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777-200/200LR/300/300ER/777F DTR CHECK FORM DOCUMENT

DTR CHECK FORM				ITEM: 57-15-101D		MODEL-SERIES 777F > 7 hrs		
TITLE: WING CENTER SECTION - LOWER PANEL REAR SPAR LOWER CHORD				OPERATOR(S)		NO.OF CAND.A/C		
LOCATION: SEE NOTE BELOW								
STRUCTURE AND INSPECTION DETAILS LEAD CRACK: IN SKIN								
NOTES: This DTR Check Form applies to the WCS Lower Panel Rear Spar Chord from SOB to SOB. When inspecting from the inside of the fuel tank, remove any cap or brush sealant that extends beyond 0.20' around fastener heads or collars. Remove any additional sealant which impairs visibility of the structure adjacent to the fastener cap or brush coat. Fillet seals that touch only edges and do not overlap onto the surface of the part do not need to be removed. If sealant is removed for inspection, care must be taken to remove any sealant debris from the fuel tank. Sealant that is installed at the manufacture of the airplane and later removed for inspections in that area, must be reapplied per drawing after completion of the inspections.								
INSPECTION PROGRAM DETAILS				DAMAGE				
STRUCTURE DETAIL	JOB CARD	DIREC. LEVEL	CHECK METHOD	%SAMP R _O	FREQUENCY F-FLIGHTS	N̄ = 100F/R _O	DETECTION PERIOD N _O FLIGHTS	△ DTR
CHORD		1	SURV					
CHORD		1	DET					
CHORD		1	UT					
SKIN		2	SURV					
SKIN		2	DET					
SKIN		2	UT	100	4000	4000		9.2
FUEL LEAK DTR								
ENGR.	G. Galdos	08/10/08	REVISED					
CHECK	F.Zafari	08/10/08	F.Zafari	TOTAL DTR				
APPR.				9.2				
APPR.				REQUIRED DTR				
				6				

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NOTES:	N (THOUSANDS OF FLIGHTS)
This DTR Check Form applies to the Splice at Rib 46 for all fastener locations (inboard and outboard of rib 46) common to the Lower Rib Chord and Lower Rear Spar Chord.	
<FL1> This DTR check form applies to 300ER/200LR/77F model airplanes without divergent trailing edge on the raked wing tip (line number range 423 to 1420, as delivered)	

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777-200/200LR/300/300ER/777F DTR CHECK FORM DOCUMENT

DTR CHECK FORM		ITEM: 57-20-101T		777 MODEL-SERIES		
Outboard Wing - Lower Panel Splice at Rib 46				300ER/200LR/777F ≤ 7 hrs (FL2)		
TITLE:		ATA NUMBER		NO. OF ELIGIBLE A/C		
LOCATION: Fastener locations (inboard and outboard of Rib 46) common to the Lower Rib Chord and Lower Rear Spar Chord						
 DTR 2 1 0.5 0.2 0.1 0.03 0.05 0.1 0.2 0.5 1 2 5 10 20 50 100 N (THOUSANDS OF FLIGHTS)		 LEAD CRACK: STRUCTURE AND INSPECTION DETAILS				
NOTES: The DTR check form applies to the splice at Rib 46 for all fastener locations (inboard and outboard of Rib 46) common to the lower rib chord and Paddle fittings at L-11 and L-13. <FL2> This DTR form applies to 300ER/200LR/777F model airplanes configured with divergent trailing edge on the raked wing tip (119W3100-9/-10 and greater "dash" numbers) . Airplane line number range 1421 and later are configured with divergent trailing edge as delivered and line number range 423 to 1420 can be configured with divergent trailing edge via spares.						
STRUCTURE DETAIL	JOB CARD	INSPECTION PROGRAM DETAILS			DAMAGE DETECTION PERIOD N _O FLIGHTS	Δ DTR
		DIREC. CHECK LEVEL	METHOD	%SAMP R _O		
Rib Chord	1	HFEC				
Rib Chord	2	LFEC	100	5000	5000	7.1
Chord Hole	3	HFEC				
ENGR.	M. OSBORN	6/1/2016	REVISSED			
CHECK	F. BROWERS	6/1/2016	S. HINTCHS	10/22/22		
APPR.						
APPR.						
FUEL LEAK DTR						
TOTAL DTR						7.1
REQUIRED DTR						6

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777-200/200LR/300/300ER/777F DTR CHECK FORM DOCUMENT

DTR CHECK FORM				ITEM: 57-20-102D		MODEL-SERIES 777-300	
TITLE: Wing Outboard, Upper Panel, Rear Spar Upper Chord				OPERATOR(S)		NO. OF CAND. A/C	
LOCATION: Rear Spar upper chords from Rib 8 to Rib 12 at Rib Post locations							
STRUCTURE AND INSPECTION DETAILS							
NOTES: Inspect rear spar at rib post attachments from rib post #8 through rib post #12 (inclusive) for both left and right wings.							
STRUCTURE DETAIL							
JOB CARD		INSPECTION PROGRAM DETAILS		DAMAGE			
		DIREC. LEVEL	CHECK METHOD	\$SAMP R _O	FREQUENCY F-FLIGHTS	$\bar{N} = 100F/R$	DETECTION PERIOD N FLIGHTS
Spar Chord		1	LFEC	100	16000	16000	4.6
Upper Skin		2	SURV	100	16000	16000	.0
Upper Skin		2	DET	100	16000	16000	.0
Spar Chord		3	HPFC	100	16000	16000	1.7
Spar Chord		4	UT				
FUEL LEAK DTR							
TOTAL DTR							
REQUIRED DTR							
6							

ENGR.	D. Mathes	4/17/97	REVISED	
CHECK	H. Y	4/17/97	F. Broilers	2/7/09
APPR.			F. Broilers	6/10/09
APPR.			S Hinrichs	11/23/22

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777-200/200LR/300/300ER/777F DTR CHECK FORM DOCUMENT

DTR CHECK FORM		ITEM: 57-20-102D		777 MODEL-SERIES 300ER/200LR ≤ 7hrs (FL2)					
TITLE: Wing Outboard, Upper Panel, Rear Spar Upper Chord				OPERATOR(S)					
LOCATION: Rear Spar Upper Chord from Rib 8 to Rib 13 at Rib post locations				NO.OF ELIGIBLE A/C					
STRUCTURE AND INSPECTION DETAILS									
LEAD CRACK: CHORD									
NOTES: This DTR check form applies to the outboard wing upper panel rear spar chord from Rib 8 to Rib 13 at ribpost locations.									
<FL2> This DTR check form applies to 300ER/200LR model airplanes configured with divergent trailing edge on the raked wing tip (119W3100-9/-10 and greater 'dash' numbers). Airplane line number range 1421 and later are configured with divergent trailing edge on the raked wing tip as delivered, and airplane line number range 423 to 1420 can be configured with divergent trailing edge on the raked wing tip via spares.									
INSPECTION PROGRAM DETAILS									
STRUCTURE DETAIL	JOB CARD	DIREC.	CHECK LEVEL	METHOD	%SAMP R _O	FREQUENCY F-FLIGHTS	$\bar{N}$ = 100F/R _O	DAMAGE DETECTION PERIOD N _O FLIGHTS	Δ DTR
Chord		1		UT					
Chord		2		HFEC					
Chord		3		LFEC	100	16000	16000		7.4
Skin		4		GVI					
Skin		4		DET					
FUEL LEAK DTR									
TOTAL DTR									
REQUIRED DTR									
6									

ENGR.	M. OSBORN	6/1/2016	REVISED	
CHECK	F. BROWERS	6/1/2016		
APPR.			S Hinrichs	11/23/22
APPR.				

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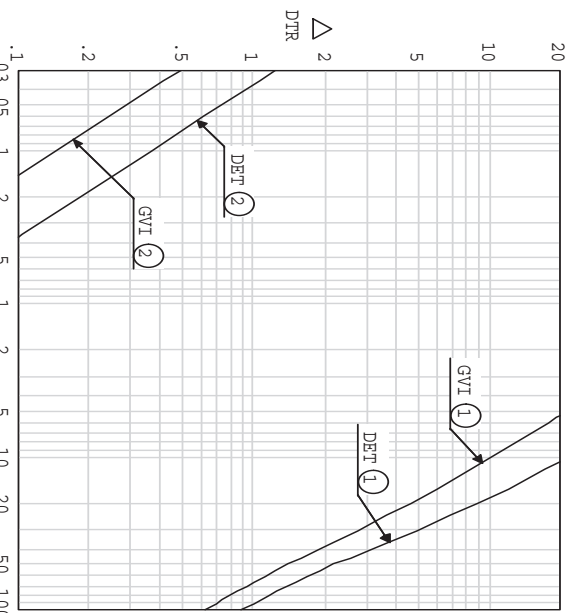
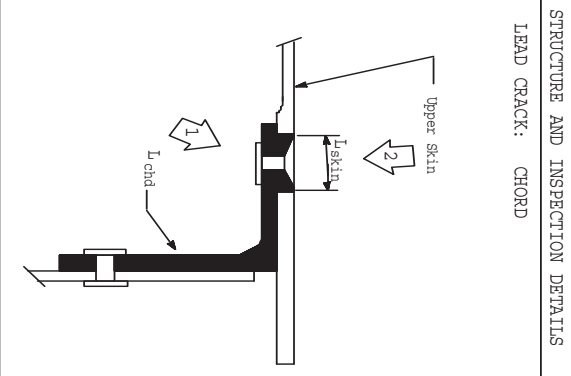


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777-200/200LR/300/300ER/777F DTR CHECK FORM DOCUMENT

DTR CHECK FORM				ITEM: 57-20-102F		777 MODEL-SERIES 300ER/200LR ≤ 7hrs (FL2)			
TITLE: Wing Outboard - Upper Panel Rear Spar Upper Chord				OPERATOR (S)		NO. OF ELIGIBLE A/C			
LOCATION: Rib 11 (Midrib)									
									
STRUCTURE AND INSPECTION DETAILS				LEAD CRACK: CHORD					
NOTES: This DTR check form applies to the outboard wing upper panel rear spar chord from Rib 7 to Rib 11 except at ribpost locations. The normal EDR/ADR GVI is adequate for this detail with sealant removal (listed below). The normal EDR/ADR GVI is adequate without additional sealant removal inboard of Rib 7 and outboard of Rib 11. When inspecting from inside the fuel tank, remove any cap or brush sealant that extends beyond 0.50" around fastener heads or collars. Remove any additional sealant which impairs visibility of the structure adjacent to the fastener cap or brush coat. Fillet seals that touch only edges and do not overlap onto the surface of the part do not need to be removed. If sealant is removed for inspection, care must be taken to remove any sealant debris from the fuel tank and then restore sealant per drawing requirements. <FL2> This DTR check form applies to 300ER/200LR/777F model airplanes configured with divergent trailing edge on the raked wing tip (119W/3100-9/-10 and greater 'dash' numbers). Airplane line number range 1421 and later are configured with divergent trailing edge on the raked wing tip as delivered, and airplane line number range 423 to 1420 can be configured with divergent trailing edge on the raked wing tip via spares.									
STRUCTURE DETAIL		INSPECTION PROGRAM DETAILS			DAMAGE				
		JOB CARD	DIREC. CHECK LEVEL	METHOD	%SAMP R _O	FREQUENCY F-FLIGHTS	$\bar{N} = 100F/R_O$	DETECTION PERIOD N _O FLIGHTS	DTR Δ
Chord		EDR/ADR	1		GVI	100	16000	16000	6.0
Chord					DET				
Skin		EDR/ADR	2		GVI	100	8000	8000	.0
Skin					DET				
ENGR. M. OSBORN		6/1/2016	REVISED		FUEL LEAK DTR				
CHECK F. BROOKERS		6/1/2016			TOTAL DTR 6.0				
APPR.					REQUIRED DTR 6				
APPR.									

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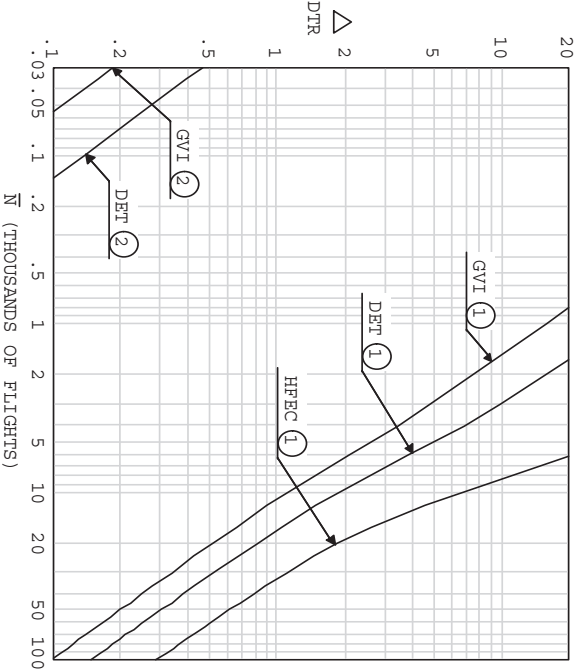
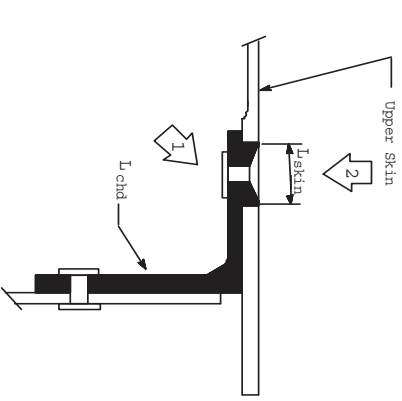
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777-200/200LR/300/300ER/777F DTR CHECK FORM DOCUMENT

DTR CHECK FORM				ITEM: 57-20-I02F		MODEL-SERIES 777F > 7hrs (FL2)	
TITLE: Wing Outboard - Upper Panel Rear Spar Upper Chord				OPERATOR (S)		NO. OF ELIGIBLE A/C	
LOCATION: See Note Below							
				STRUCTURE AND INSPECTION DETAILS			
				LEAD CRACK: CHORD			
							
NOTES: This DTR check form applies to the outboard wing upper panel rear spar chord from SOB to Wingtip except at ribpost locations. When performing GVI or DVI inspections inside the fuel tank, remove any cap or brush sealant that extends beyond 0.50" around fastener heads or collars. When performing HFEC inspections inside the fuel tank, remove any cap or brush sealant that extends beyond 0.20" around fastener heads or collars. Remove any additional sealant which impairs visibility of the structure adjacent to the fastener cap or brush coat. Fillet seals that touch only edges and do not overlap onto the surface of the part do not need to be removed. If sealant is removed for inspection, care must be taken to remove any sealant debris from the fuel tank and then restore sealant per drawing requirements. <FL2> This DTR check form applies to 300ER/200LR/777F model airplanes configured with divergent trailing edge on the raked wing tip (119W3100-9/-10 and greater 'dash' numbers). Airplane line number range 1421 and later are configured with divergent trailing edge on the raked wing tip as delivered, and airplane line number range 423 to 1420 can be configured with divergent trailing edge on the raked wing tip via spares.							
STRUCTURE DETAIL		INSPECTION PROGRAM DETAILS				DAMAGE	
JOB CARD		DIREC. LEVEL	CHECK METHOD	%SAMP R _O	FREQUENCY F-FLIGHTS	$\bar{N} = 100F/R_O$	DETECTION PERIOD N _O FLIGHTS
Chord		1	GVI				
Chord		1	DET				
Chord		1	HFEC	100	10000	10000	6.8
Skin		2	GVI				
Skin		2	DET				
FUEL LEAK DTR							
ENG. M. OSBORN 6/1/2016 REVISED							
CHECK F. BROUMERS 6/1/2016							
APPR.							
APPR.							
TOTAL DTR 6.8							
REQUIRED DTR 6							

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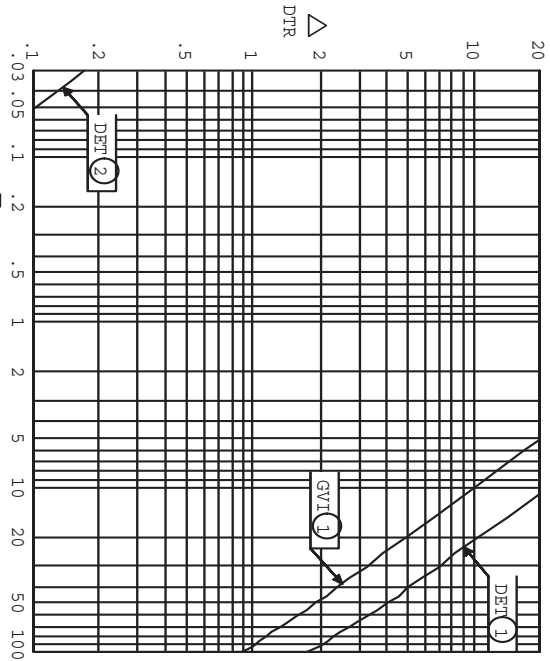
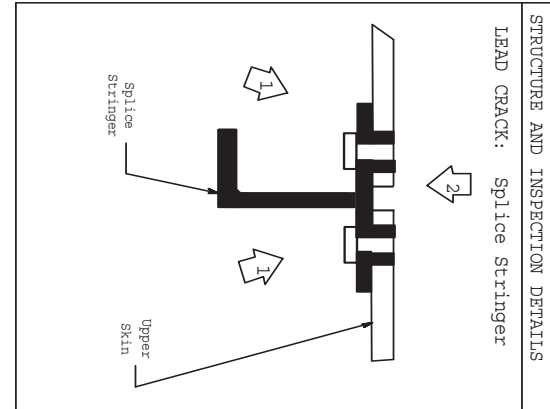


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777-200/200LR/300/300ER/777F DTR CHECK FORM DOCUMENT

DTR CHECK FORM				ITEM: 57-20-102J		MODEL-SERIES 777-300ER/200LR (FL1)	
TITLE: Wing Outboard - Upper Panel Typical Splice Stringer				OPERATOR(S)		NO. OF ELIGIBLE A/C	
LOCATION: See Note Below							
							
STRUCTURE AND INSPECTION DETAILS				LEAD CRACK: Splice stringer			
NOTES: This DTR Check Form applies to all O/B Wing Upper Panel Splice Stringers (U-10 & U-24) between rib 9 and rib 15. Splice Stringers (U-10 & U-24) outside rib 9 and rib 15 default to the normal EDR/ADR general visual inspection without additional sealant removal requirements listed above.							
When performing inspections inside the fuel tank, remove any cap or brush sealant that extends beyond 0.20" around fastener heads or collars. Remove any additional sealant which impairs visibility of the structure adjacent to the fastener cap or brush coat. Fillet seals that touch only edges and do not overlap onto the surface of the part do not need to be removed. If sealant is removed for inspection, care must be taken to remove any sealant debris from the fuel tank and then restore sealant per drawing requirements.							
<FL1> This DTR check form applies to 300ER/200LR/777F model airplanes without divergent trailing edge on the raked wing tip (line number range 423 to 1420, as delivered)							
STRUCTURE DETAIL		JOB CARD		INSPECTION PROGRAM DETAILS		DAMAGE DETECTION	
		DIRC. CHECK LEVEL		METHOD		%SAMP R _O	
STRINGER		1		GVI		100	
STRINGER SKIN		1		DET			
		2		DET			
ENGR.		04/09/09		REVISED			
CHECK		04/09/09		F. BROUWERS		6/10/09	
APPR.				M. OSBORN		6/6/16	
APPR.							
				FUEL LEAK DTR			
				TOTAL DTR		6.2	
				REQUIRED DTR		6	



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777-200/200LR/300/300ER/777F DTR CHECK FORM DOCUMENT

DTR CHECK FORM				ITEM: 57-53-124A		MODEL-SERIES 777-200IGW	
TITLE: No. 3 (and No. 6) Inboard Flap Support Carrier Beam		OPERATOR(S)		NO. OF CAND. A/C			
LOCATION: Inboard Forward Arm							
LEAD CRACK: Rib Flange @ Fastener Hole							
STRUCTURE AND INSPECTION DETAILS							
NOTES: Surface HPEC inspect both rib flanges for surface cracks originating from fastener holes.							
STRUCTURE DETAIL							
JOB CARD		INSPECTION PROGRAM DETAILS		DAMAGE			
DIRC. CHECK LEVEL		%SAMP R _O		DETECTION PERIOD			
F-FLIGHTS		FREQUENCY		PERIOD			
100F/R _O		N =		N _O FLIGHTS			
1		DET		100			
2		HPEC		100			
1		4000		4000			
16000		16000		16000			
5.1		3.9					
FUEL LEAK DTR		TOTAL DTR		REQUIRED DTR			
9.0		8					



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