN ACCESS
		FIGURE 6	APPENDIX A
		-	PART 2: CLOSE ACCESS

(a) Conditions apply to each fuel tank and dry bay access door cutout individually.

(b) An approved repair is an installed repair that was Boeing Organization Designation Authorization (ODA) approved via an FAA Form 8100-9.

(c) It is not required to do the repeat inspections in the access cutout where a repair affects the inspection area provided any one of the following conditions is met:

1. The repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB and installed after the original issue date of Requirements Bulletin 777-57A0118 RB. The installed repair was approved by the Boeing ODA via FAA for 8100-9.

2. The Boeing ODA has provided Alternative Method of Compliance (AMOC) via a FAA Form 8100-9 to the repair that was installed prior to the original issue date of Requirements Bulletin 777-57A0118 RB. The AMOC to the repair is the corrective action to the damage condition identified in Requirements Bulletin 777-57A0118 RB.

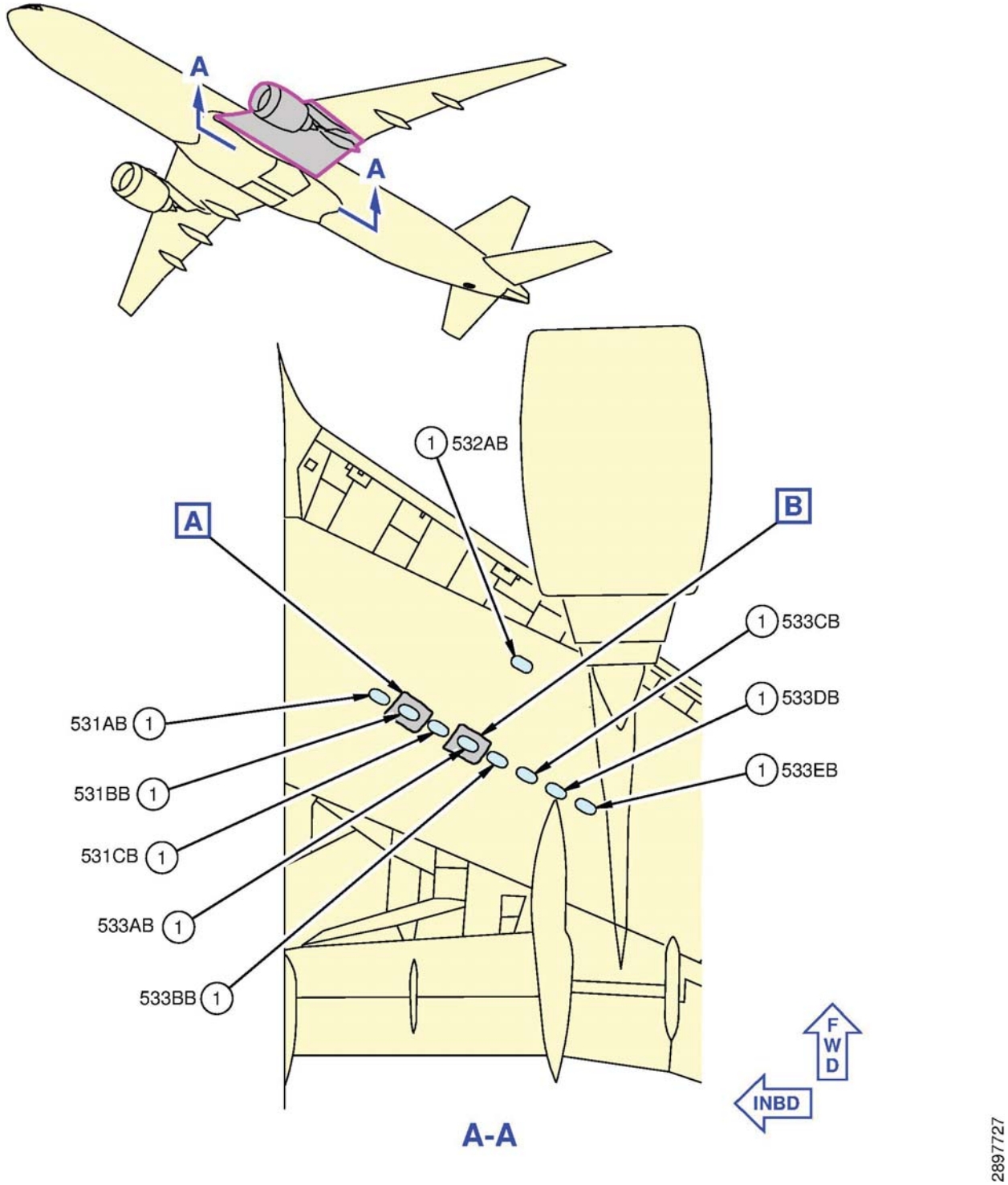


FIGURE 1: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - GENERAL VISUAL INSPECTION (GVI) (SHEET 1 OF 3)

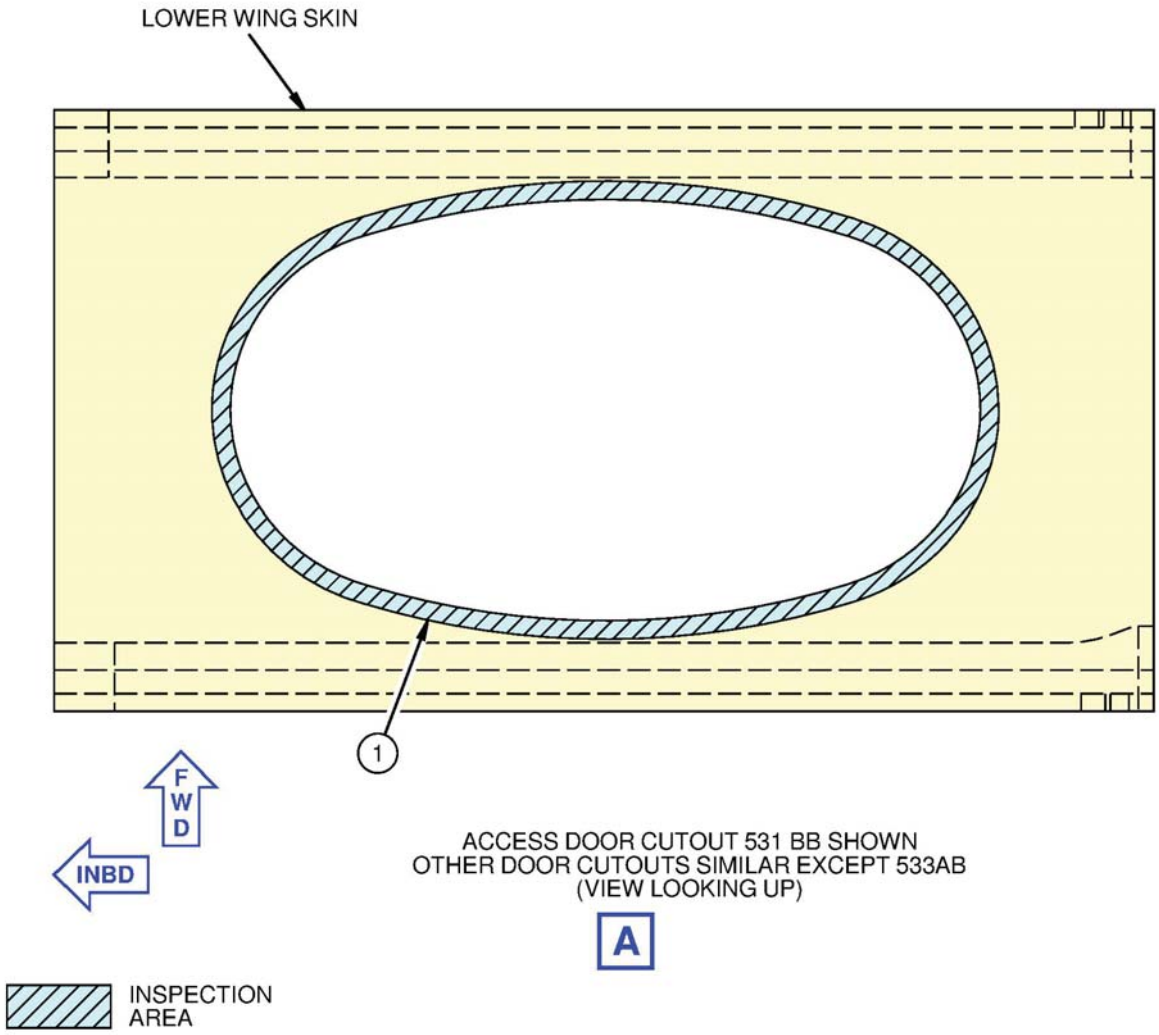
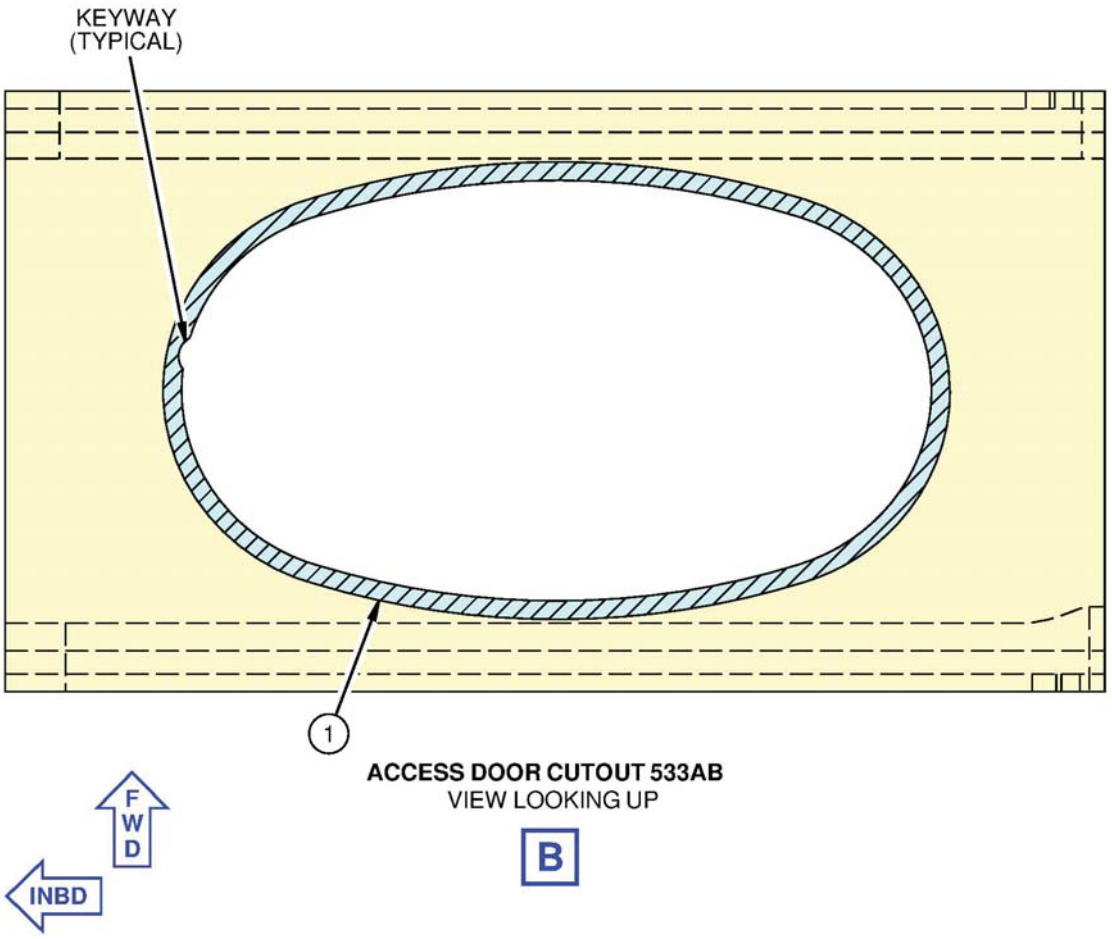


FIGURE 1: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - GENERAL VISUAL INSPECTION (GVI) (SHEET 2 OF 3)



The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Wing Skin	-	-	(a)
(a) Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repairs.					

FIGURE 1: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - GENERAL VISUAL INSPECTION (GVI) (SHEET 3 OF 3)

This Figure applies only to: Group 3.

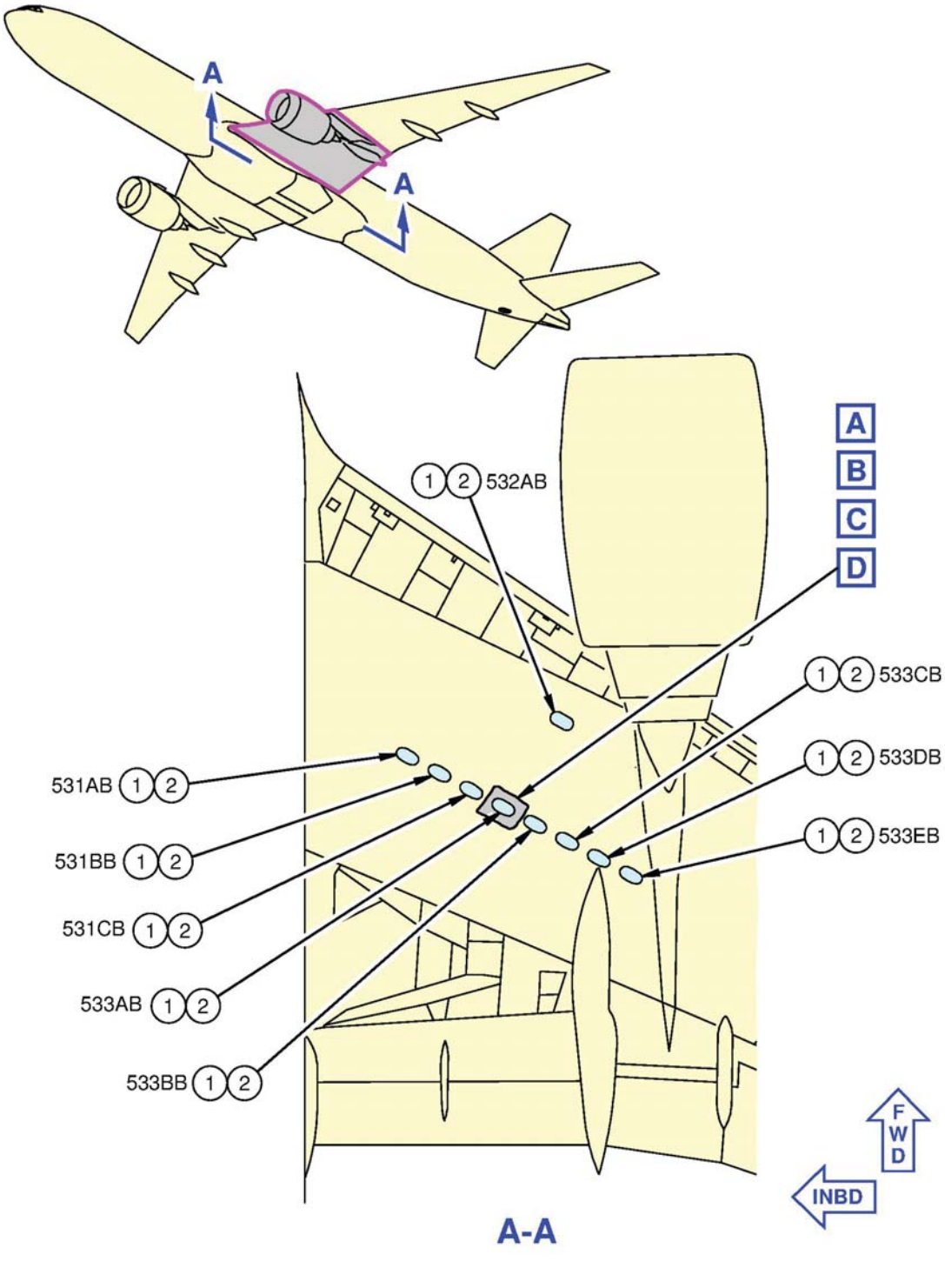


FIGURE 2: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH ANY APPROVED EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 7)

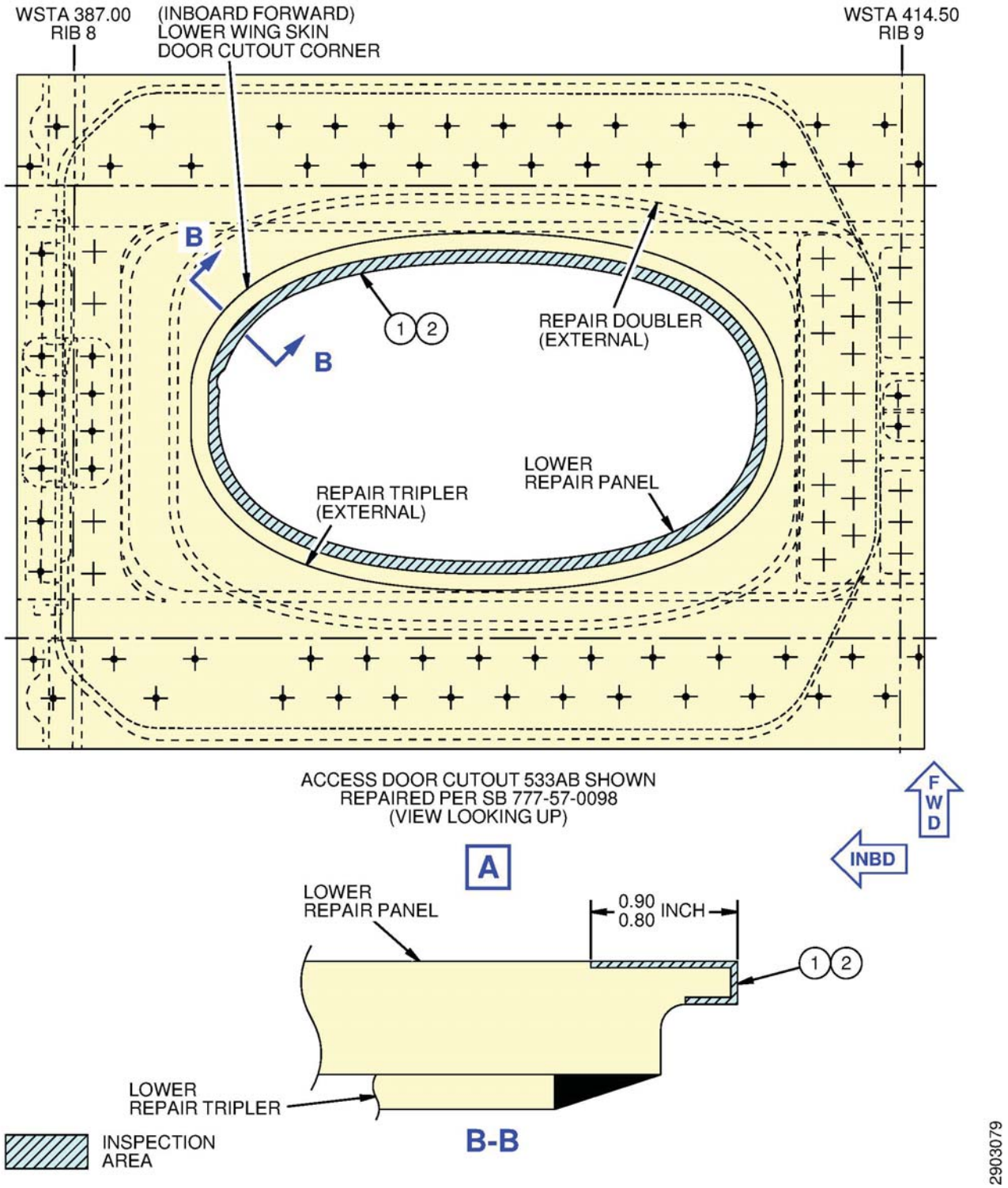


FIGURE 2: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH ANY APPROVED EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 7)

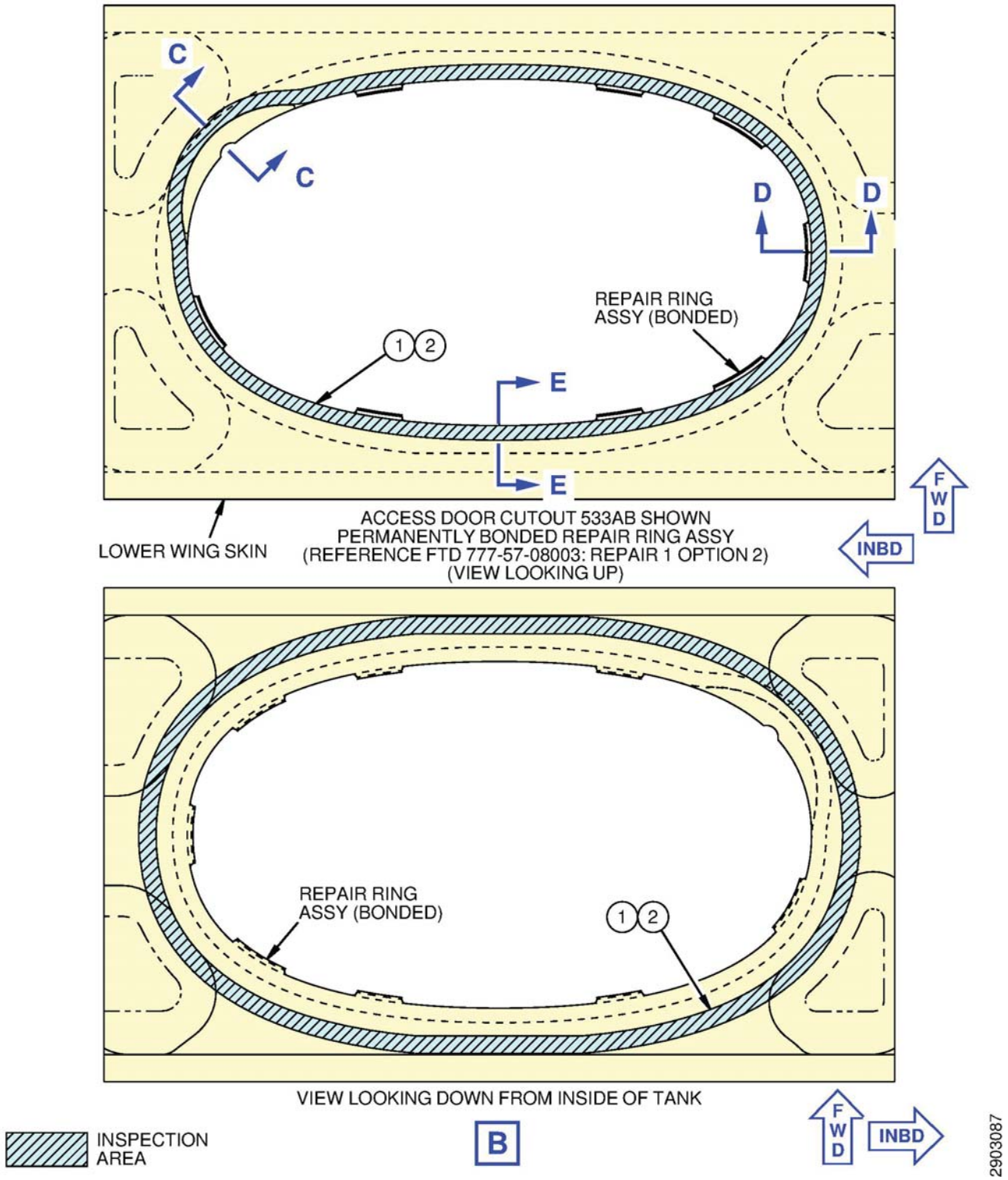


FIGURE 2: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH ANY APPROVED EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 7)

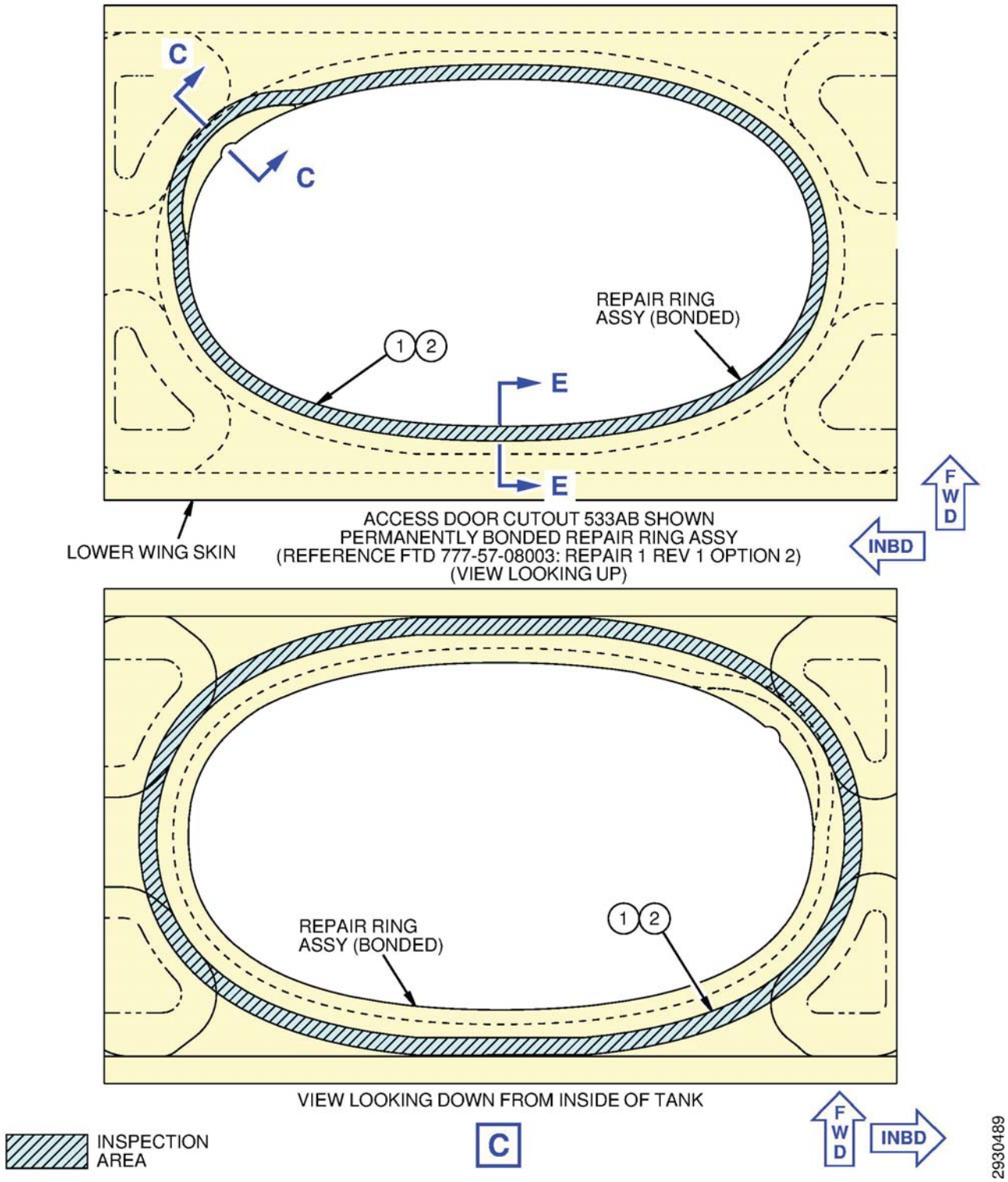


FIGURE 2: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH ANY APPROVED EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 4 OF 7)

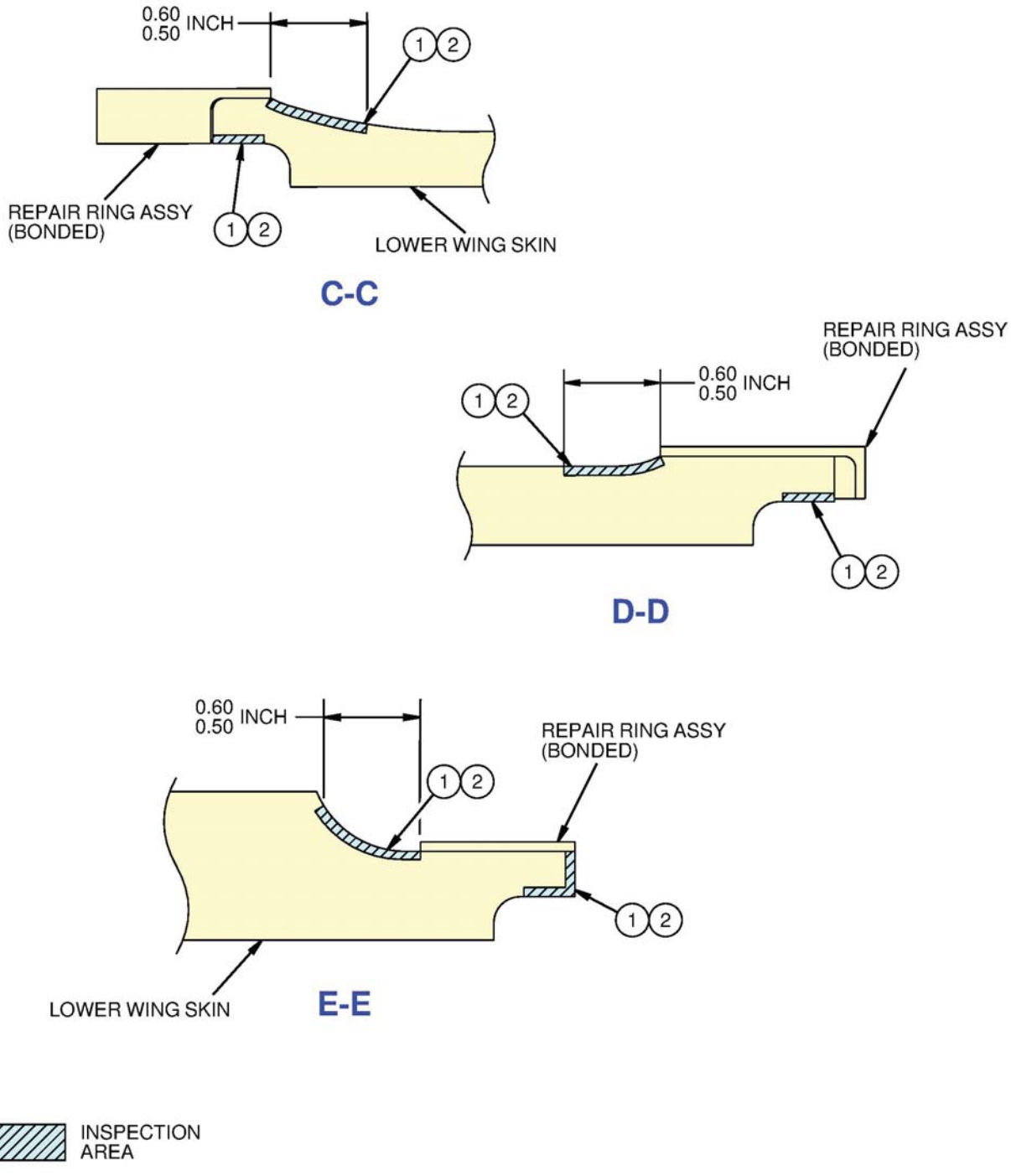


FIGURE 2: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH ANY APPROVED EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 5 OF 7)

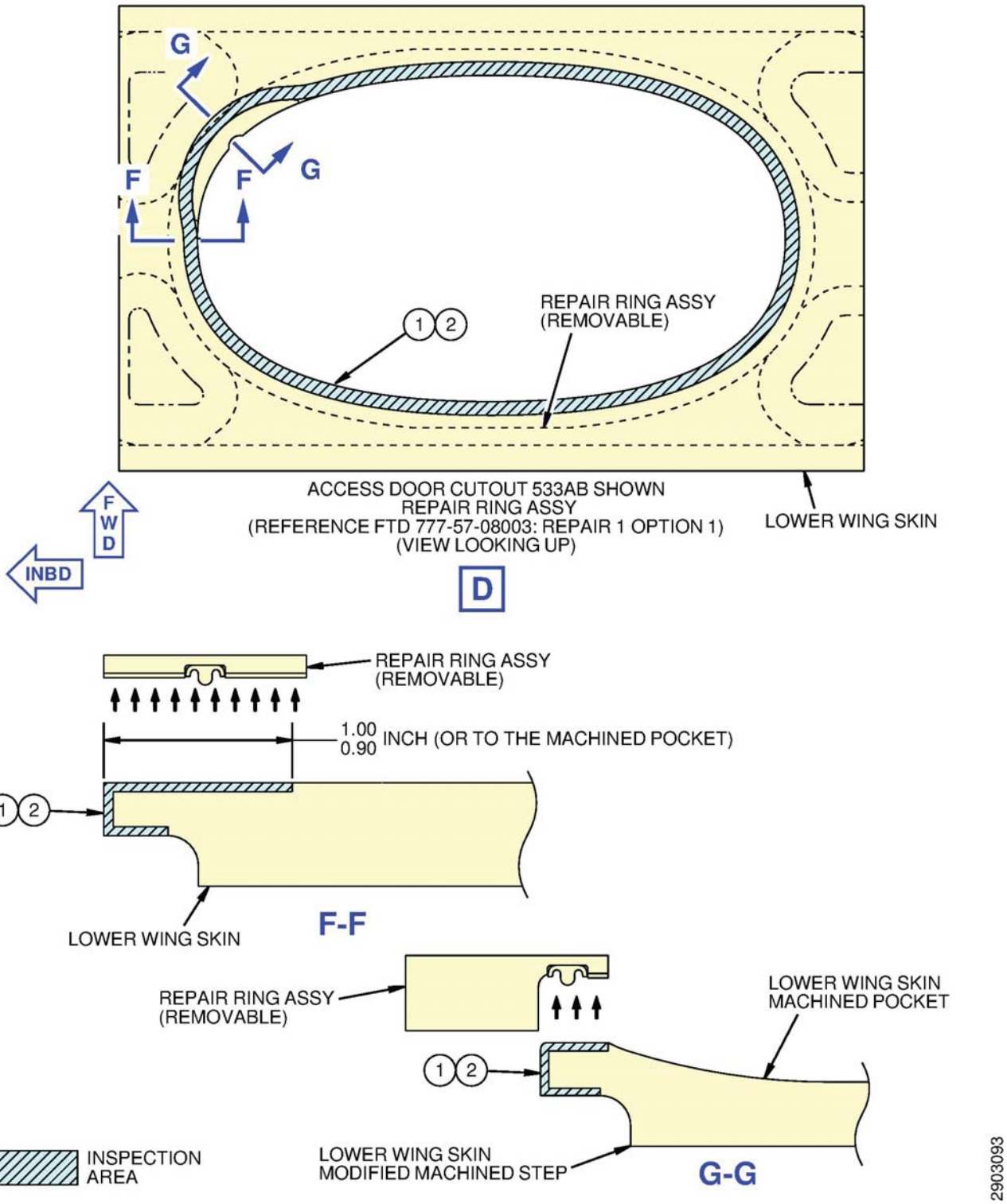


FIGURE 2: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH ANY APPROVED EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 6 OF 7)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Wing Skin	-	-	(a)
2	Inspect	Wing Skin	-	-	(b)
(a) Do a Detailed Inspection of the lower wing skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.					
(b) Do a HFEC inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any crack. Refer to 777 NDT Manual Part 6, 51-00-01 as an accepted procedure.					

FIGURE 2: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH ANY APPROVED EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 7 OF 7)

This Figure applies only to: Group 1.

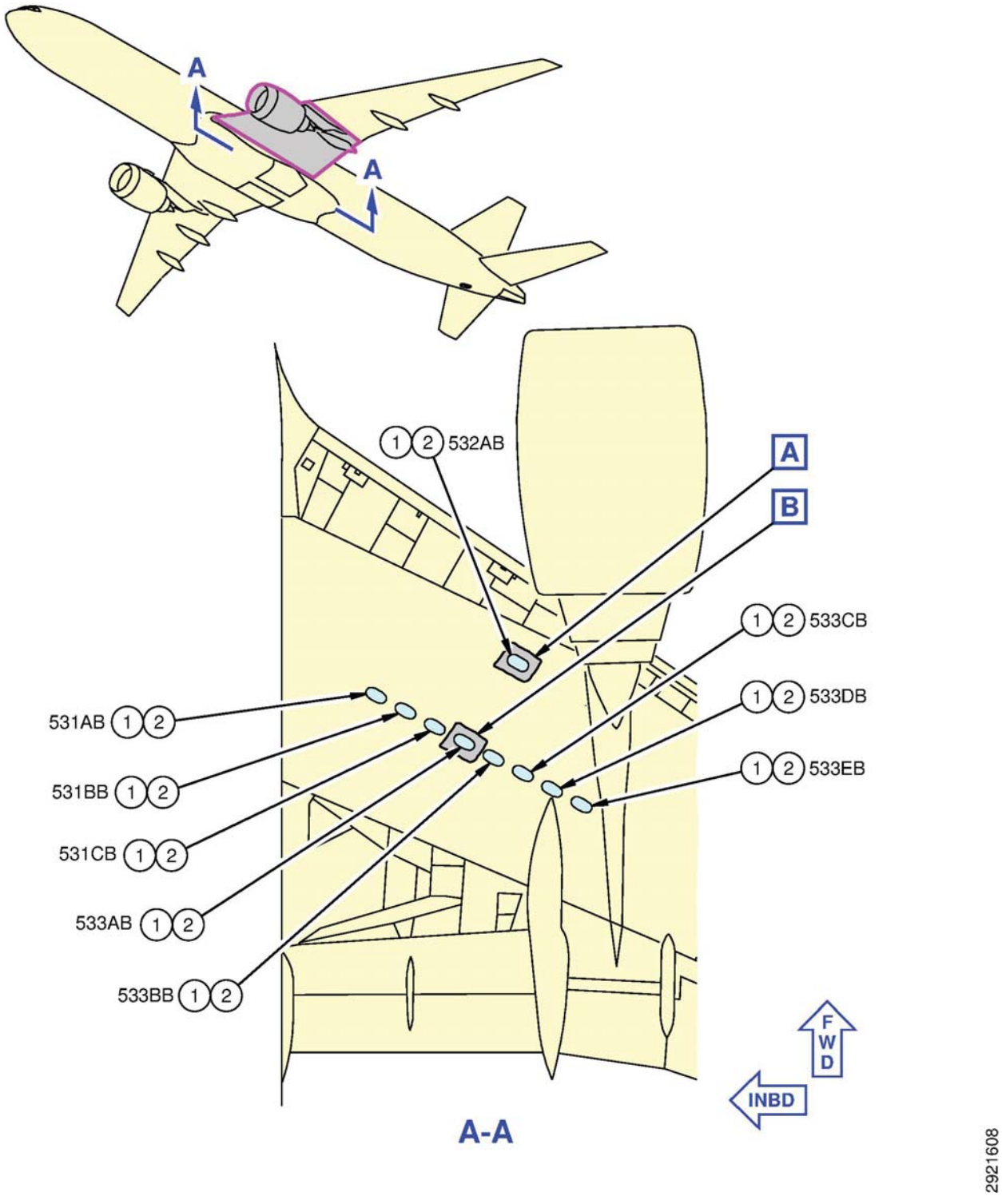


FIGURE 3: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 5)

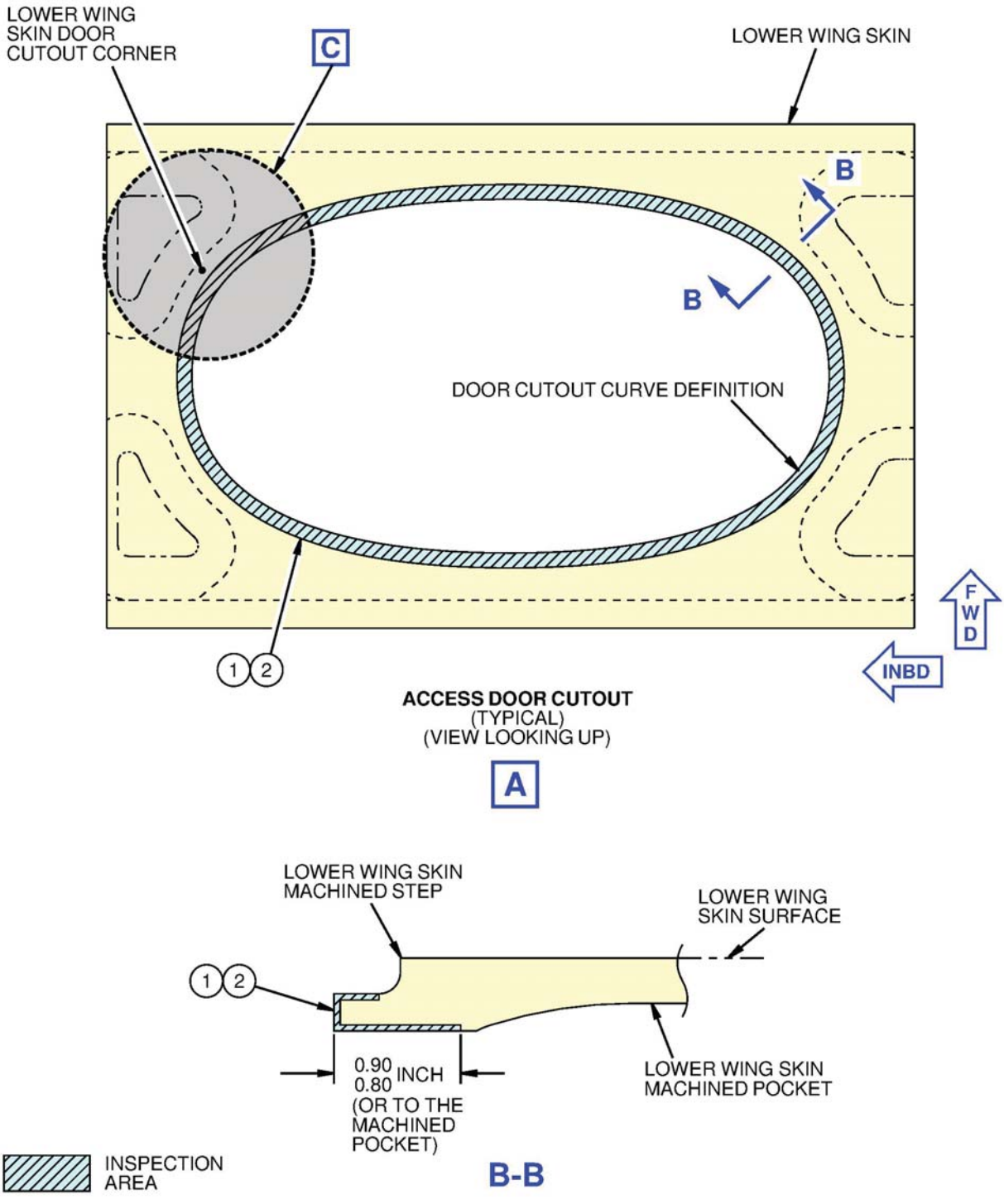


FIGURE 3: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 5)

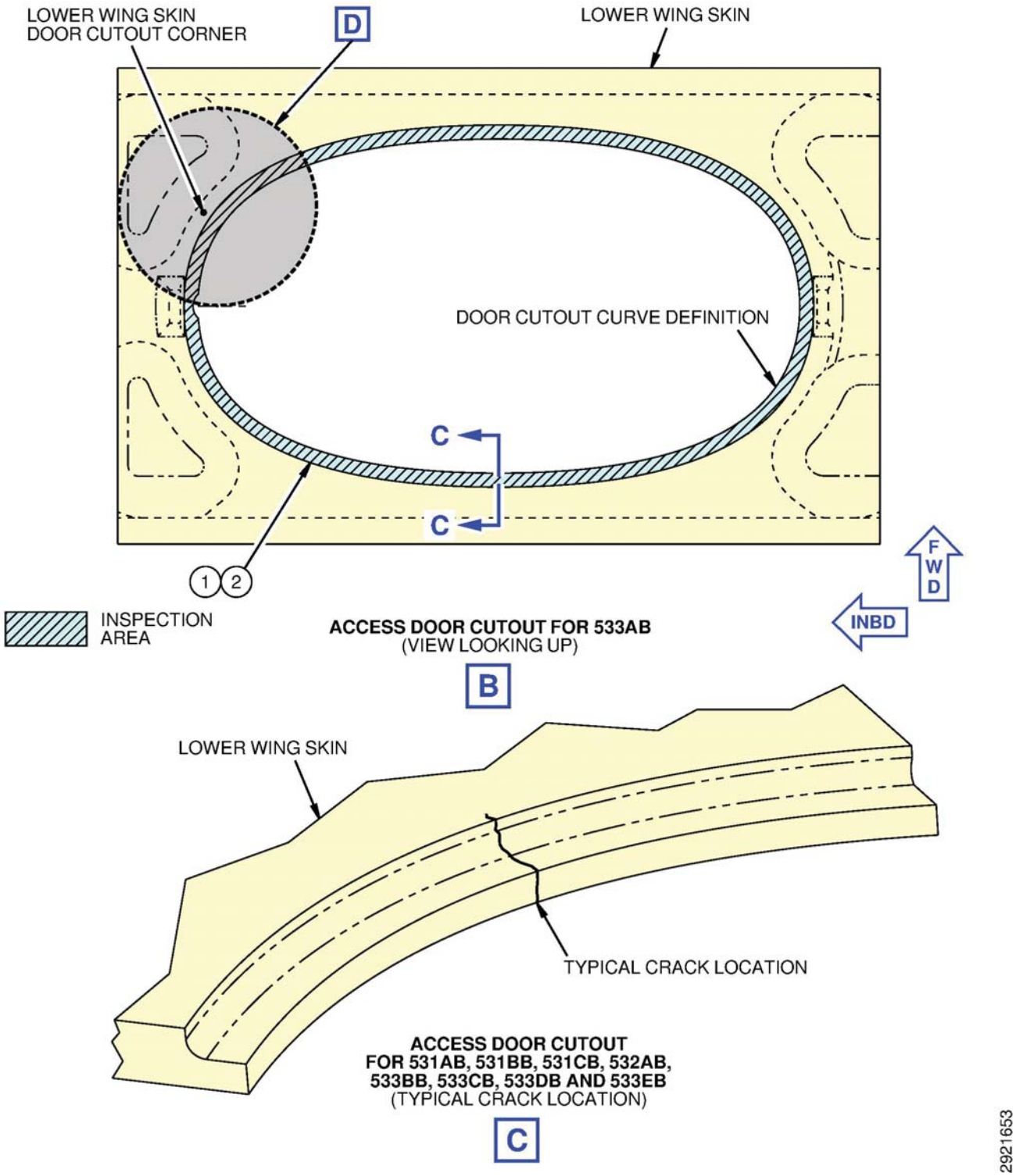


FIGURE 3: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 5)

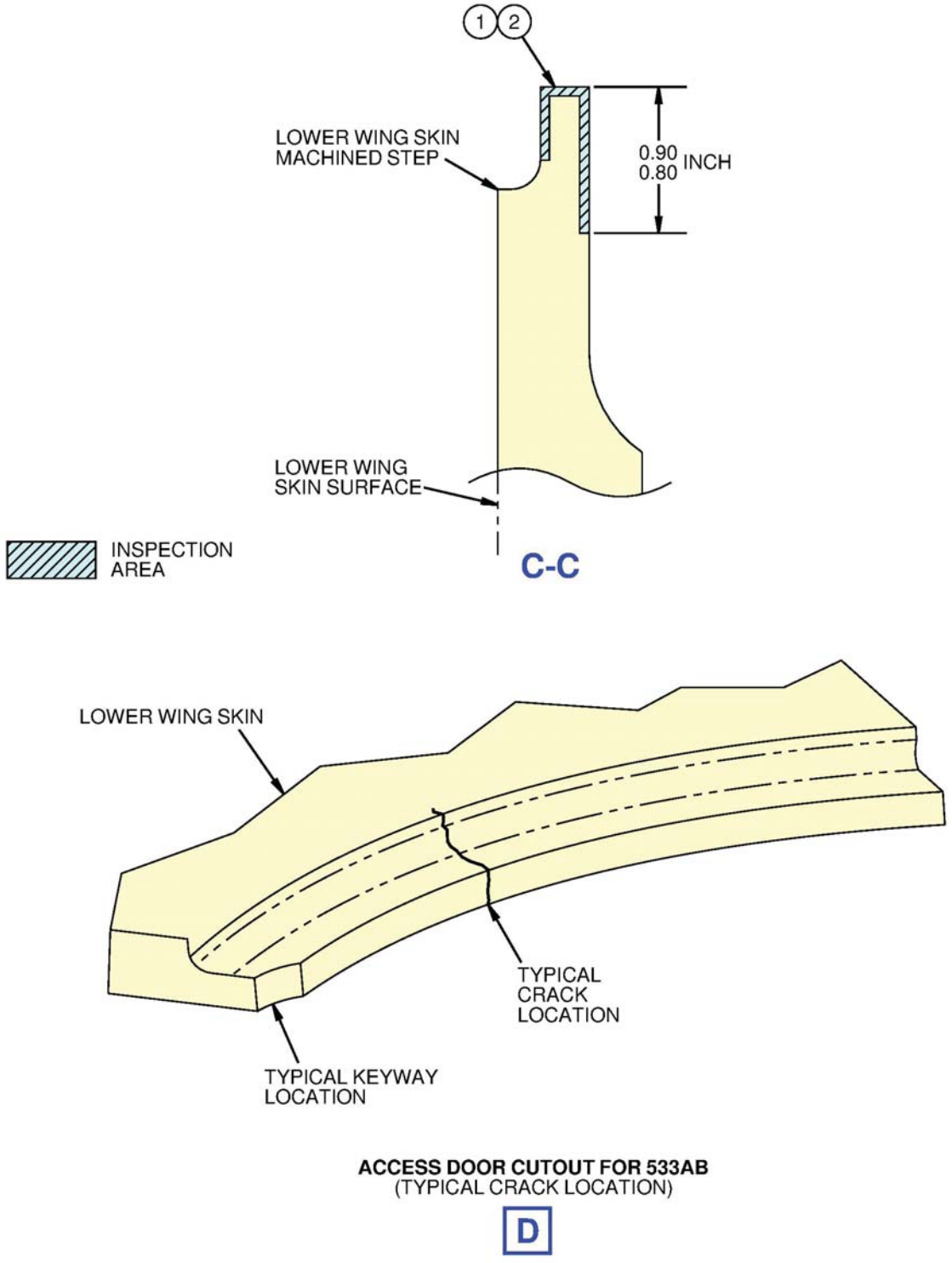


FIGURE 3: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 4 OF 5)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Wing Skin	-	-	(a)
2	Inspect	Wing Skin	-	-	(b)
(a) Do a Detailed Inspection of the lower wing skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.					
(b) Do a HFEC inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any crack. Refer to 777 NDT Manual Part 6, 51-00-01 as an accepted procedure.					

FIGURE 3: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 5 OF 5)

This Figure applies only to: Group 2, 4.

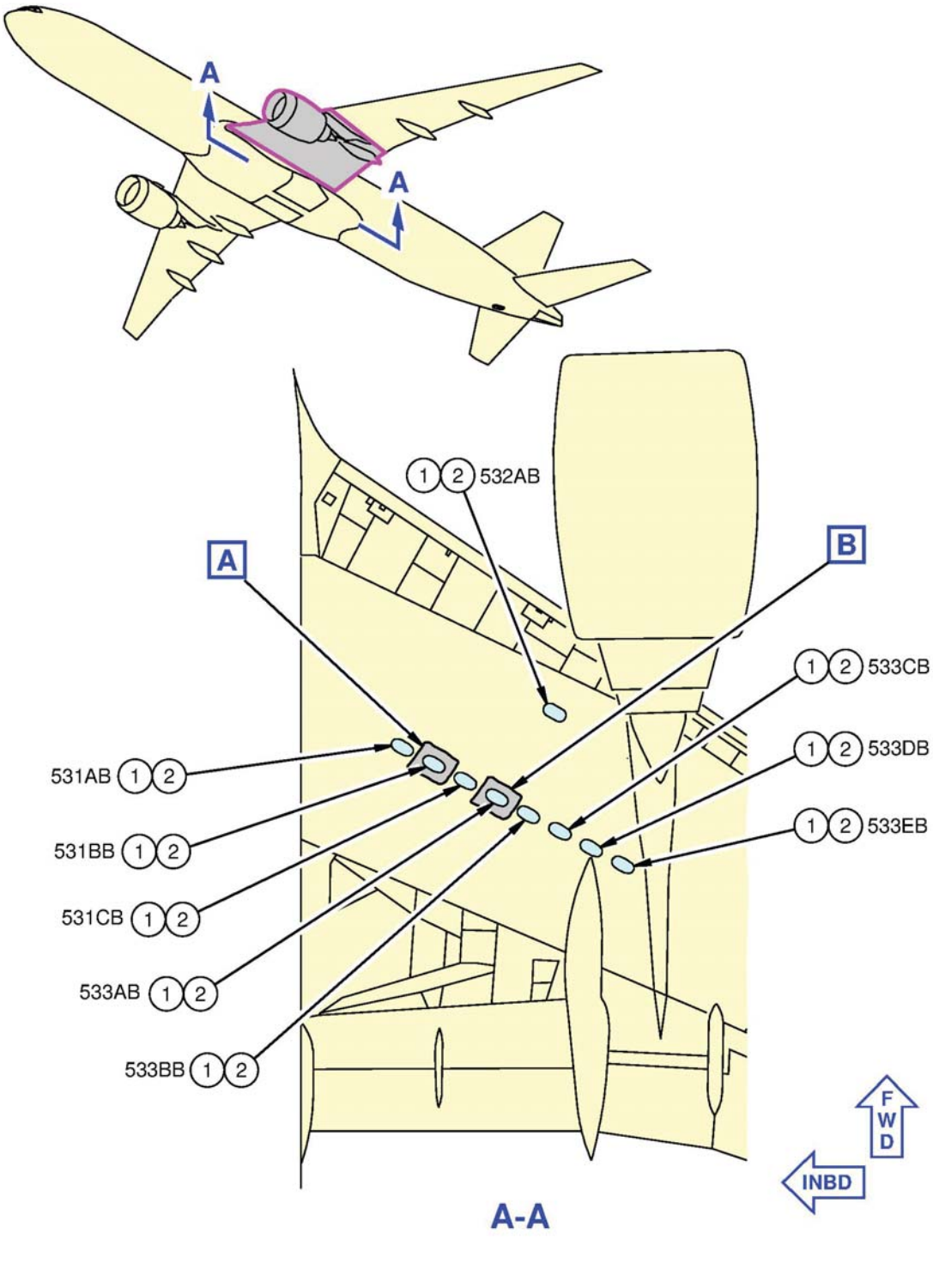


FIGURE 4: LEFT WING - LOWER WING SKIN - TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 5)

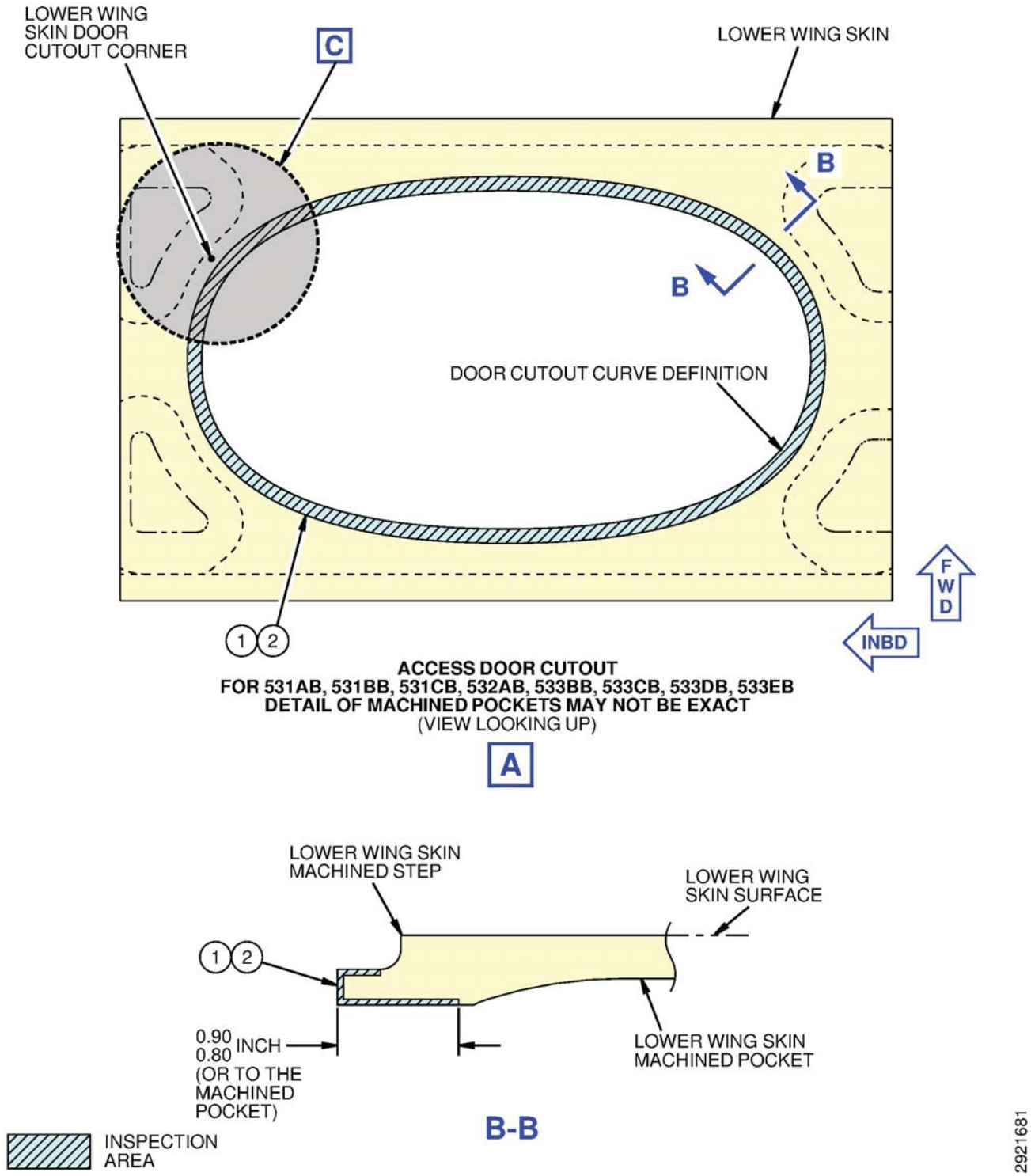


FIGURE 4: LEFT WING - LOWER WING SKIN - TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 5)

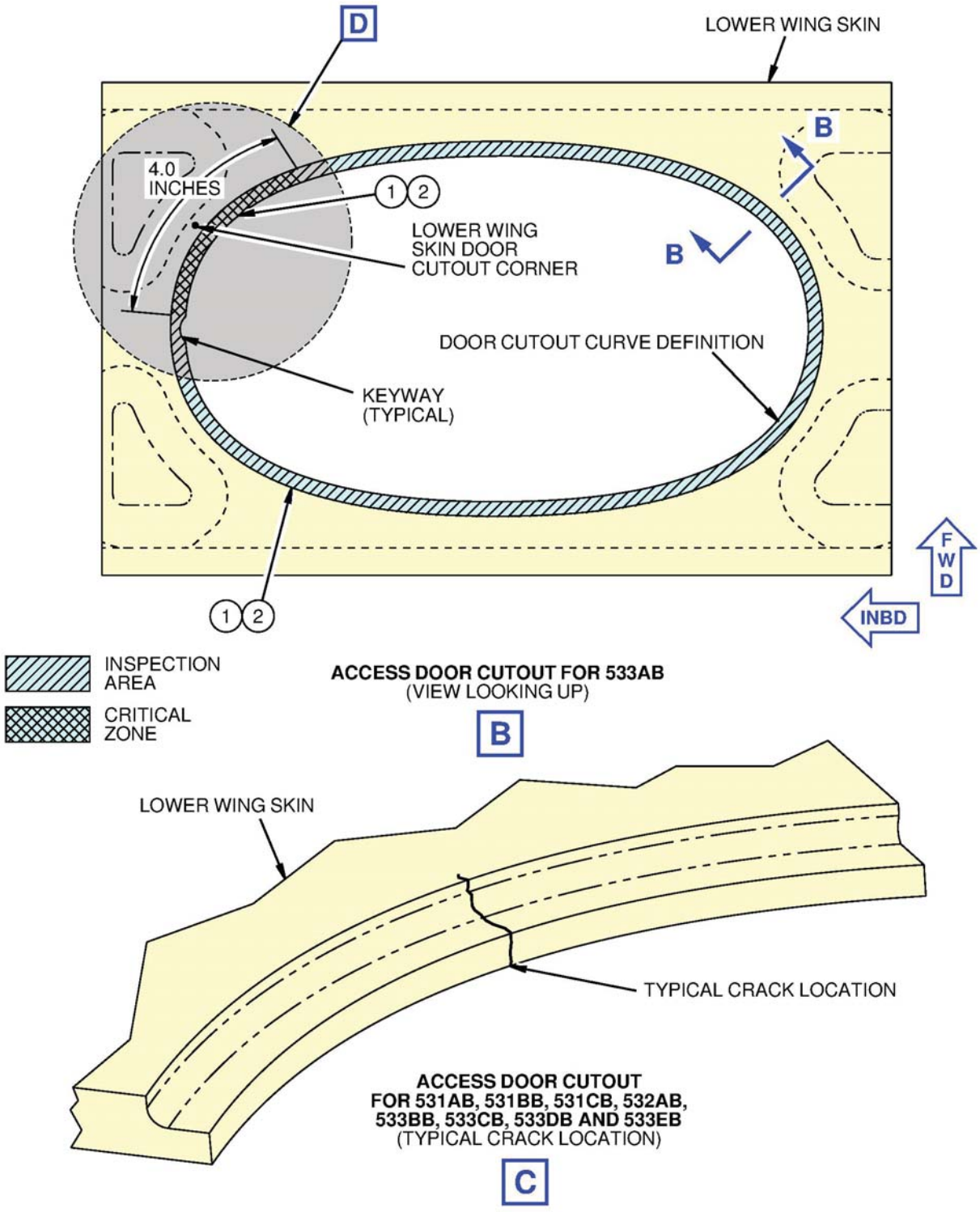
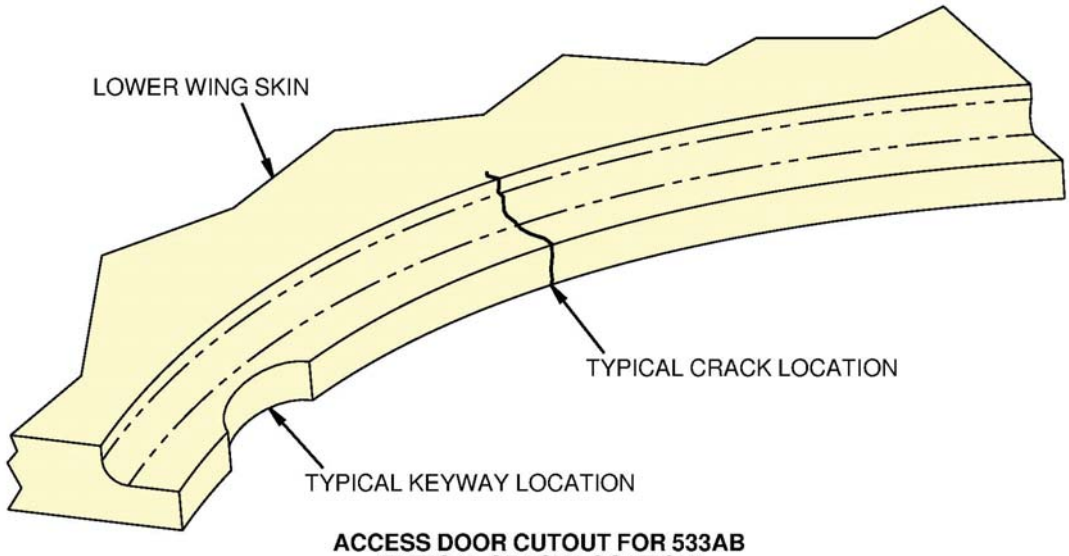


FIGURE 4: LEFT WING - LOWER WING SKIN - TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 5)



2921816

FIGURE 4: LEFT WING - LOWER WING SKIN - TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 4 OF 5)

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Wing Skin	-	-	(a)
	Inspect	Wing Skin - Critical Zone	-	-	(a)
2	Inspect	Wing Skin	-	-	(b)
	Inspect	Wing Skin - Critical Zone	-	-	(b)
(a) Do a Detailed Inspection of the lower wing skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.					
(b) Do a HFEC inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any crack. Refer to 777 NDT Manual Part 6, 51-00-01 as an accepted procedure.					

FIGURE 4: LEFT WING - LOWER WING SKIN - TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND- DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 5 OF 5)

This Figure applies only to: Group 3, 5.

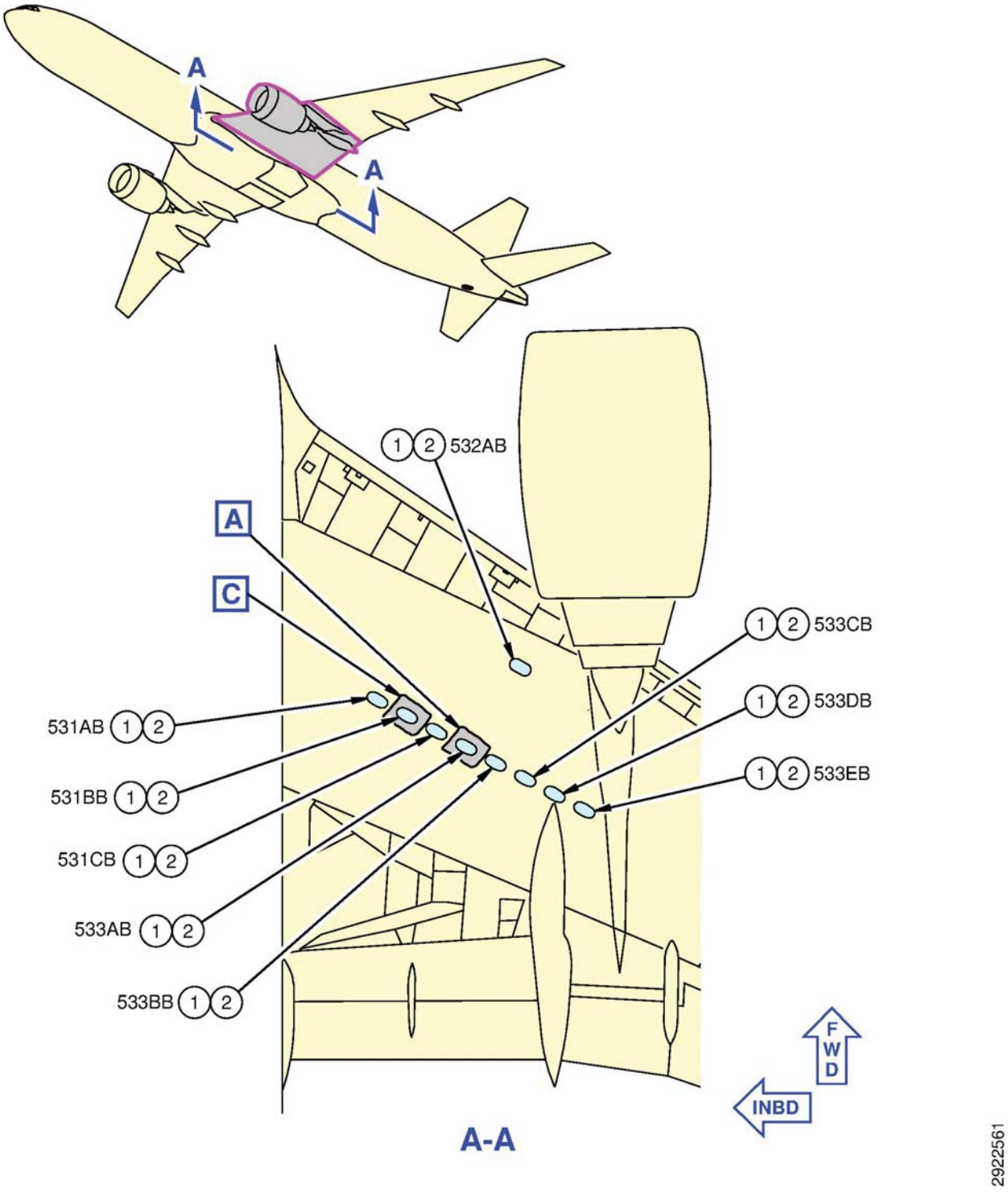


FIGURE 5: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 5)

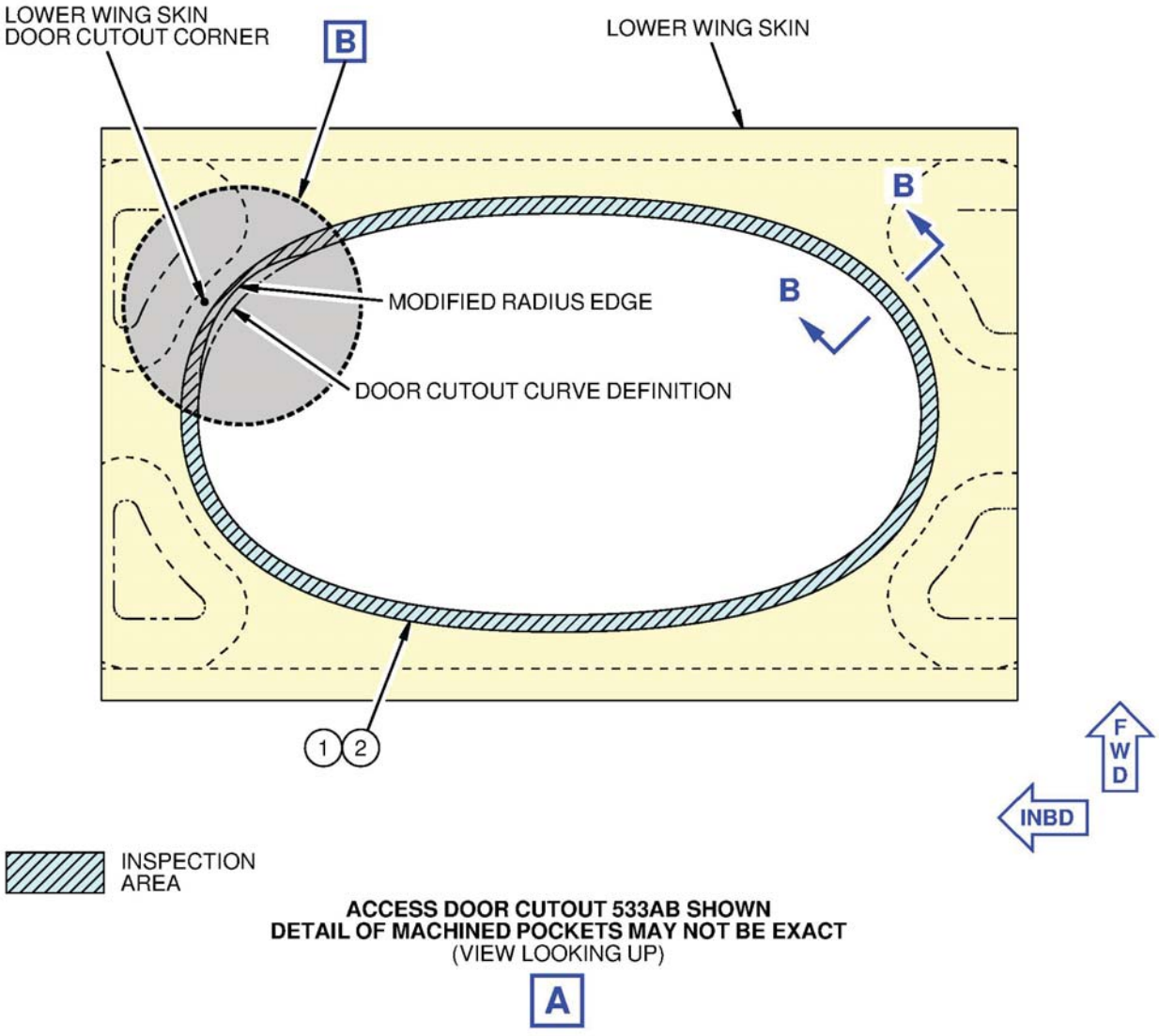


FIGURE 5: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 5)

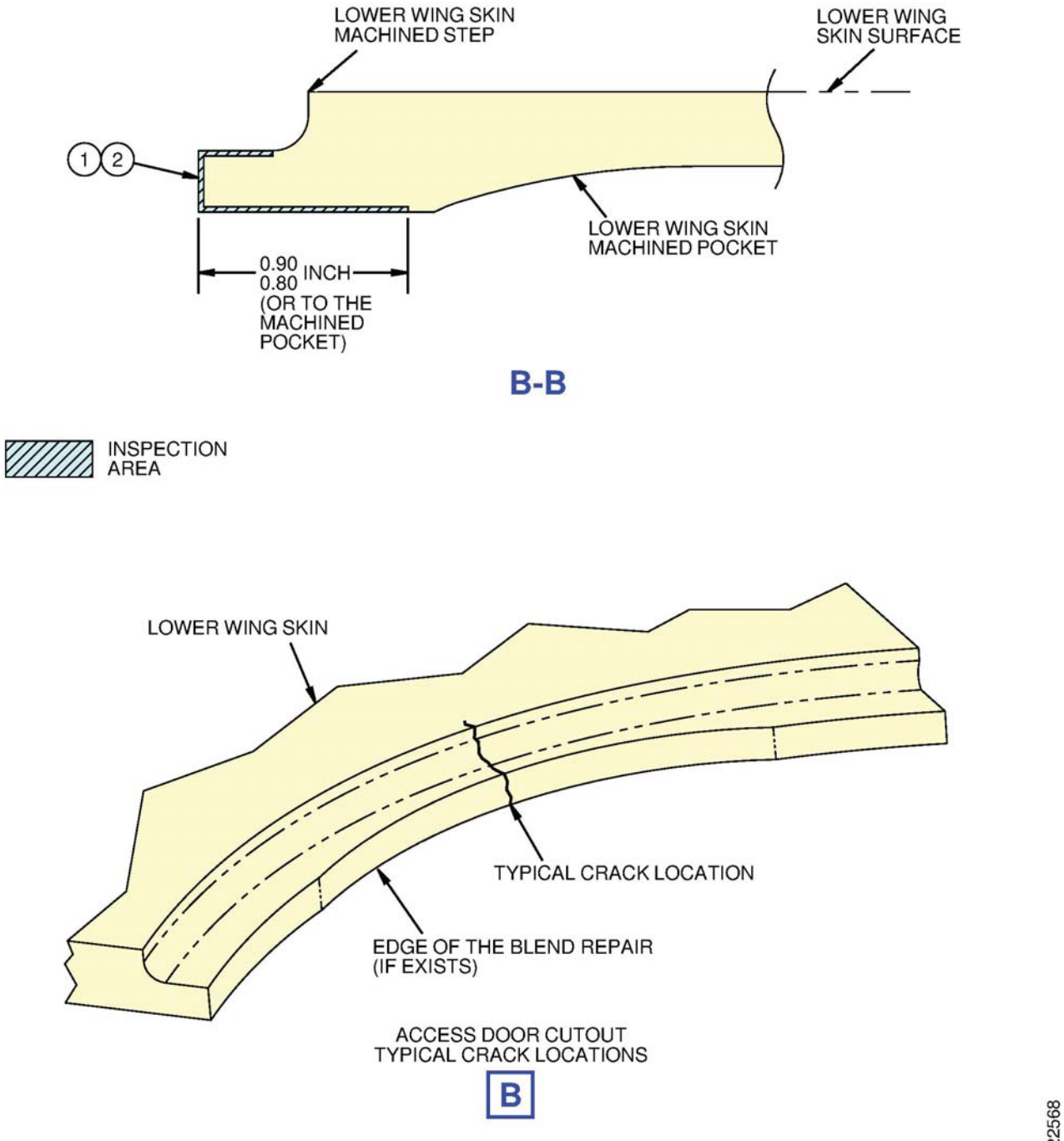
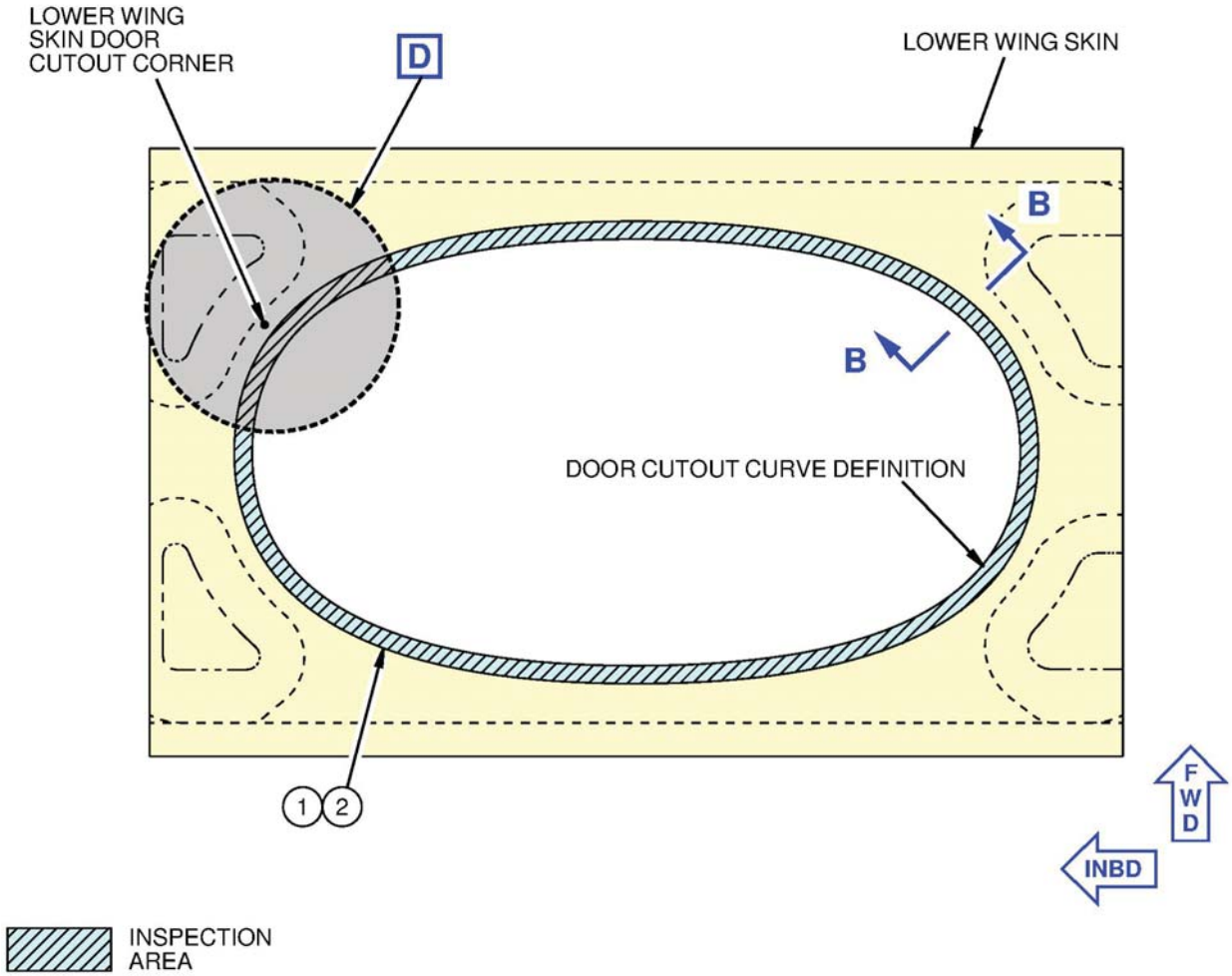


FIGURE 5: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 5)

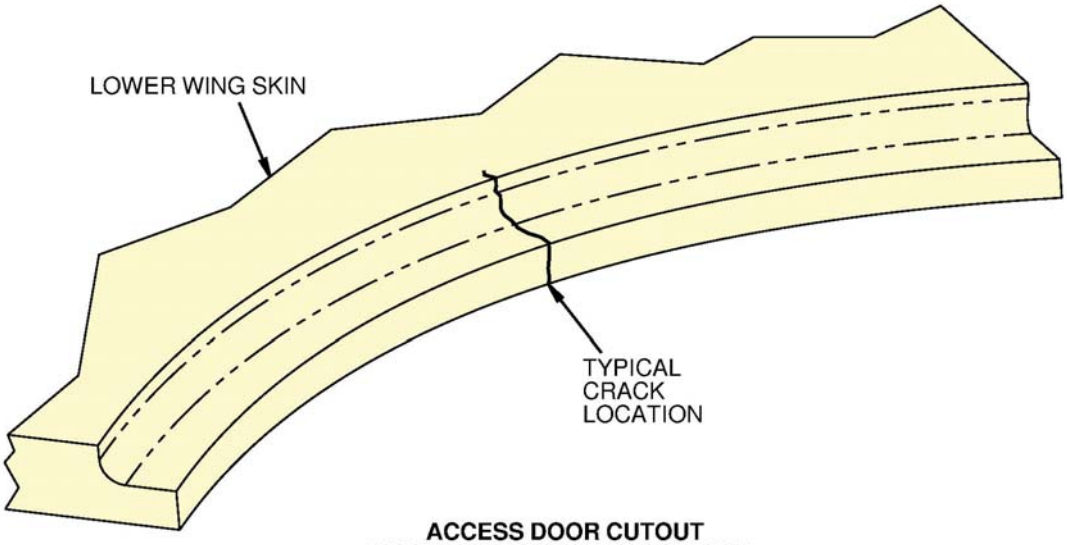


ACCESS DOOR CUTOUT
FOR 531AB, 531BB, 531CB, 532AB, 533BB, 533CB, 533DB, 533EB
DETAIL OF MACHINED POCKETS MAY NOT BE EXACT
(VIEW LOOKING UP)

C

2921680

FIGURE 5: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 4 OF 5)



**ACCESS DOOR CUTOUT
FOR 531AB, 531BB, 531CB, 532AB,
533BB, 533CB, 533DB AND 533EB**
(TYPICAL CRACK LOCATION)

D

2921808

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Wing Skin	-	-	(a)
2	Inspect	Wing Skin	-	-	(b)
(a) Do a Detailed Inspection of the lower wing skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.					
(b) Do a HFEC inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any crack. Refer to 777 NDT Manual Part 6, 51-00-01 as an accepted procedure.					

**FIGURE 5: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION
(SHEET 5 OF 5)**

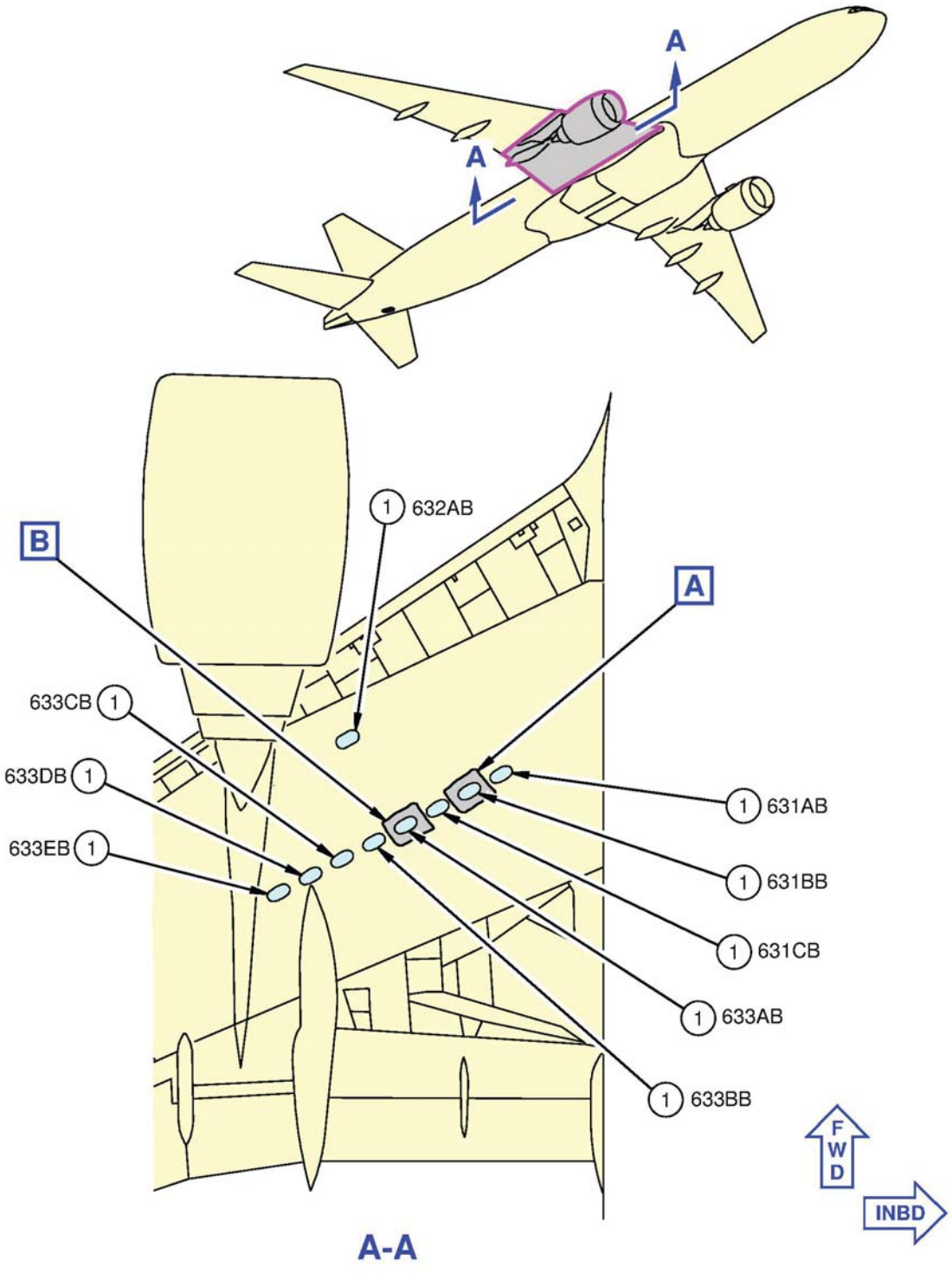


FIGURE 6: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - GENERAL VISUAL INSPECTION (GVI) (SHEET 1 OF 3)

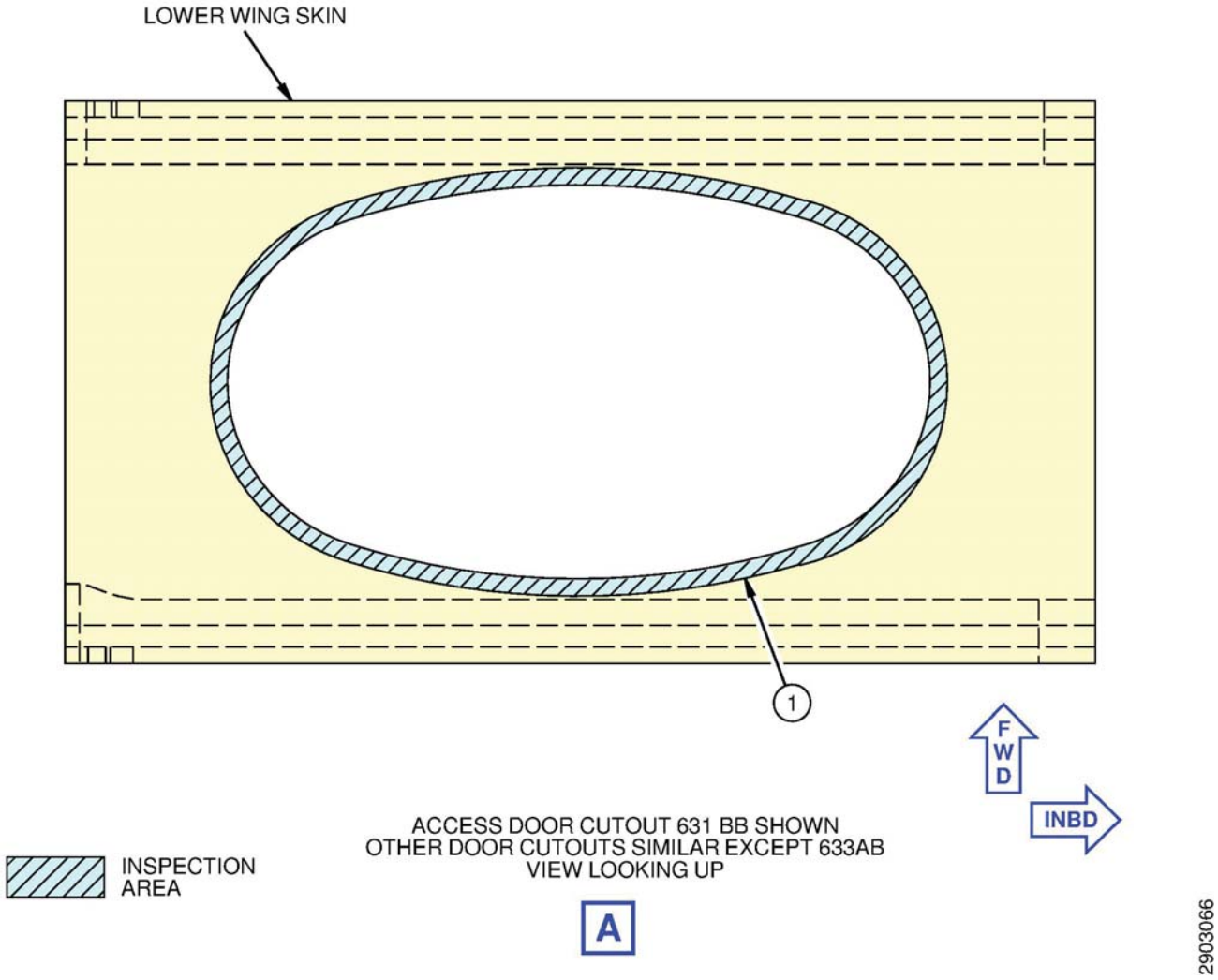
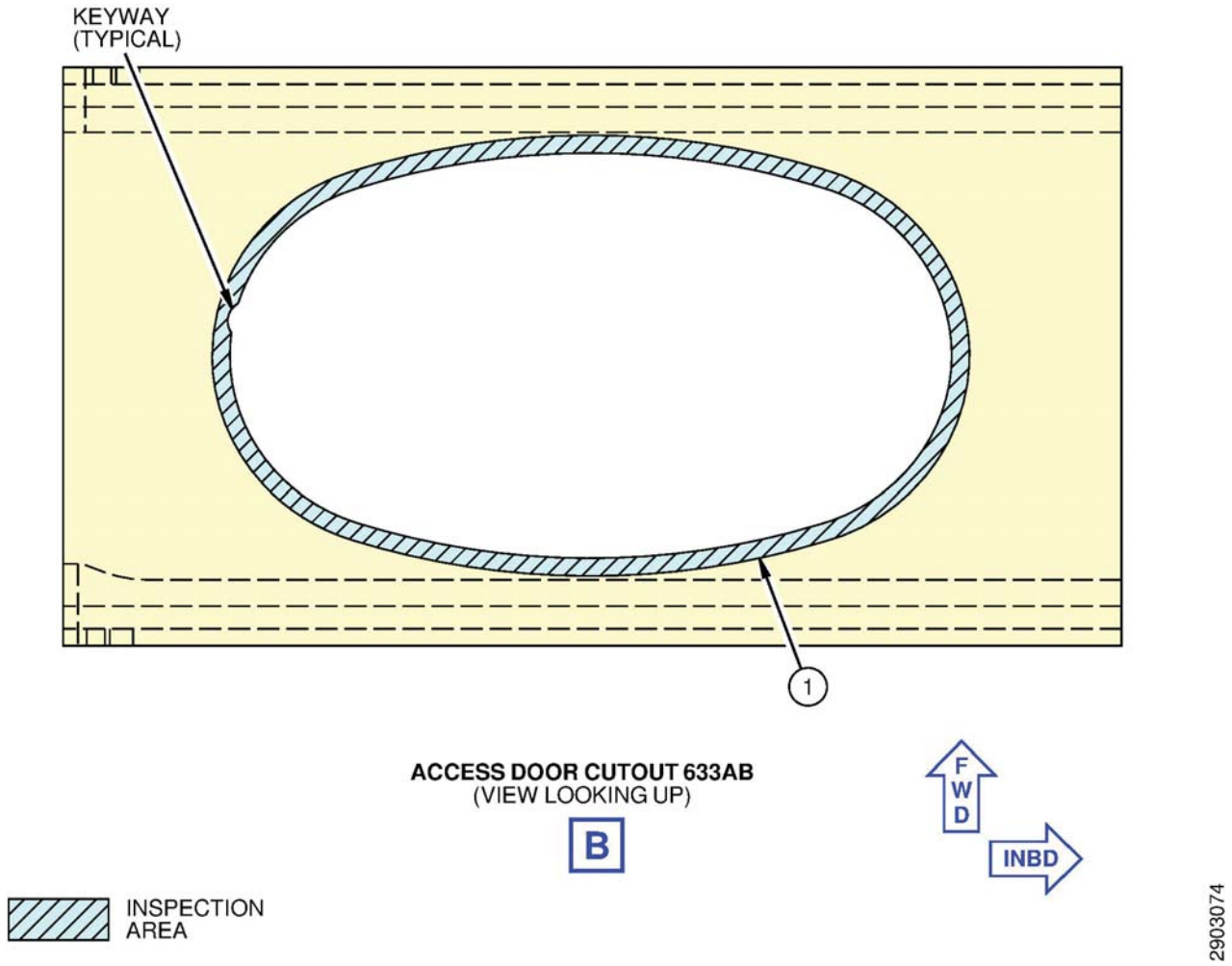


FIGURE 6: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - GENERAL VISUAL INSPECTION (GVI) (SHEET 2 OF 3)



The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Wing Skin	-	-	(a)
(a) Do a GVI of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any existing repairs.					

FIGURE 6: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - GENERAL VISUAL INSPECTION (GVI) (SHEET 3 OF 3)

This Figure applies only to: Group 1.

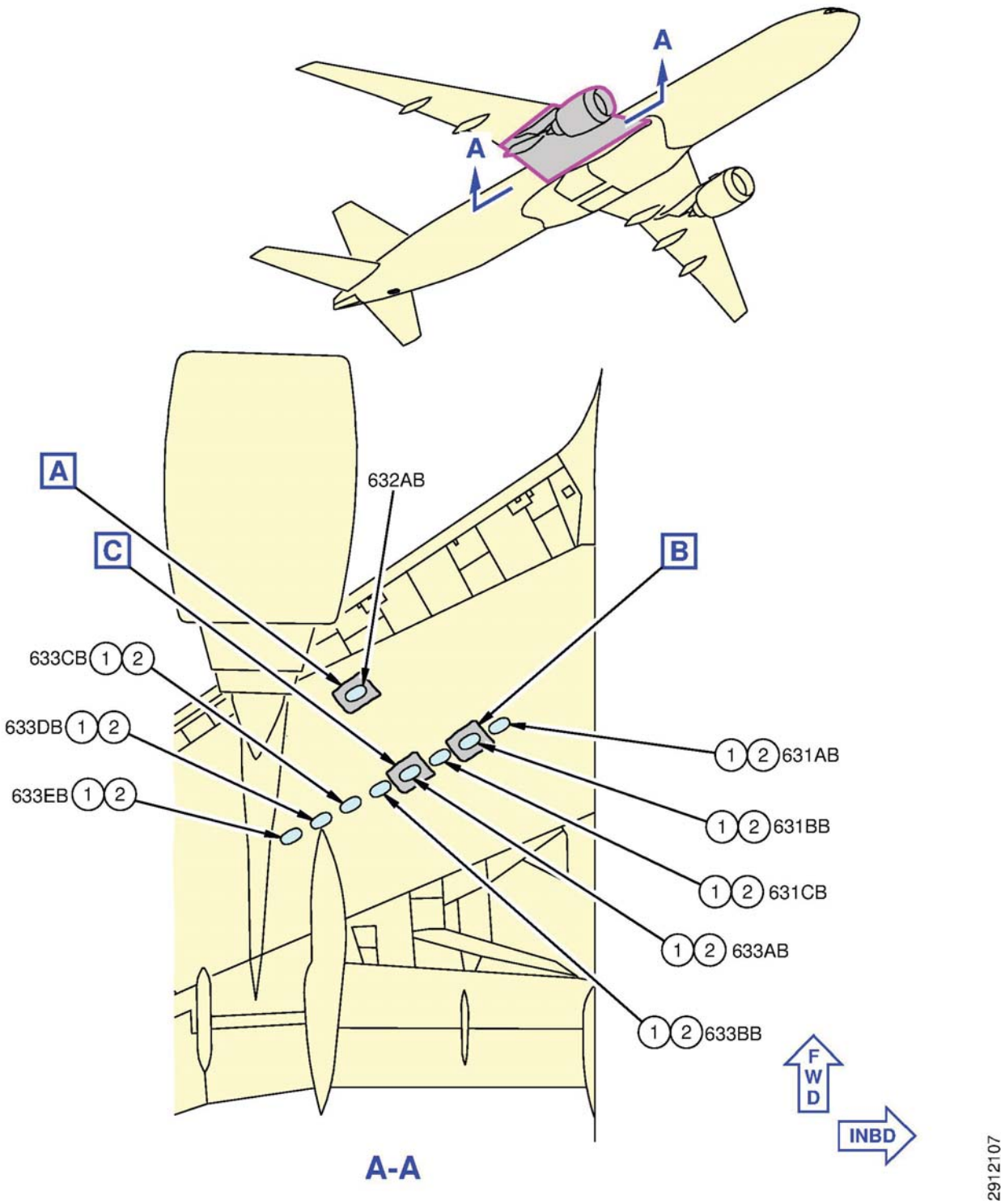


FIGURE 7: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 6)

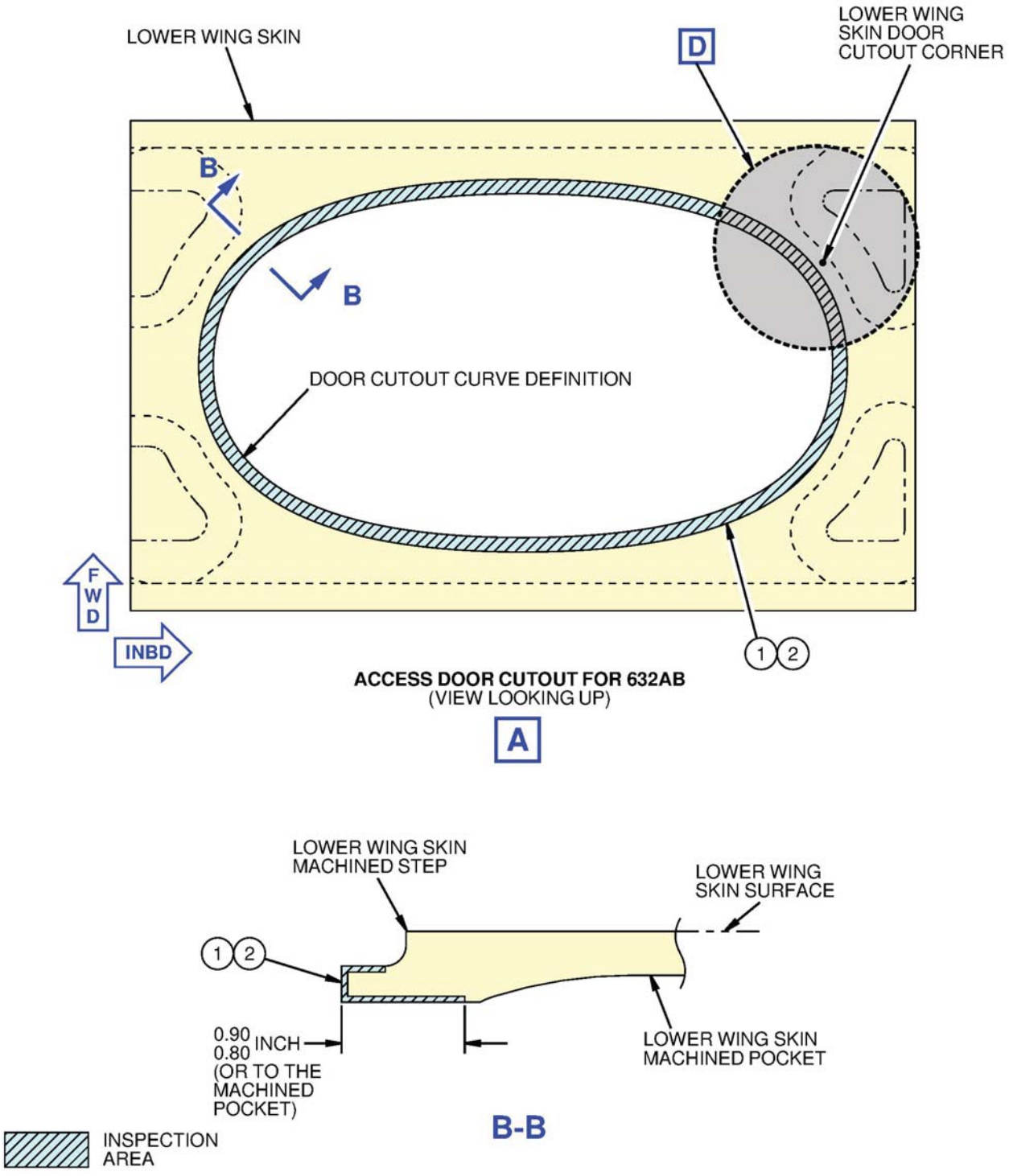


FIGURE 7: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 6)

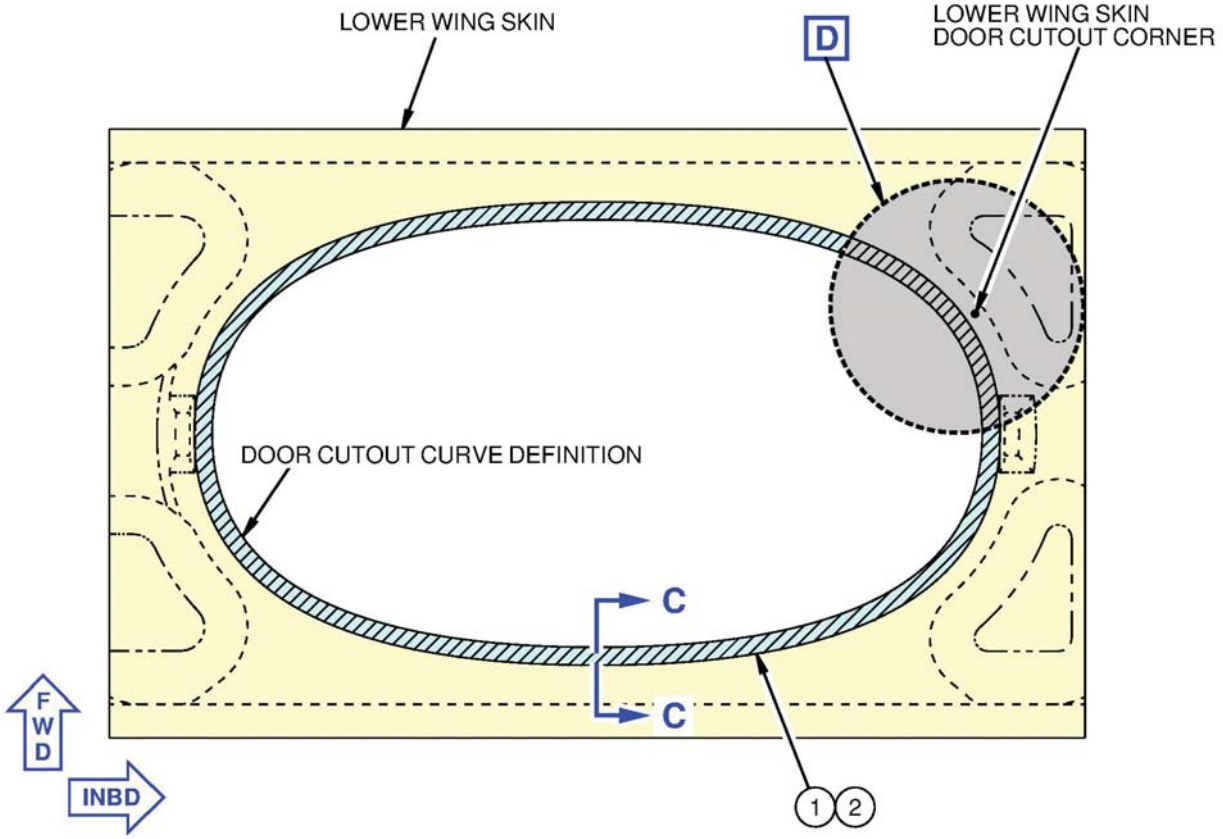


FIGURE 7: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 6)

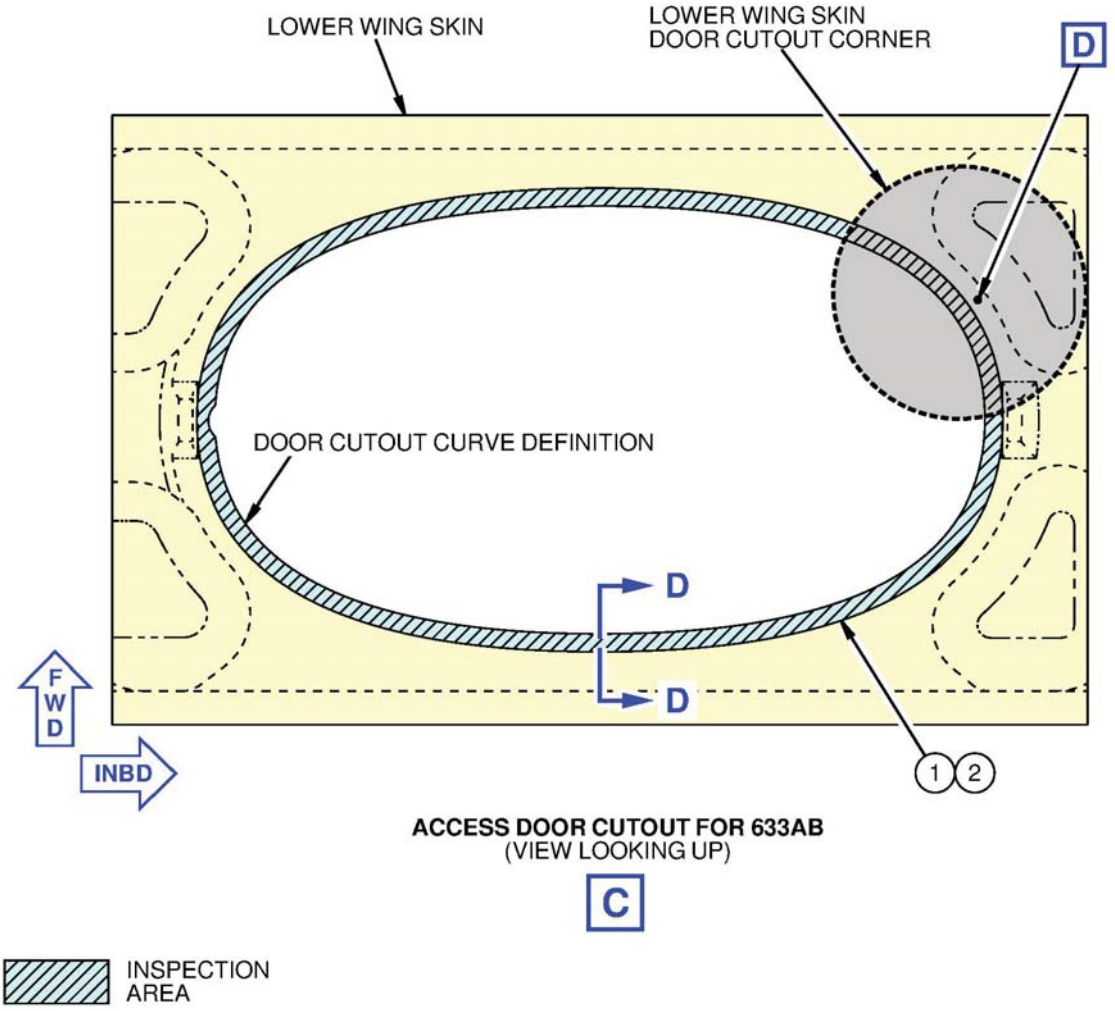


FIGURE 7: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 4 OF 6)

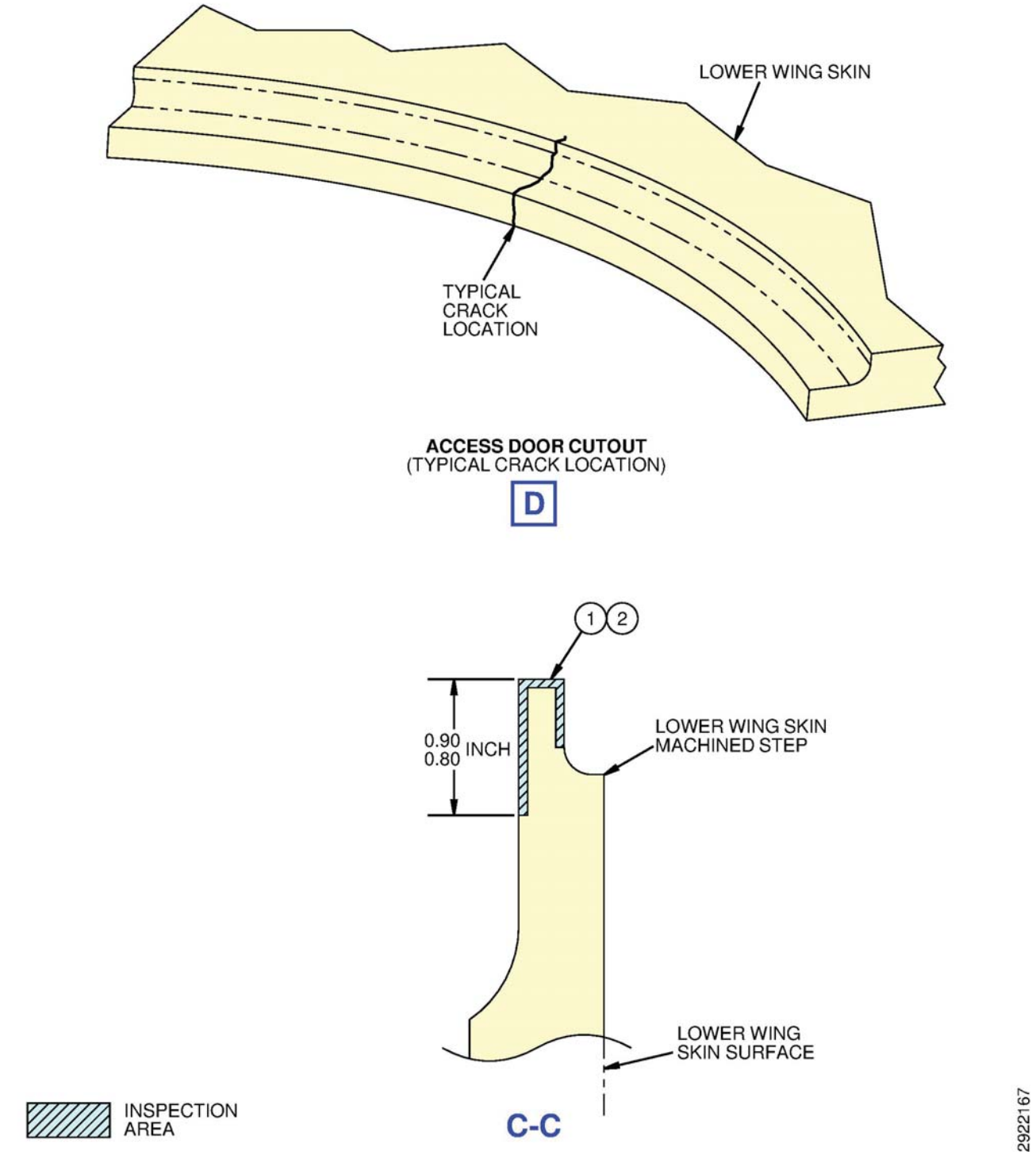


FIGURE 7: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 5 OF 6)

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Wing Skin	-	-	(a)
2	Inspect	Wing Skin	-	-	(b)
(a) Do a Detailed Inspection of the lower wing skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.					
(b) Do a HFEC inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any crack. Refer to 777 NDT Manual Part 6, 51-00-01 as an accepted procedure.					

FIGURE 7: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 6 OF 6)

This Figure applies only to: Group 2, 4.

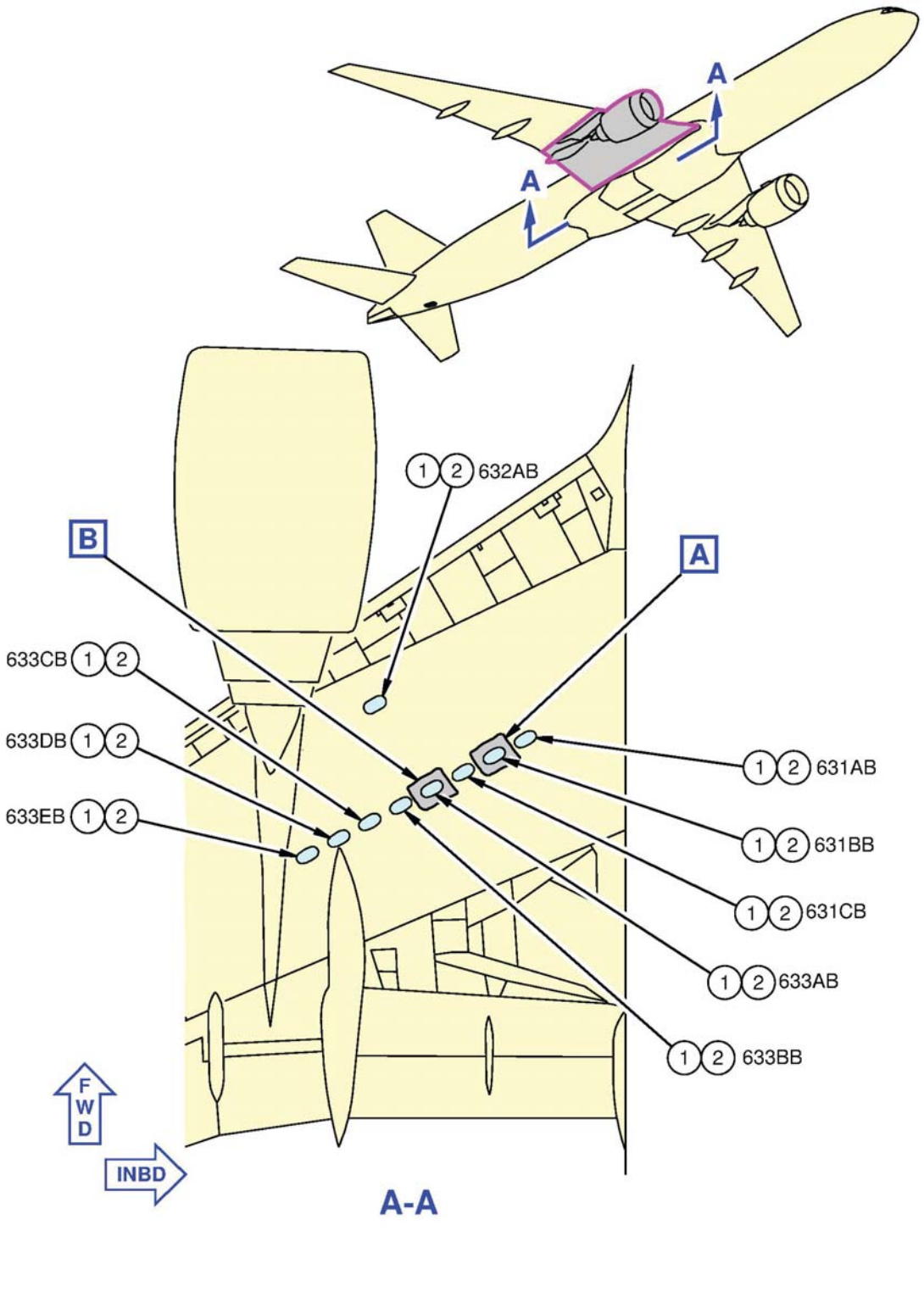


FIGURE 8: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 4)

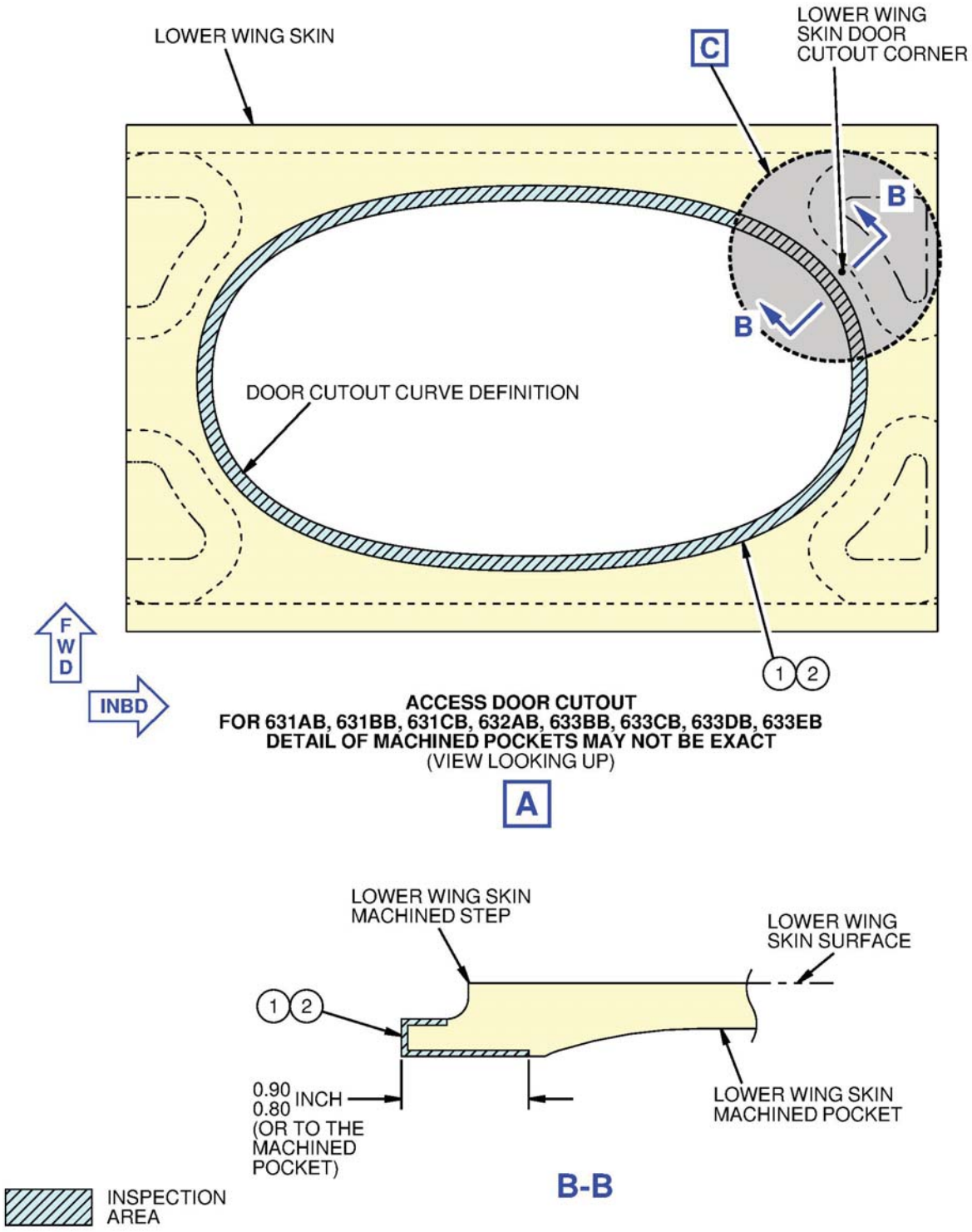


FIGURE 8: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 4)

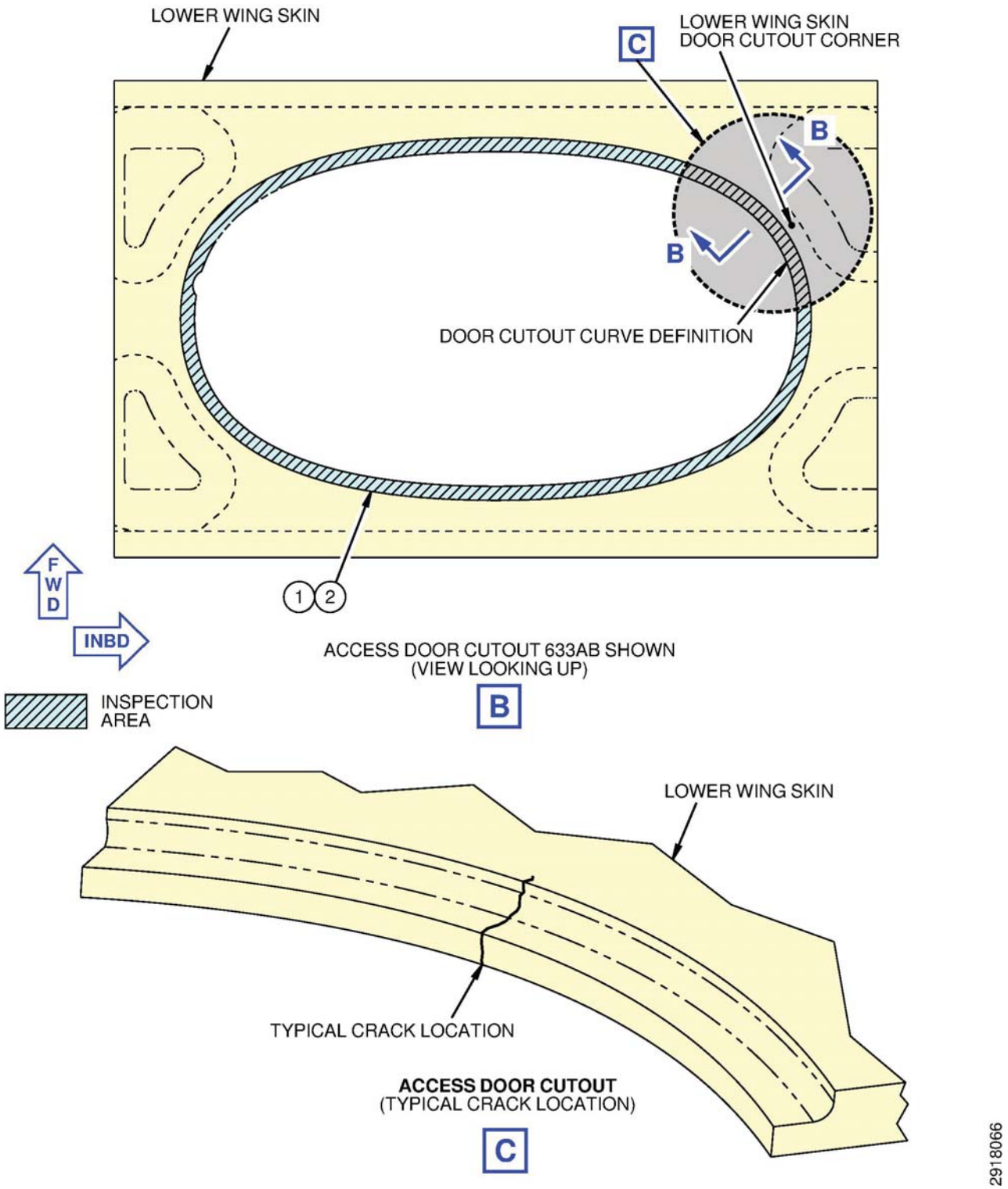


FIGURE 8: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 4)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Wing Skin	-	-	(a)
2	Inspect	Wing Skin	-	-	(b)
(a) Do a Detailed Inspection of the lower wing skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.					
(b) Do a HFEC inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any crack. Refer to 777 NDT Manual Part 6, 51-00-01 as an accepted procedure.					

FIGURE 8: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 4 OF 4)

This Figure applies only to: Group 3, 5.

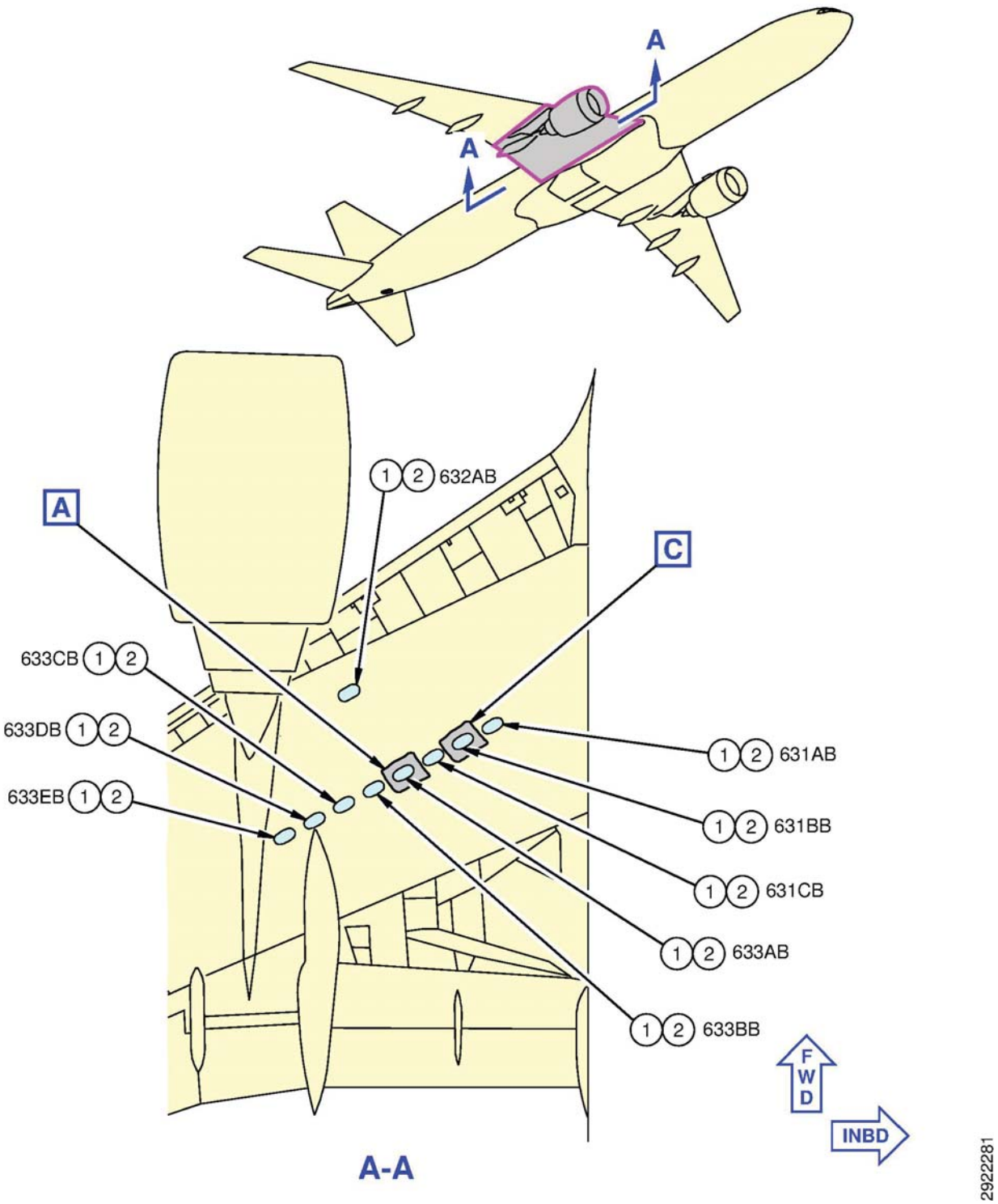


FIGURE 9: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 5)

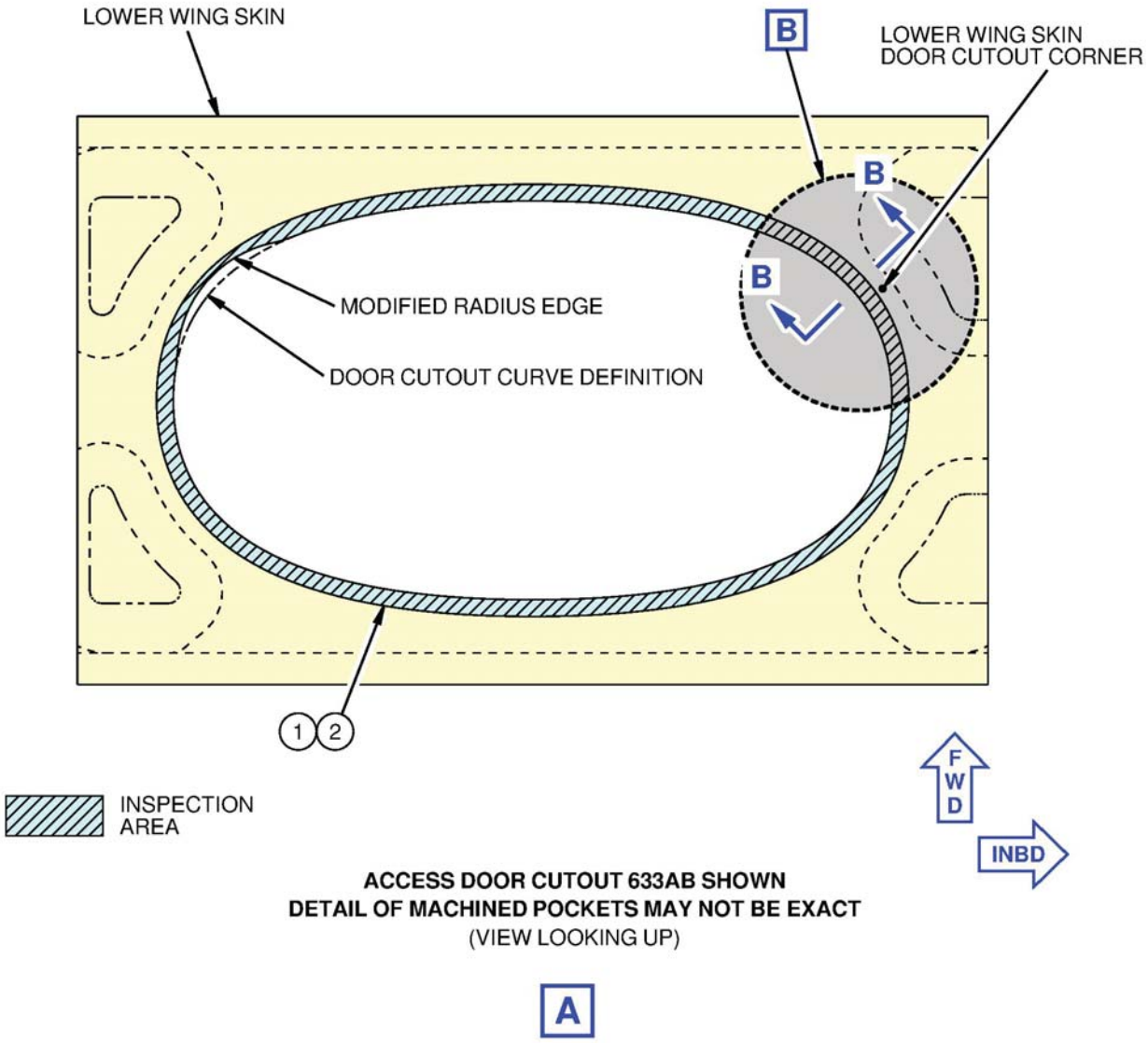
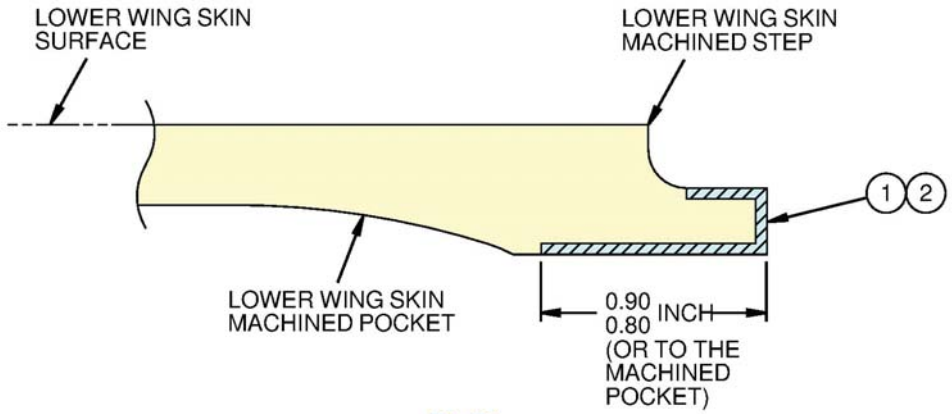
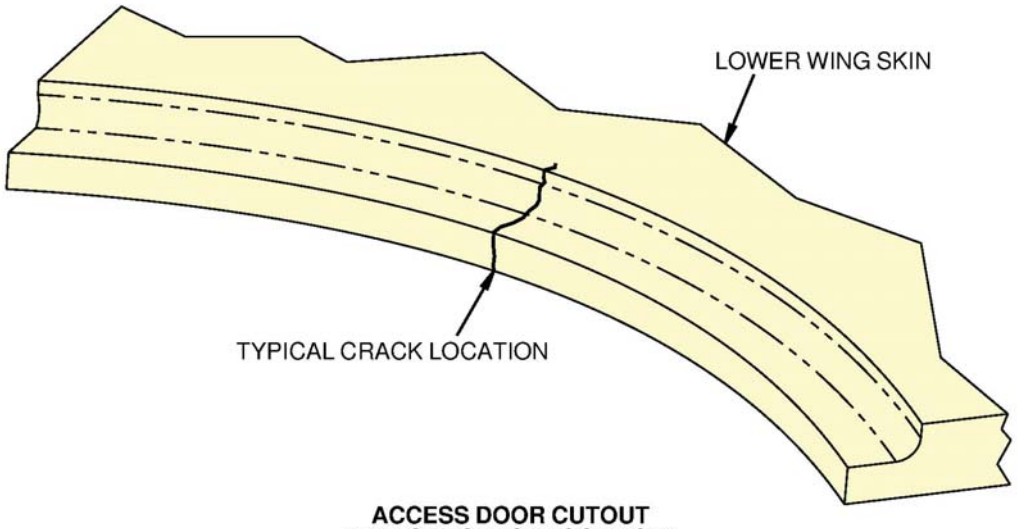


FIGURE 9: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 5)



B-B

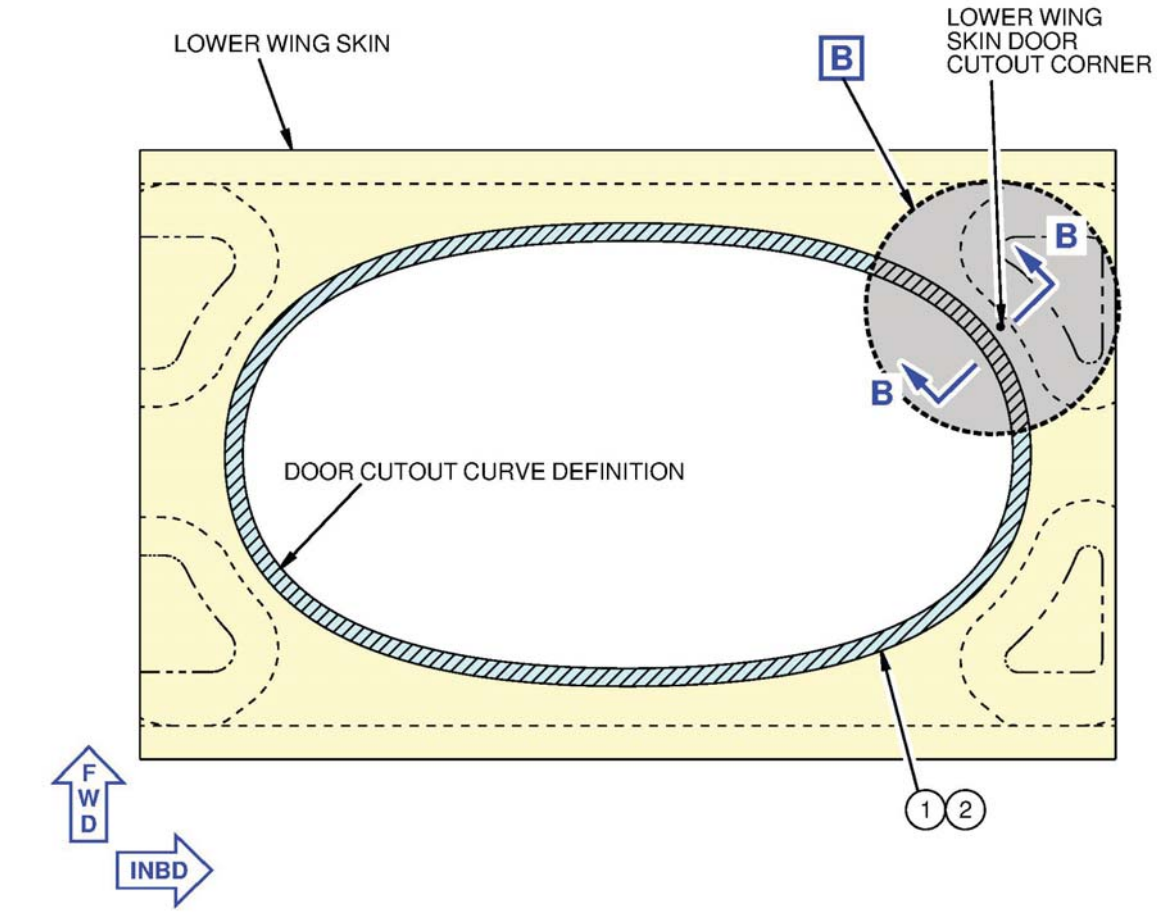


ACCESS DOOR CUTOUT
(TYPICAL CRACK LOCATION)

B

2922283

FIGURE 9: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 5)



ACCESS DOOR CUTOUT
FOR 631AB, 631BB, 631CB, 632AB, 633BB, 633CB, 633DB, 633EB
DETAIL OF MACHINED POCKETS MAY NOT BE EXACT
(VIEW LOOKING UP)

C

2922162

FIGURE 9: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 4 OF 5)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Wing Skin	-	-	(a)
2	Inspect	Wing Skin	-	-	(b)
(a) Do a Detailed Inspection of the lower wing skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any corrosion, fretting or crack.					
(b) Do a HFEC inspection of the wing lower skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 for any crack. Refer to 777 NDT Manual Part 6, 51-00-01 as an accepted procedure.					

FIGURE 9: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 WITH NO EXISTING REPAIR FOUND - DETAILED INSPECTION AND HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 5 OF 5)

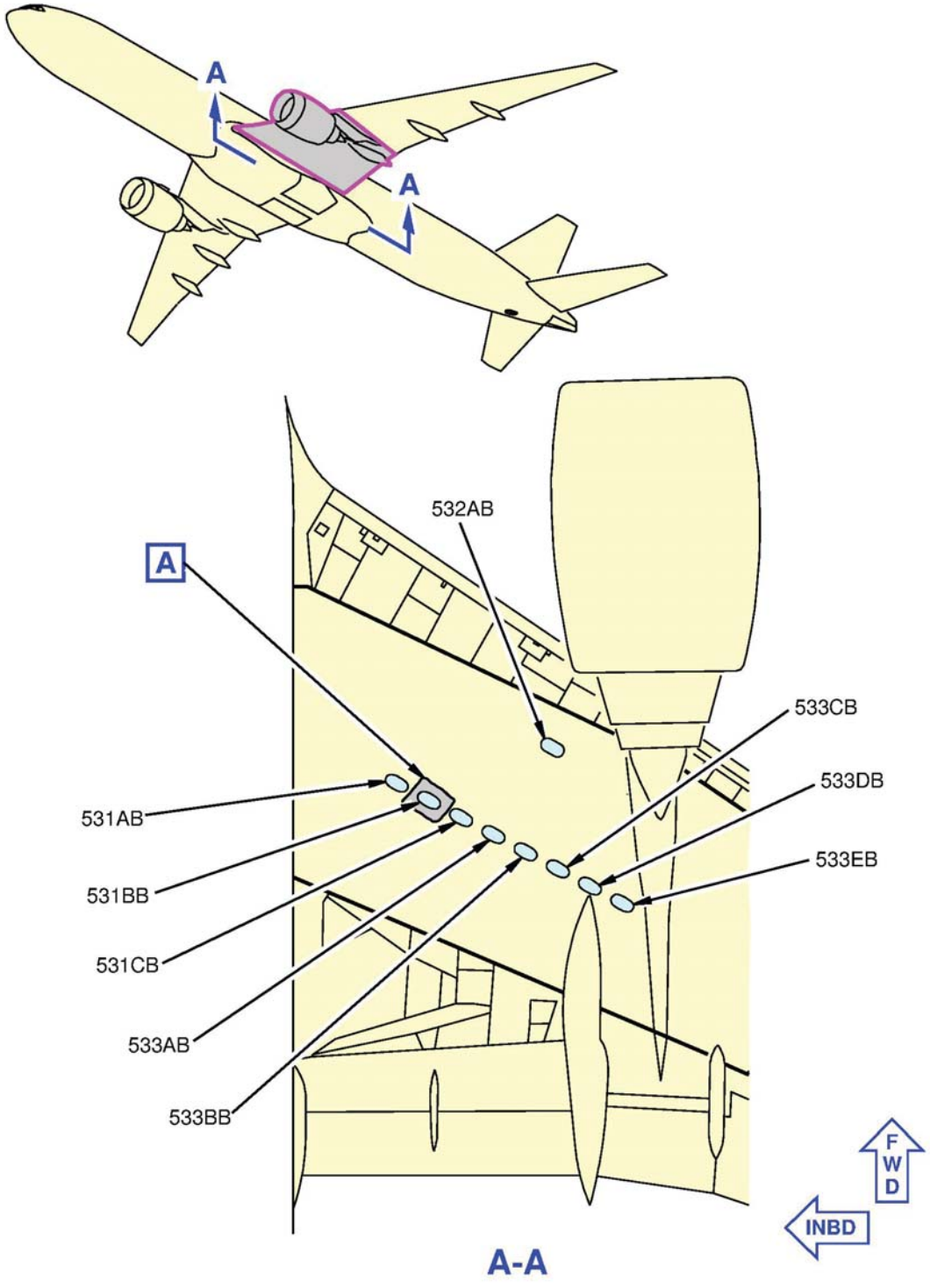


FIGURE 10: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - REPAIR. (SHEET 1 OF 4)

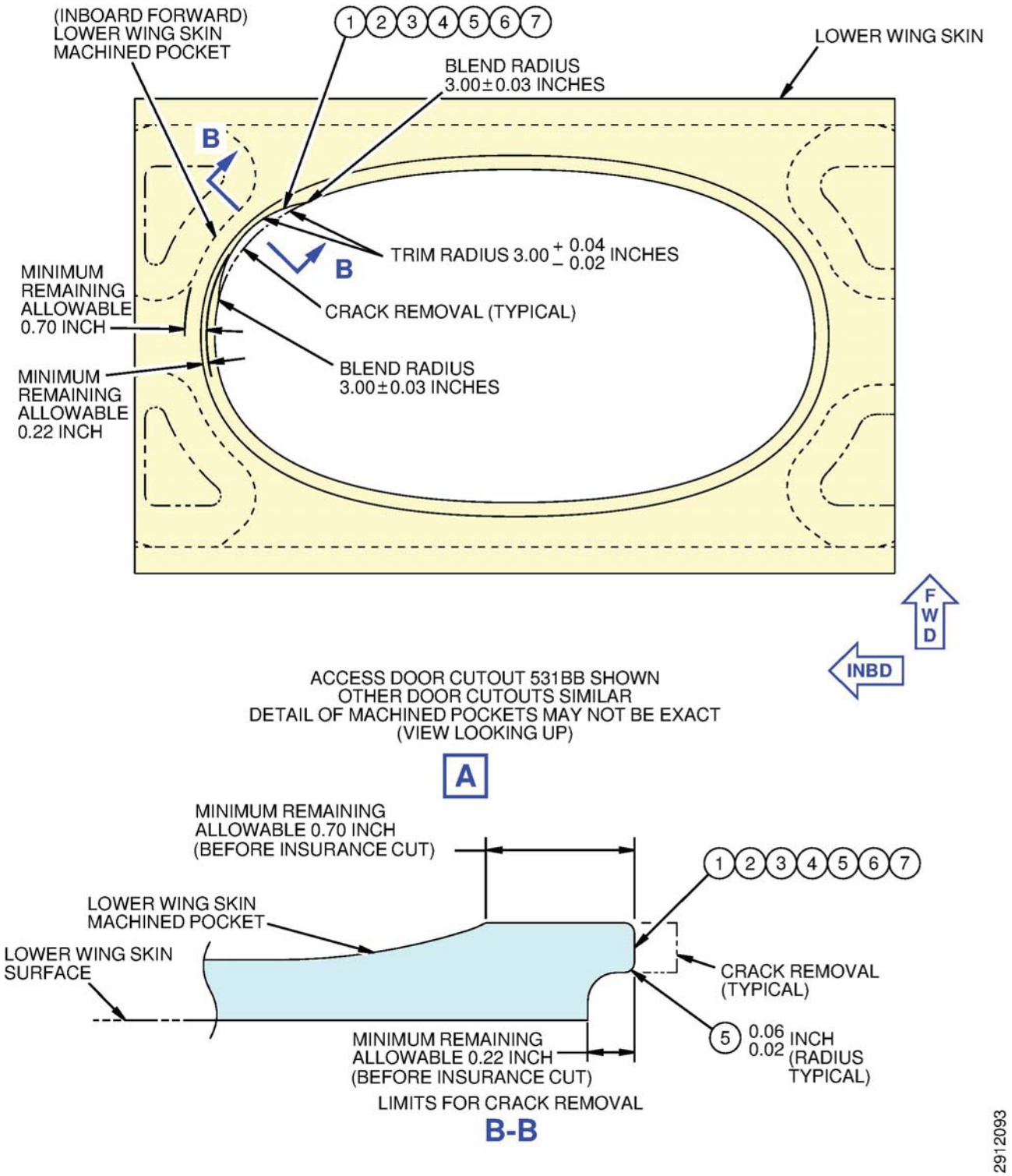


FIGURE 10: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - REPAIR. (SHEET 2 OF 4)

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Cut	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(a)
2	Inspect	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(b)
3	Cut	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(c)(d)(e)
4	Polish	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(f)
5	Deburr	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(g)
6	Shot Peen	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(h)
7	Apply	Surface Treatment	CHEMICAL CONVERSION COATING TYPE 2, CLASS A	-	(h)(i)
	Apply	Primer	BMS 10-20 TYPE II	-	(j)

(a) Incrementally trim the cracked edge of lower wing skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 with a 3.00 +.04/-.02 inch radius to remove crack. Only ONE 3-inch Radius Crack Repair or Preventative Modification Trimout (excluding the number of SRM corrosion/fretting damage trimouts) anywhere along the access door cutout edge is allowed per each access door cutout. Minimize the size of trimout as much as possible. The remaining distance from the edge of lower wing skin machined pocket to the crack trimout must be equal to or greater than 0.70 inch prior to insurance cut or the remaining distance from the edge of lower wing skin unchanged machined step to the crack trimout must be equal to or greater than 0.22 inch prior to insurance cut. Make sure that the electrical bond surface area requirements of 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 or 777F SRM 57-20-01 REPAIR 6 are maintained while accounting for 3-inch radius repair and any existing blend repair.

(b) Do a High Frequency Eddy Current Inspection (HFEC) of the trimmed area for any crack. Refer to 777 NDT Manual Part 6, 51-00-01 Procedure 1 or Procedure 2 as an accepted procedure.

(c) If there is still a crack indication, continue to perform incremental trim with a 3.00 +.04/-.02 inch radius until the crack is not found by HFEC inspection. If any crack is still present after the door cutout edge has been trimmed to a remaining distance of 0.70 inch from the edge of lower wing skin machined pocket or 0.22 inch from the edge of the lower wing skin unchanged machined step, contact The Boeing Company for repair instructions and do the repair. Make sure that the electrical bond surface area requirements of 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 or 777F SRM 57-20-01 REPAIR 6 are maintained while accounting for 3 in radius repair and any existing blend repair.

(d) If no crack is found by HFEC inspection, perform an insurance cut with an additional 0.020 to 0.025 inch from trimmed edge.

FIGURE 10: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - REPAIR. (SHEET 3 OF 4)

Step	Task	Name	Identification	Qty	More Data
(e)	Blend insurance trimmed radius into existing door cutout with 3.00 +.03/-.03 inch radius at each end.				
(f)	Polish trimmed surfaces to 63 microinches Ra or better surface roughness.				
(g)	Break sharp trimmed edges with 0.020 to 0.060 inch radius.				
(h)	Shot peen or flap peen trimmed surfaces with an intensity of 0.004A to 0.007A, coverage of 2.0. Refer to SOPM 20-10-03 as an accepted procedure. Perform a Detailed Inspection with 30X magnification on the edges to ensure no bulging and no rollover occurred after peening.				
(i)	Apply chemical conversion coating, Type 2, Class A using only Alodine 600, 1600 or 1660 to any bare metal surface. Refer to SOPM 20-43-03 as an accepted procedure.				
(j)	Apply one coat of primer to trimmed surfaces. Refer to 777 AMM 28-11-00 as an accepted procedure. Do not apply primer to surface where the conductive gasket seats.				

FIGURE 10: LEFT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - REPAIR. (SHEET 4 OF 4)

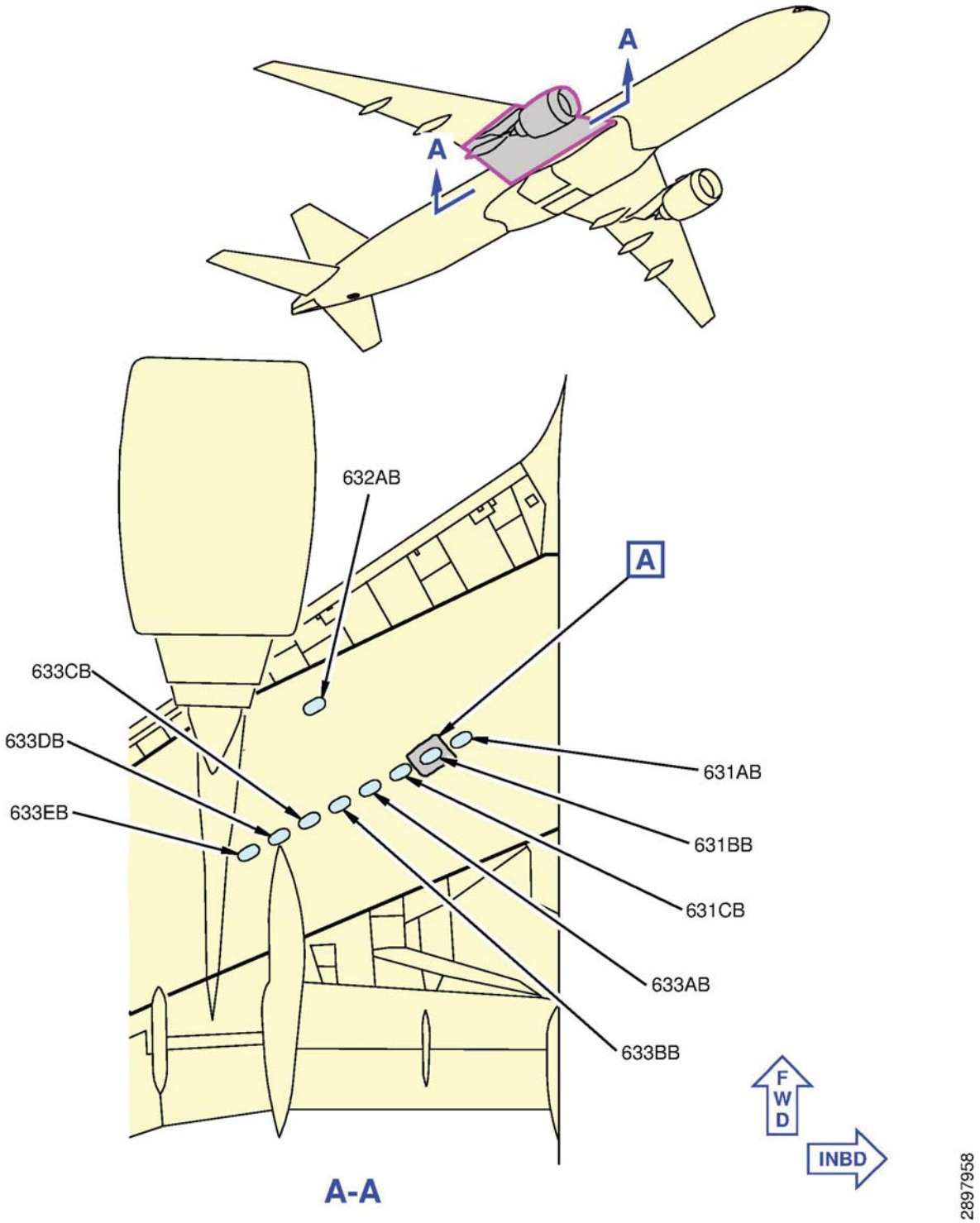


FIGURE 11: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - REPAIR. (SHEET 1 OF 4)

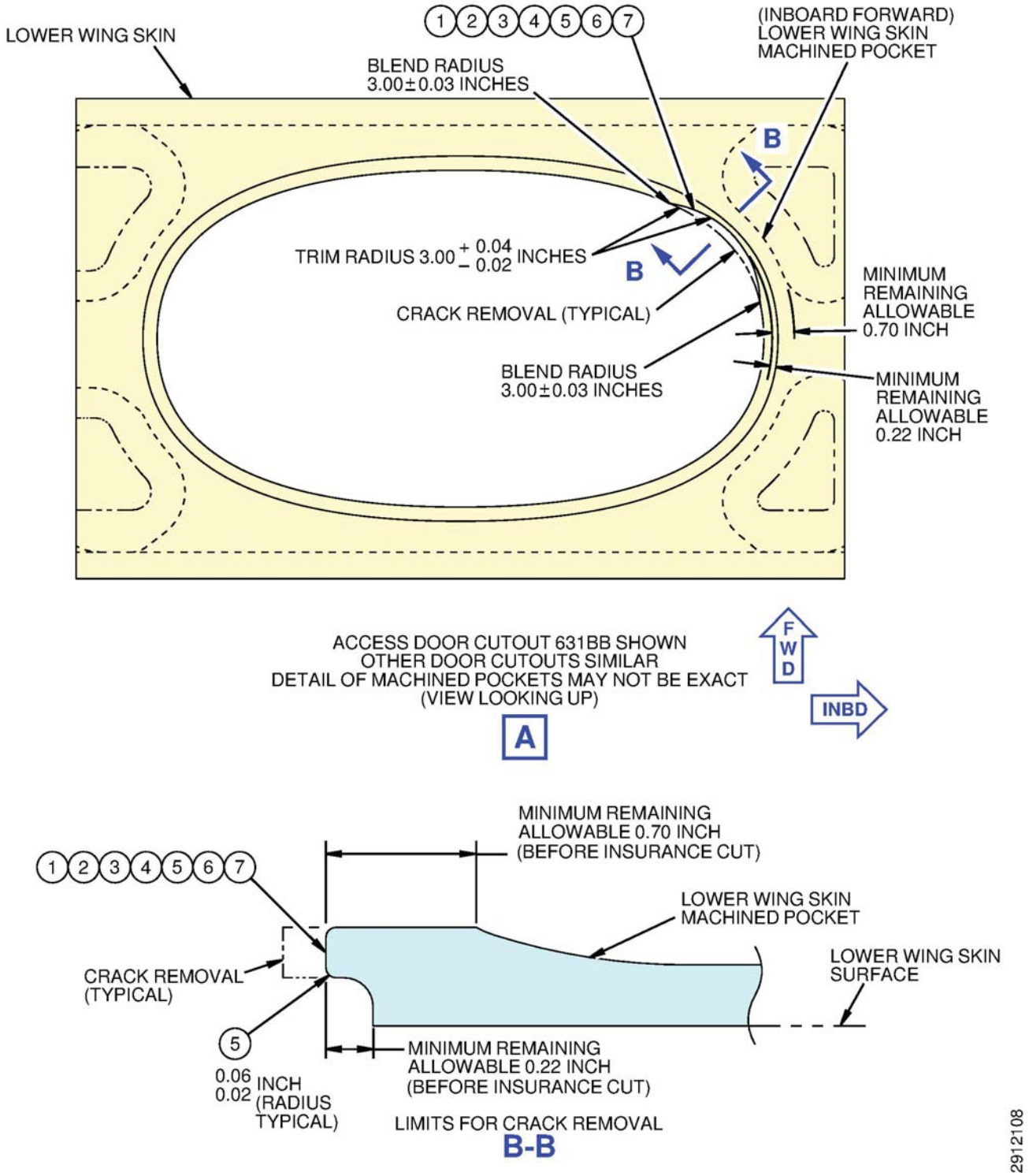


FIGURE 11: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - REPAIR. (SHEET 2 OF 4)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Cut	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(a)
2	Inspect	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(b)
3	Cut	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(c)(d)(e)
4	Polish	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(f)
5	Deburr	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(g)
6	Shot Peen	Wing Skin	112W4102-( ) OR 112W4104-( )	-	(h)
7	Apply	Surface Treatment	CHEMICAL CONVERSION COATING TYPE 2, CLASS A	-	(h)(i)
	Apply	Primer	BMS 10-20 TYPE II	-	(j)

(a) Incrementally trim the cracked edge of lower wing skin fuel tank and dry bay access door cutouts between WS 306.00 and WS 520.50 with a 3.00 +.04/-.02 inch radius to remove crack. Only ONE 3-inch Radius Crack Repair or Preventative Modification Trimout (excluding the number of SRM corrosion/fretting damage trimouts) anywhere along the access door cutout edge is allowed per each access door cutout. Minimize the size of trimout as much as possible. The remaining distance from the edge of lower wing skin machined pocket to the crack trimout must be equal to or greater than 0.70 inch prior to insurance cut or the remaining distance from the edge of lower wing skin unchanged machined step to the crack trimout must be equal to or greater than 0.22 inch prior to insurance cut. Make sure that the electrical bond surface area requirements of 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 or 777F SRM 57-20-01 REPAIR 6 are maintained while accounting for 3-inch radius repair and any existing blend repair.

(b) Do a High Frequency Eddy Current Inspection (HFEC) of the trimmed area for any crack. Refer to 777 NDT Manual Part 6, 51-00-01 Procedure 1 or Procedure 2 as an accepted procedure.

(c) If there is still a crack indication, continue to perform incremental trim with a 3.00 +.04/-.02 inch radius until the crack is not found by HFEC inspection. If any crack is still present after the door cutout edge has been trimmed to a remaining distance of 0.70 inch from the edge of lower wing skin machined pocket or 0.22 inch from the edge of the lower wing skin unchanged machined step, contact The Boeing Company for repair instructions and do the repair. Make sure that the electrical bond surface area requirements of 777-200 SRM 57-20-01 REPAIR 6 or 777-300 SRM 57-20-01 REPAIR 6 or 777F SRM 57-20-01 REPAIR 6 are maintained while accounting for 3 in radius repair and any existing blend repair.

(d) If no crack is found by HFEC inspection, perform an insurance cut with an additional 0.020 to 0.025 inch from trimmed edge.

FIGURE 11: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - REPAIR. (SHEET 3 OF 4)

Step	Task	Name	Identification	Qty	More Data
(e)	Blend insurance trimmed radius into existing door cutout with 3.00 +.03/-.03 inch radius at each end.				
(f)	Polish trimmed surfaces to 63 microinches Ra or better surface roughness.				
(g)	Break sharp trimmed edges with 0.020 to 0.060 inch radius.				
(h)	Shot peen or flap peen trimmed surfaces with an intensity of 0.004A to 0.007A, coverage of 2.0. Refer to SOPM 20-10-03 as an accepted procedure. Perform a Detailed Inspection with 30X magnification on the edges to ensure no bulging and no rollover occurred after peening.				
(i)	Apply chemical conversion coating, Type 2, Class A using only Alodine 600, 1600 or 1660 to any bare metal surface. Refer to SOPM 20-43-03 as an accepted procedure.				
(j)	Apply one coat of primer to trimmed surfaces. Refer to 777 AMM 28-11-00 as an accepted procedure. Do not apply primer to surface where the conductive gasket seats.				

FIGURE 11: RIGHT WING - LOWER WING SKIN - FUEL TANK AND DRY BAY ACCESS DOOR CUTOUTS BETWEEN WING STATION (WS) 306.00 AND WS 520.50 - REPAIR. (SHEET 4 OF 4)