CHAPTER 56

WINDOWS

CHAPTER 56
WINDOWS

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1	Jan 20/2009
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1	Jan 20/2005
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3	Jan 20/2005
4	BLANK
56-10-02 IDENTIFICATION 2	
1	Jan 20/2005
2	BLANK
56-10-02 ALLOWABLE DAMAGE 1	
101	Jan 20/2005
102	Jan 20/2005
103	Jan 20/2005
104	Jan 20/2005
105	Jan 20/2005
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56-20-02 IDENTIFICATION 1	
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101	Jan 20/2007
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201	Jan 20/2005
202	Jan 20/2005
56-20-02 REPAIR 2 (cont)	
203	Jan 20/2005
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56-30-02 IDENTIFICATION 1	
1	Jan 20/2005
2	Jan 20/2005
56-30-02 ALLOWABLE DAMAGE 1	
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A = Added, R = Revised, O = Overflow, D = Deleted

56-EFFECTIVE PAGES

CHAPTER 56
WINDOWS

SUBJECT	CHAPTER SECTION SUBJECT
FLIGHT COMPARTMENT WINDOW STRUCTURE	56-10-02
IDENTIFICATION 1 - Flight Compartment Window Structure	
IDENTIFICATION 2 - Flight Compartment Splice Straps	
ALLOWABLE DAMAGE 1 - Flight Compartment Window Structure	
CABIN WINDOW STRUCTURE	56-20-02
IDENTIFICATION 1 - Cabin Window Structure	
ALLOWABLE DAMAGE 1 - Cabin Window Frames	
REPAIR GENERAL - Cabin Window Frames	
REPAIR 1 - Cabin Window Frame External Repair	
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DOOR WINDOW STRUCTURE	56-30-02
IDENTIFICATION 1 - Door Window Structure	
ALLOWABLE DAMAGE 1 - Door Window Frames	

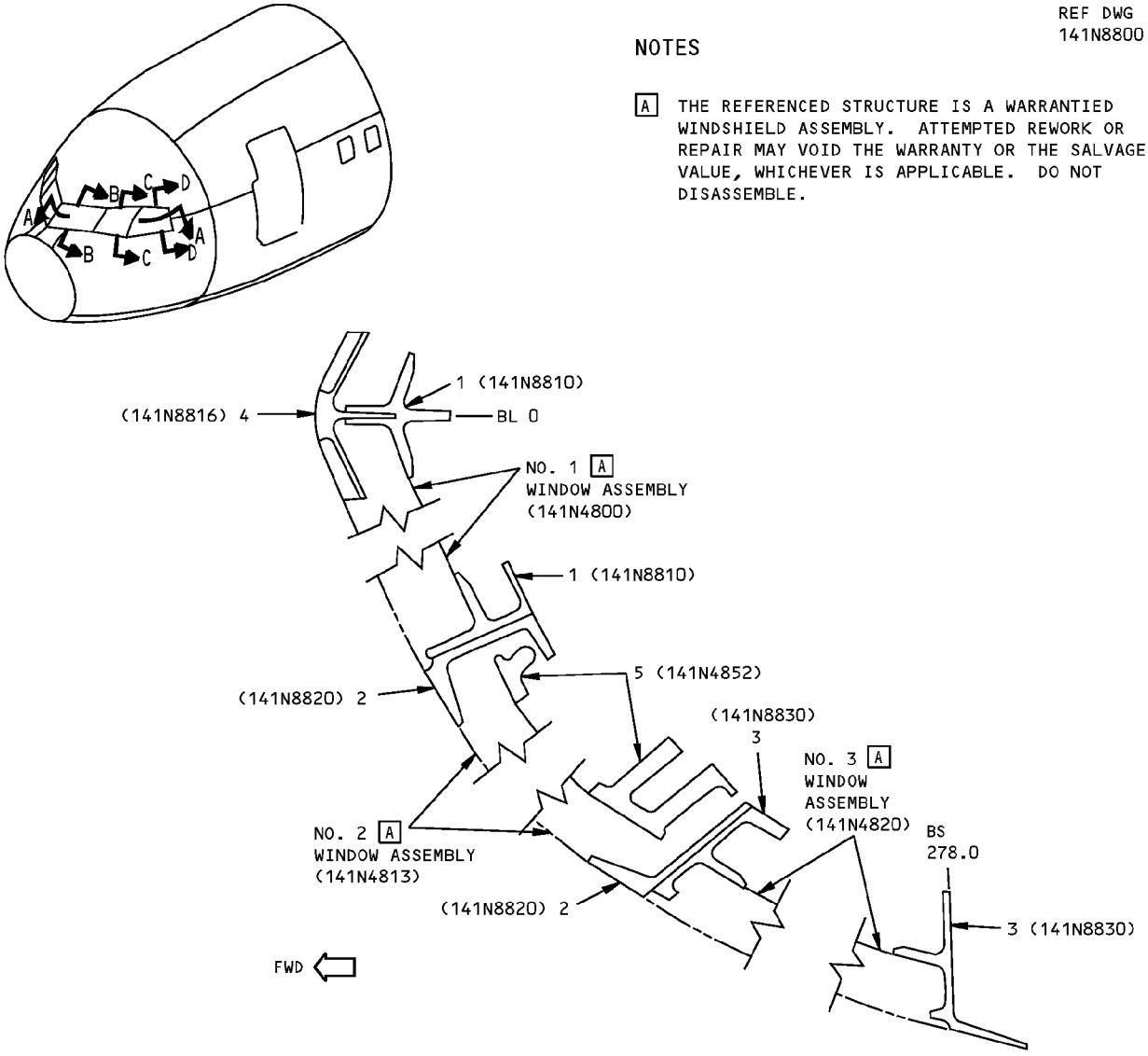
56-CONTENTS

IDENTIFICATION 1 - FLIGHT COMPARTMENT WINDOW STRUCTURE

REF DWG
141N8800

NOTES

[A] THE REFERENCED STRUCTURE IS A WARRANTIED WINDSHIELD ASSEMBLY. ATTEMPTED REWORK OR REPAIR MAY VOID THE WARRANTY OR THE SALVAGE VALUE, WHICHEVER IS APPLICABLE. DO NOT DISASSEMBLE.



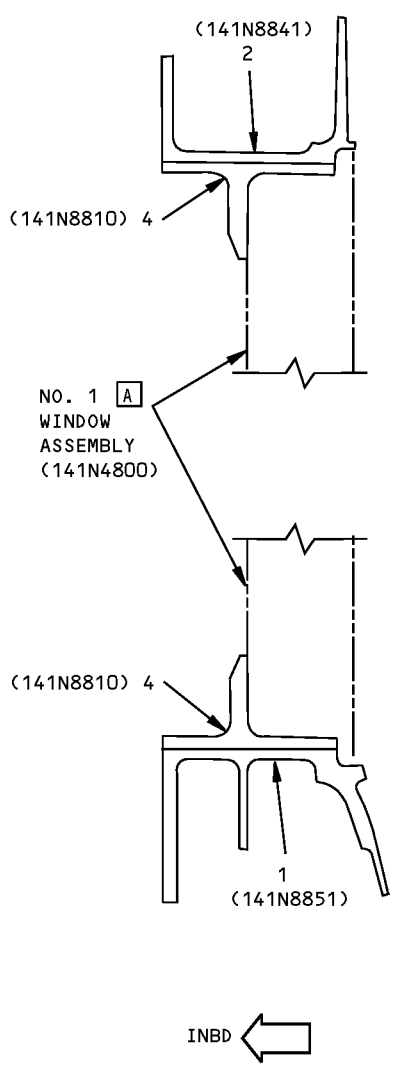
LEFT SIDE SHOWN
RIGHT SIDE OPPOSITE

SECTION A-A

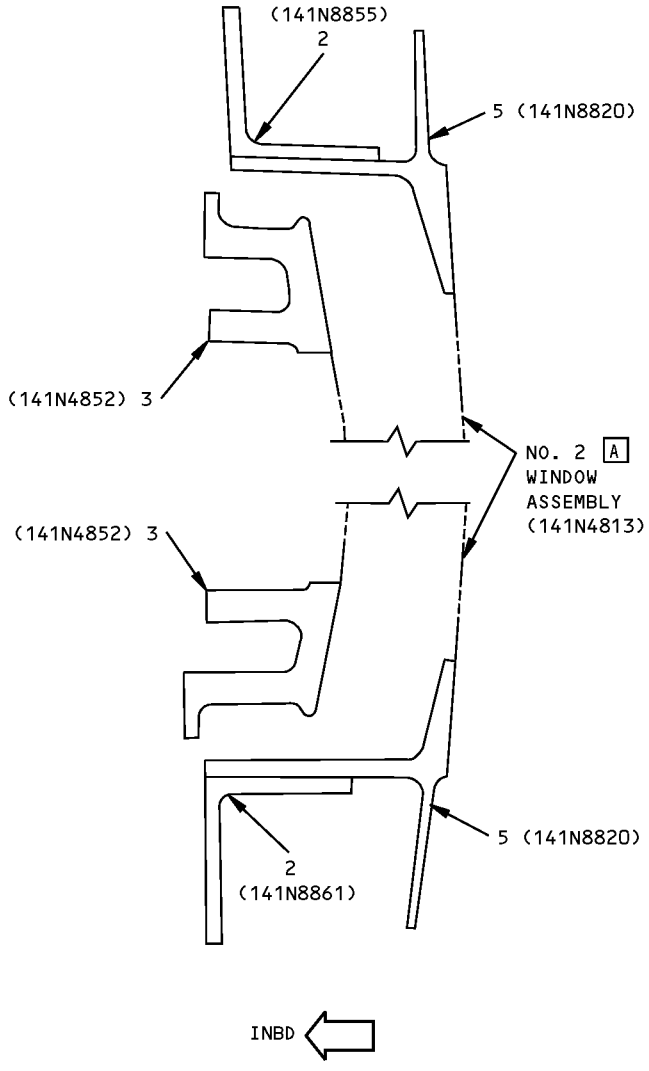
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	NO. 1 WINDOW FRAME		FORGING TI-6AL-4V	
2	NO. 2 WINDOW FRAME		FORGING 7075-T73	
3	NO. 3 WINDOW FRAME		FORGING 7075-T73	
4	A-B POST FITTING		FORGING TI-6AL-4V	
5	OPENABLE FRAME		FORGING 7075-T73	

LIST OF MATERIALS FOR SECTION A-A

Flight Compartment Window Structure
Figure 1 (Sheet 1 of 3)



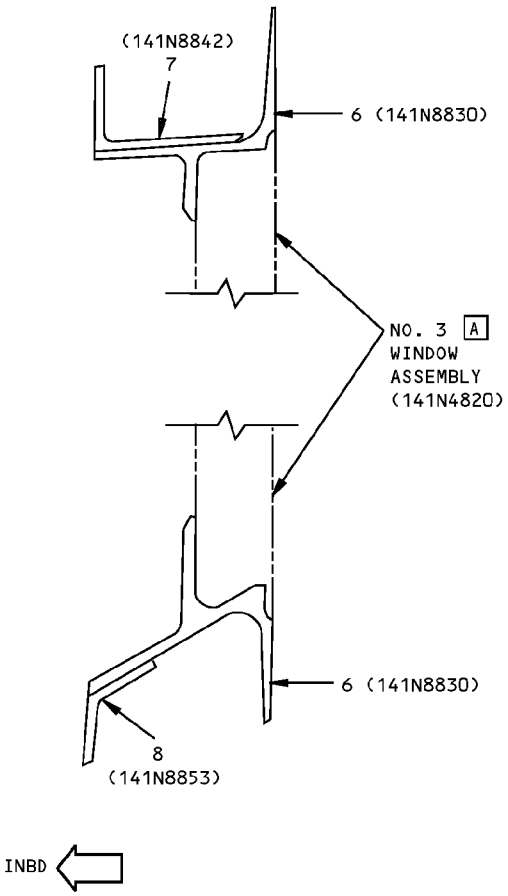
B–B



C–C

LIST OF MATL

Flight Compartment Window Structure
Figure 1 (Sheet 2 of 3)



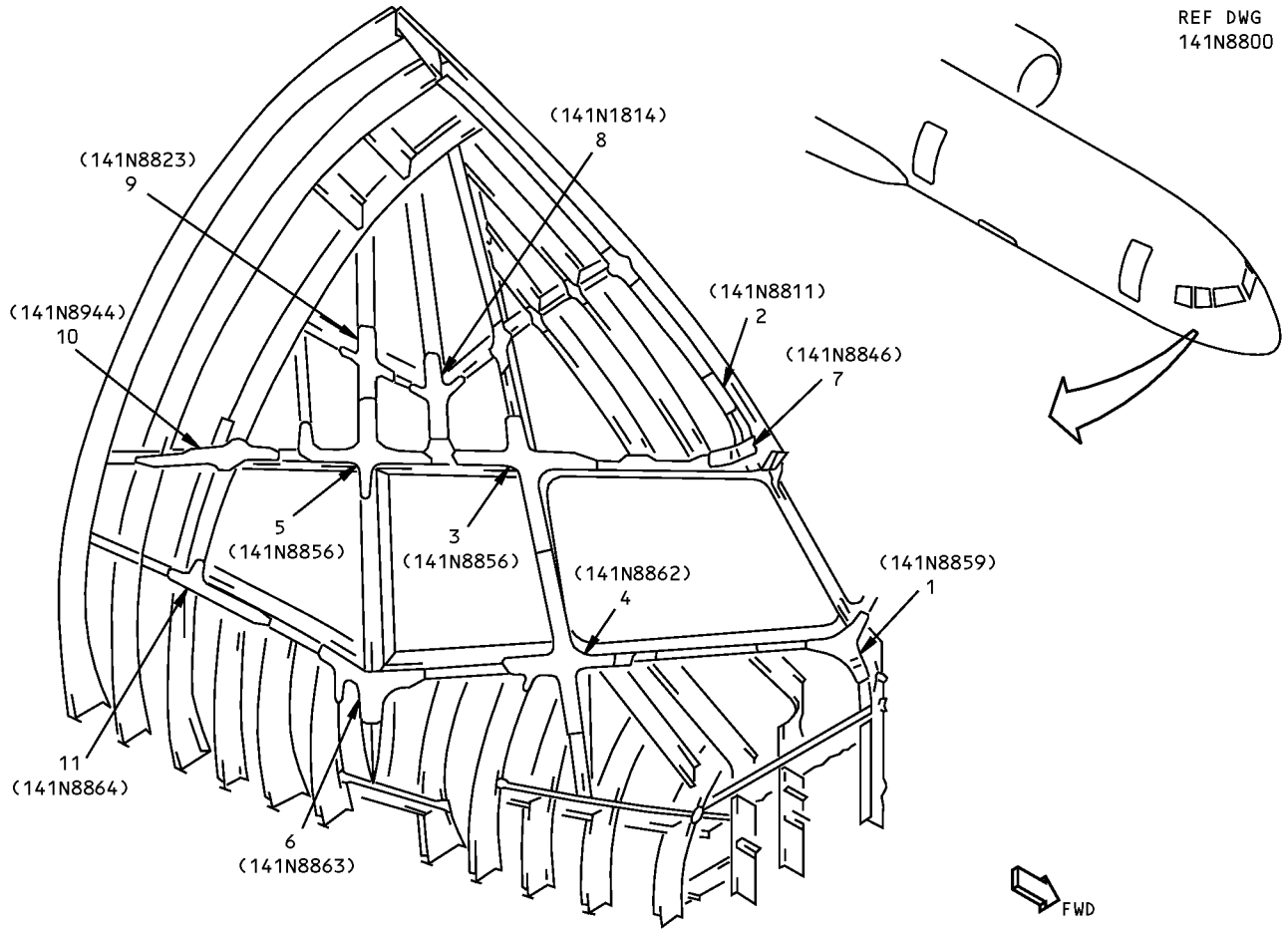
D-D

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	SILL FITTING		FORGING TI-6AL-4V	
2	SILL FITTING		FORGING 7075-T73	
3	OPENABLE FRAME		FORGING 7075-T73	
4	NO. 1 WINDOW FRAME		FORGING TI-6AL-4V	
5	NO. 2 WINDOW FRAME		FORGING 7075-T73	
6	NO. 3 WINDOW FRAME		FORGING 7075-T73	
7	ANGLE		BAC1503-100327 7075-T73511	
8	CHORD		BAC1514-2610 7075-T6	

LIST OF MATERIALS FOR SECTIONS B-B, C-C, D-D

Flight Compartment Window Structure
Figure 1 (Sheet 3 of 3)

IDENTIFICATION 2 - FLIGHT COMPARTMENT SPLICE STRAPS

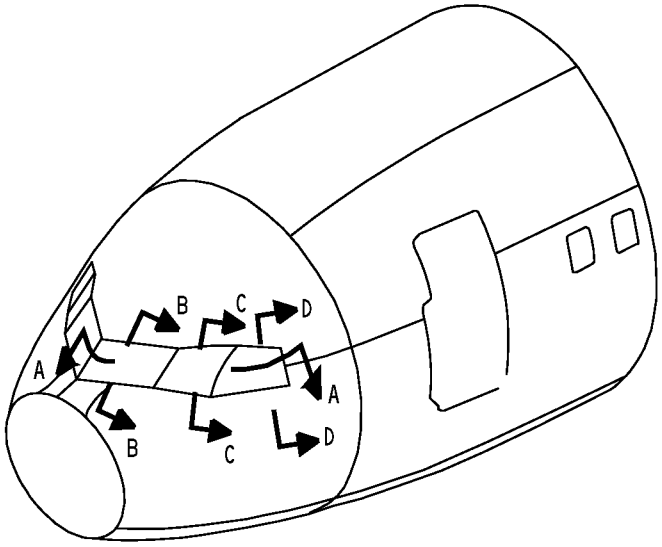


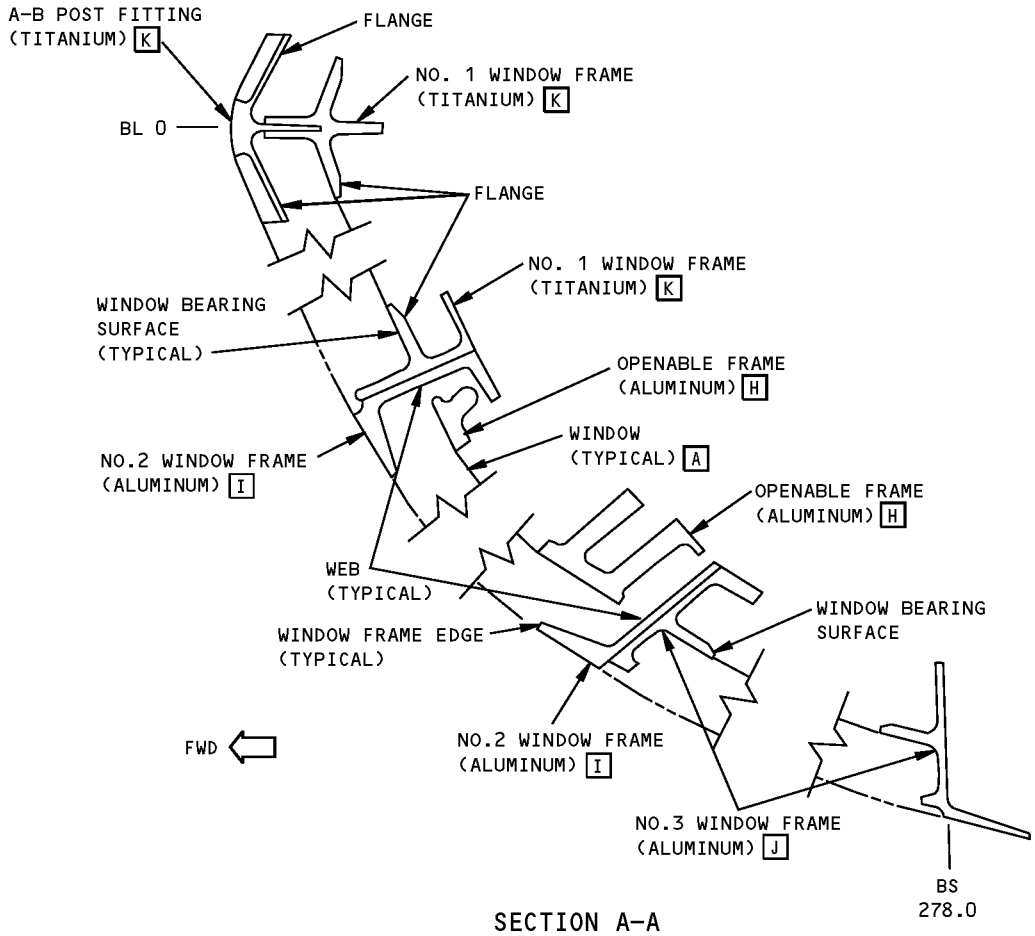
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	SPLICE PLATES			
	PLATE	0.500	TI-6AL-4V	
	PLATE	0.200	TI-6AL-4V	
2	SPLICE PLATE	0.080	2024-T3	
3	SPLICE PLATE	0.375	TI-6AL-4V	
4	SPLICE PLATE	0.220	TI-6AL-4V	
5	SPLICE PLATE	0.200	TI-6AL-4V	
6	SPLICE PLATE	0.250	TI-6AL-4V	
7	SPLICE PLATE	0.180	TI-6AL-4V	
8	SPLICE PLATE	0.125	CLAD 7075-T6	
9	SPLICE PLATE	0.08	CLAD 7075-T6	
10	SPLICE PLATE	0.150	TI-6AL-4V	
11	SPLICE PLATE	0.19	TI-6AL-4V	

LIST OF MATERIALS

Flight Compartment Splice Straps Identification
Figure 1

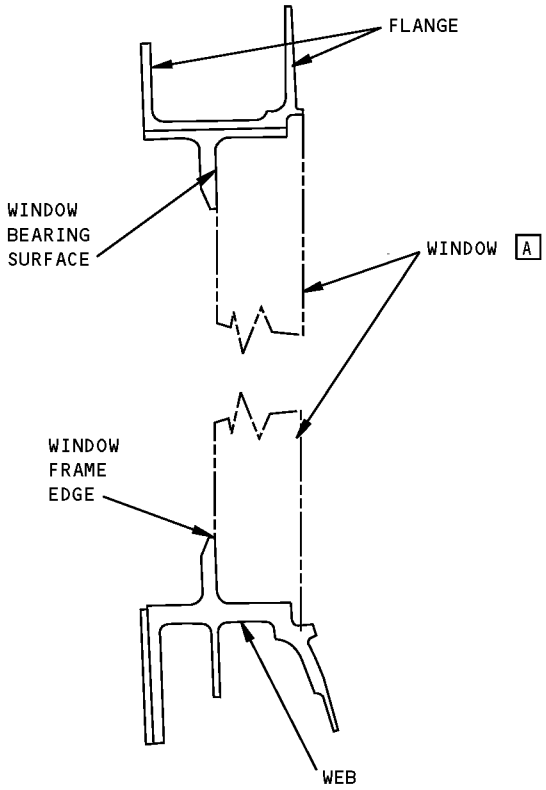
ALLOWABLE DAMAGE 1 - FLIGHT COMPARTMENT WINDOW STRUCTURE





SECTION A-A

Allowable Damage - Flight Compartment Window Structure
Figure 101 (Sheet 1 of 5)

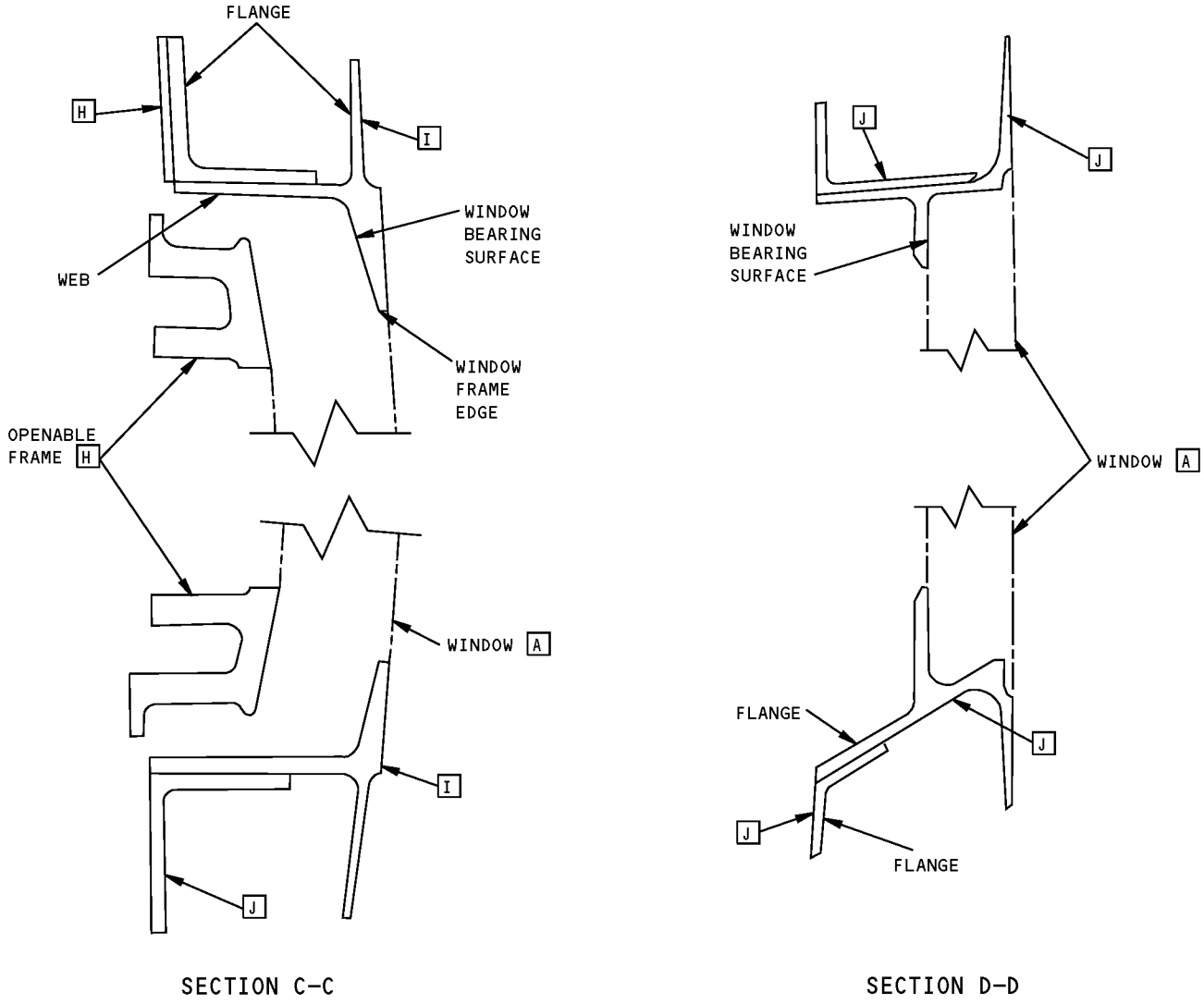


SECTION B–B

DESCRIPTION	CRACKS	NICKS, GOUGES, SCRATCHES AND CORROSION	DENTS	HOLES AND PUNCTURES
WINDOW BEARING SURFACE	[B]	0.010 [C]	[F]	[G]
WINDOW FRAME EDGE	[B]	0.050 [D]	[F]	NOT ALLOWED
WEB	[B]	15% [C]	[F]	[G]
FLANGE SURFACE OR EDGE	[B]	15% [C] [D] [E]	[F]	[G]
OPENABLE FRAME	[B]	15% [C] [D] [E]	[F]	[G]

TABLE I

Allowable Damage - Flight Compartment Window Structure
Figure 101 (Sheet 2 of 5)



Allowable Damage - Flight Compartment Window Structure
Figure 101 (Sheet 3 of 5)

NOTES

- A REPAIR IS REQUIRED WHEN THE DAMAGE EXCEEDS THE ALLOWABLE DAMAGE LIMITS OF TABLE I
- THE ALLOWABLE DAMAGE LIMITS OF TABLE I ARE A MAXIMUM AFTER ALL DAMAGE HAS BEEN REMOVED

[A] THE REFERENCED STRUCTURE IS A WARRANTIED WINDSHIELD ASSEMBLY. ATTEMPTED REWORK OR REPAIR MAY VOID THE WARRANTY OR THE SALVAGE VALUE, WHICHEVER IS APPLICABLE. DO NOT DISASSEMBLE

[B] ALL CRACKED PARTS MUST BE REPAIRED. CRACKS ON FLANGE EDGES AND SURFACES MUST BE RE-WORKED AS SHOWN IN DETAIL I, II OR III. THE DEPTH OF DAMAGE AFTER REWORK MUST NOT EXCEED THE REQUIREMENTS OF TABLE I FOR A NICK, GOUGE OR SCRATCH DAMAGE

[C] NICKS, GOUGES OR SCRATCH DAMAGE REMOVED ACCORDING TO DETAIL I OR III ARE ALLOWABLE PROVIDED THE MAXIMUM PERMISSIBLE DEPTH IS NOT EXCEEDED. AFTER REWORK FINISH TO 125 MICROINCHES R_a.

[D] NICKS ON EDGES OF FLANGES REMOVED ACCORDING TO DETAIL II ARE ALLOWED PROVIDED THE MAX-IMUM DEPTH IS NOT EXCEEDED AND THE MINIMUM FASTENER EDGE MARGINS ARE MAINTAINED

[E] ALLOWABLE DAMAGE DEPTH BETWEEN FASTENERS MUST NOT EXCEED 15 PERCENT OF ORIGINAL MATERIAL THICKNESS. SEE DETAIL III

[F] MINOR DENTS AND SURFACE DEPRESSIONS WHICH DO NOT PENETRATE ANY DEEPER THAN THE LIMITS OF TABLE I FOR NICK, GOUGE OR SCRATCH DAMAGE AND WHICH DO NOT DISTORT THE OPPOSITE SURFACE OF THE MEMBER MAY BE REWORKED AS SHOWN IN DETAIL I OR III

[G] HOLES EQUAL IN DIAMETER TO THE ORIGINAL FASTENERS ARE ALLOWED PROVIDED THAT THERE IS A MINIMUM DISTANCE OF 2D FROM AN EXIST-ING FASTENER HOLE AND 1D FROM A FLANGE EDGE

[H] SHOT PEEN REWORKED AREAS AS GIVEN IN 20-10-03 OF COMPONENT MAINTENANCE MANUAL WITH SHOT NO. 230-550, INTENSITY 0.012A [L]

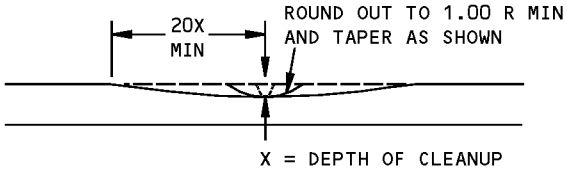
[I] SHOT PEEN REWORKED AREAS AS GIVEN IN 20-10-03 OF COMPONENT MAINTENANCE MANUAL WITH SHOT NO. 230-550, INTENSITY 0.010A [L]

[J] SHOT PEEN REWORKED AREAS AS GIVEN IN 20-10-03 OF COMPONENT MAINTENANCE MANUAL WITH SHOT NO. 230-550, INTENSITY 0.008A [L]

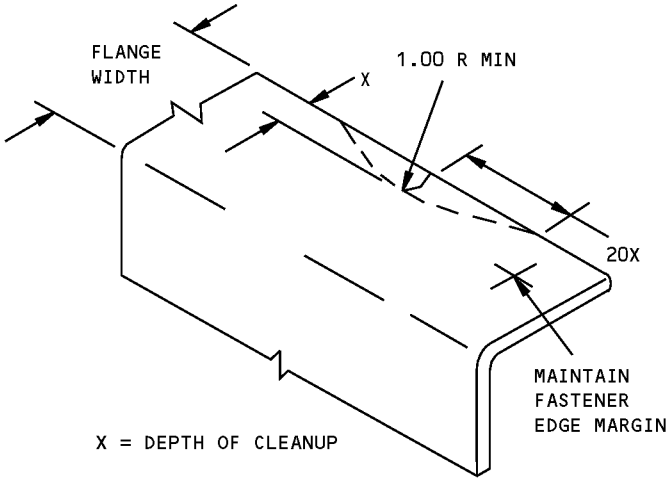
[K] SHOT PEEN REWORKED AREAS AS GIVEN IN 20-10-03 OF COMPONENT MAINTENANCE MANUAL WITH SHOT NO. 230-550, INTENSITY 0.003A-0.005A [L]

[L] SHOT PEEN INTENSITIES SHOWN FOR MANUFAC-TURED COMPONENTS. REFER TO SRM 51-20-06 FOR SHOT PEEN INTENSITIES REQUIRED DUE TO THICKNESS REDUCTION RESULTING FROM REWORK

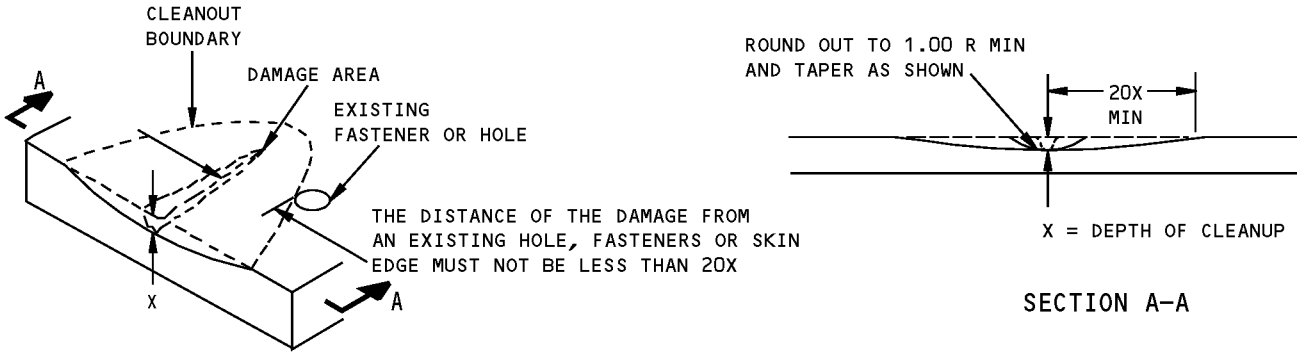
Allowable Damage - Flight Compartment Window Structure
Figure 101 (Sheet 4 of 5)



SECTION THROUGH GOUGE
REMOVAL OF NICK, OR GOUGE OR
SCRATCH DAMAGE ON AN EDGE
DETAIL I



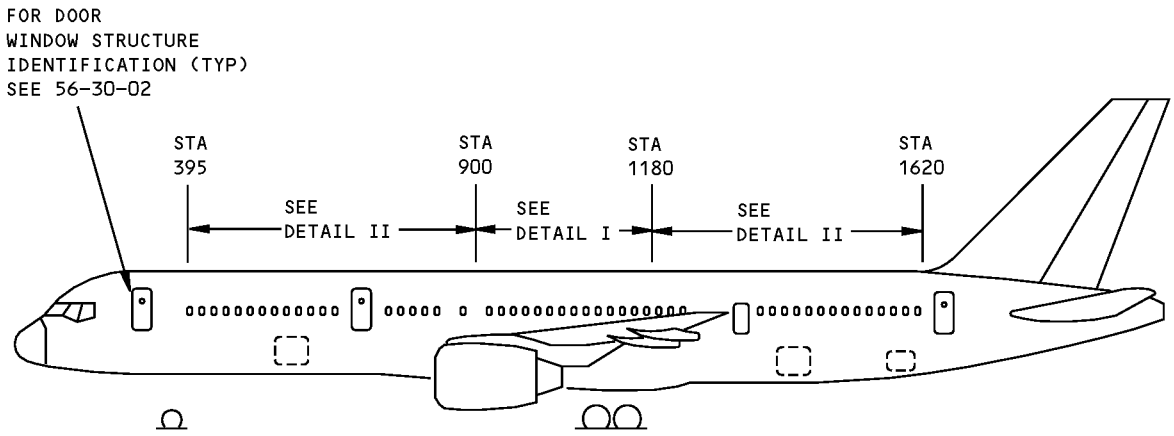
REMOVAL OF NICK OR GOUGE
DAMAGE ON AN EDGE
DETAIL II



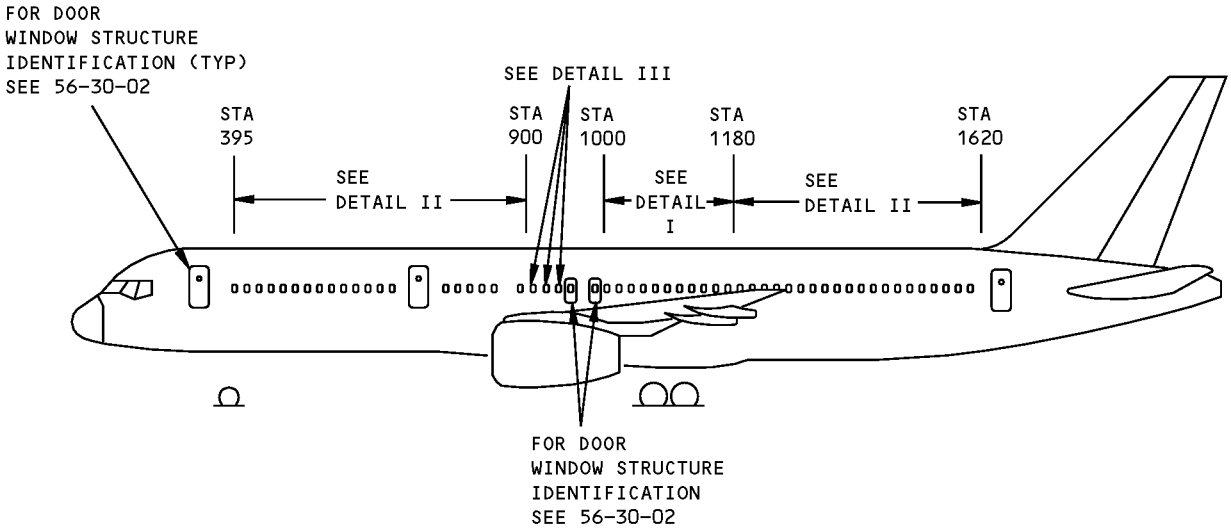
REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE
DETAIL III

Allowable Damage - Flight Compartment Window Structure
Figure 101 (Sheet 5 of 5)

IDENTIFICATION 1 - CABIN WINDOW STRUCTURE



FOR AIRPLANES WITH NO. 3 EMERGENCY EXIT DOOR

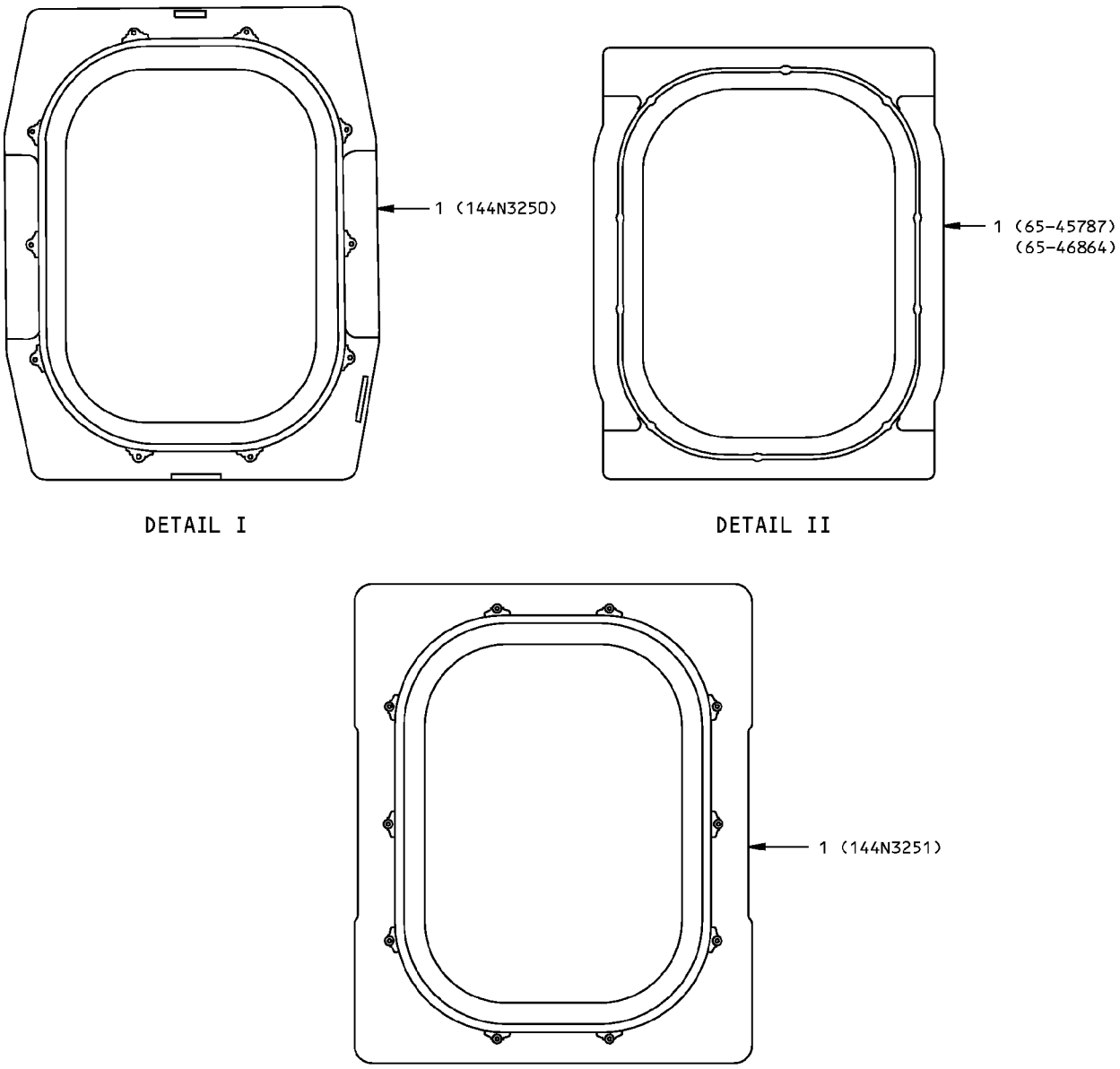


FOR AIRPLANES WITH OVERWING EMERGENCY EXIT DOORS

NOTE

- SEE SKIN PANEL INSTALLATION DRAWINGS FOR REFERENCE

Cabin Window Structure Identification
Figure 1 (Sheet 1 of 2)

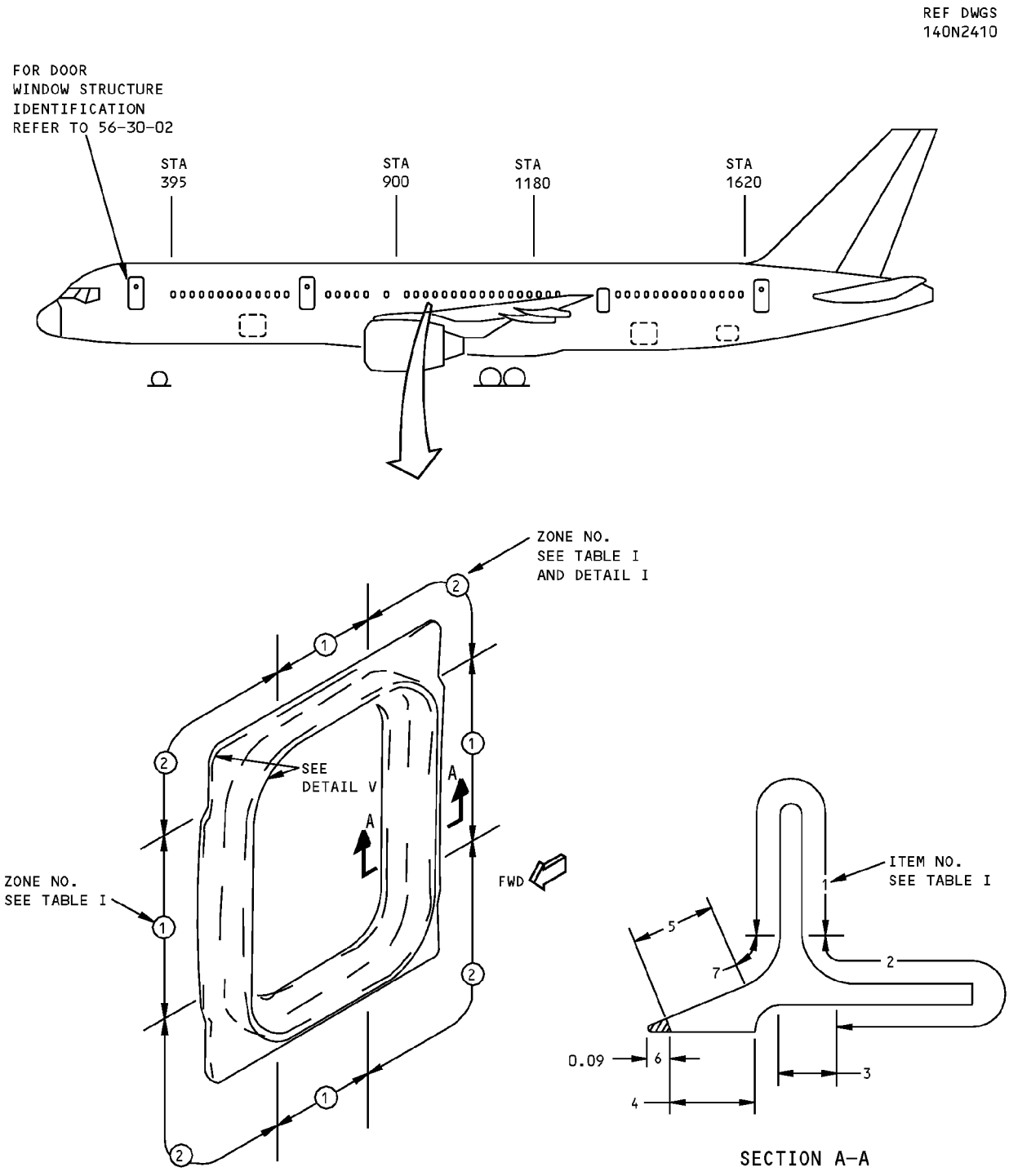


ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	FRAME		FORGING 7075-T73	

LIST OF MATERIALS FOR DETAILS I,II AND III

Cabin Window Structure Identification
Figure 1 (Sheet 2 of 2)

ALLOWABLE DAMAGE 1 - CABIN WINDOW FRAMES



Allowable Damage - Cabin Window Frames
Figure 101 (Sheet 1 of 4)

ZONE	ITEM	MAX ALLOWABLE DEPTH OF DAMAGE [E]	CRACKS	NICKS, GOUGES, SCRATCHES AND CORROSION	DENTS	HOLES AND PUNCTURES
1	1	0.062	[A]	[B]		
	2	0.050	[A]	[B]		
	3	0.040	[C]	[B]		
	4	0.030	[C]	[B]		
	5	0.030	[C]	[B]		
	6	0.090	[A]	[A]		
	7	0.031	[C]	[B]	NOT ALLOWED	
2	1	0.031	[F]	[B]		
	2	0.031	[A]	[B] [D]		
	3	0.020	[C]	[B]		
	4	0.015	[C]	[B]		
	5	0.015	[C]	[B]		
	6	0.062	[F]	[A]		
	7	0.031	[C]	[B]		

TABLE I

NOTES

- REFINISH REWORKED AREAS PER 51-20 OF THE MAINTENANCE MANUAL
- SMOOTH ALL REWORKED SURFACES TO 125 MICRO-INCHES AND APPLY ALODINE
- SHOT PEEN ALL REWORKED SURFACES PER 51-20-06 BEFORE APPLYING ALODINE. SHOT PEEN INTENSITIES WILL VARY WITH THE THICKNESS LEFT AFTER REWORK
- REFER TO 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE EXCEEDS THE LIMITS SHOWN IN 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFER TO 51-40-06 FOR FASTENER EDGE MARGIN

[A] DAMAGE ON EDGE OF A FLANGE REMOVED ACCORDING TO DETAILS II OR III IS ALLOWED, PROVIDED THE MAXIMUM DEPTH IS NOT EXCEEDED AND THE MINIMUM FASTENER EDGE MARGIN IS MAINTAINED. ALL OTHER CRACKS NOT ALLOWED

[B] DAMAGE REMOVED PER DETAIL IV IS ALLOWED PROVIDED THE MAXIMUM PERMISSIBLE DEPTH IS NOT EXCEEDED

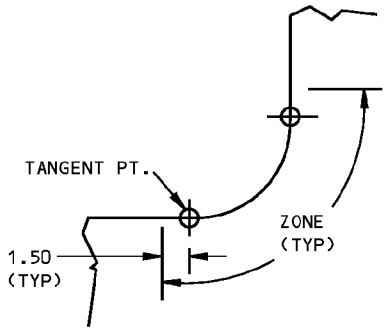
[C] NO CRACKS ALLOWED. REPLACE FRAME

[D] DAMAGE ON SURFACES IN THE REGIONS OF FASTENER HEADS OR COLLARS IS ALLOWED, PROVIDED THAT THE DAMAGE CAN BE REMOVED BY SPOTFACING AS SHOWN IN DETAIL V

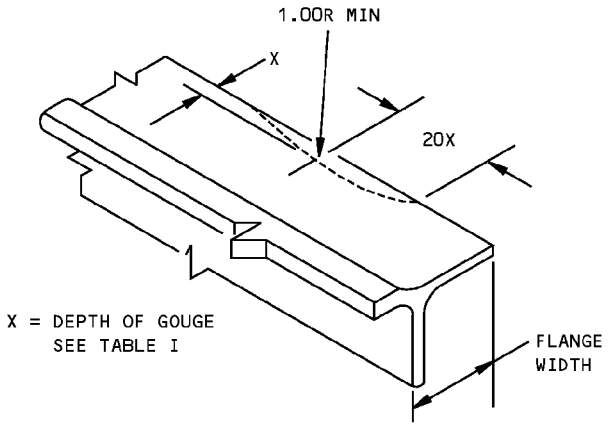
[E] REDUCTION IN CROSS-SECTIONAL AREA NOT TO EXCEED 15% OF ORIGINAL AREA

[F] DAMAGE OF EDGE OF A FLANGE REMOVED ACCORDING TO DETAIL II IS ALLOWED, PROVIDED THE MAXIMUM DEPTH IS NOT EXCEEDED. ALL OTHER CRACKS NOT ALLOWED

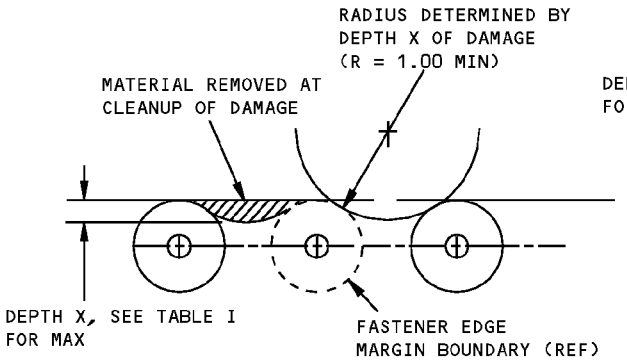
Allowable Damage - Cabin Window Frames
Figure 101 (Sheet 2 of 4)



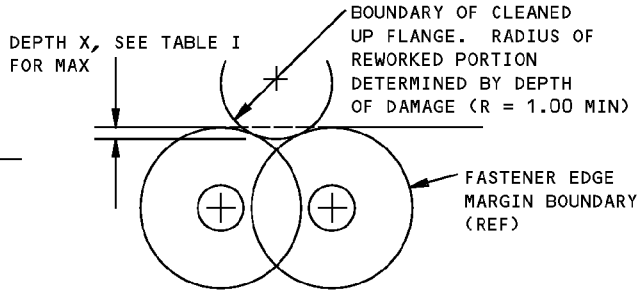
DETAIL I



REMOVAL OF NICK OR
GOUGE DAMAGE ON AN EDGE
DETAIL II

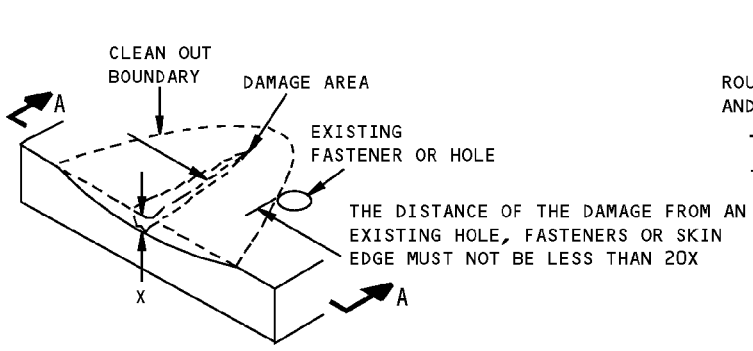


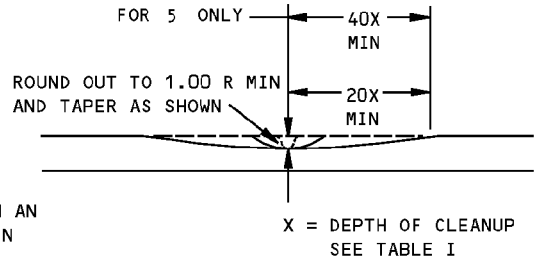
DAMAGE CLEANUP OF EDGES WHERE
FASTENER EDGE MARGINS DO NOT OVERLAP



DAMAGE CLEANUP OF EDGES WHERE
FASTENER EDGE MARGINS OVERLAP

DETAIL III

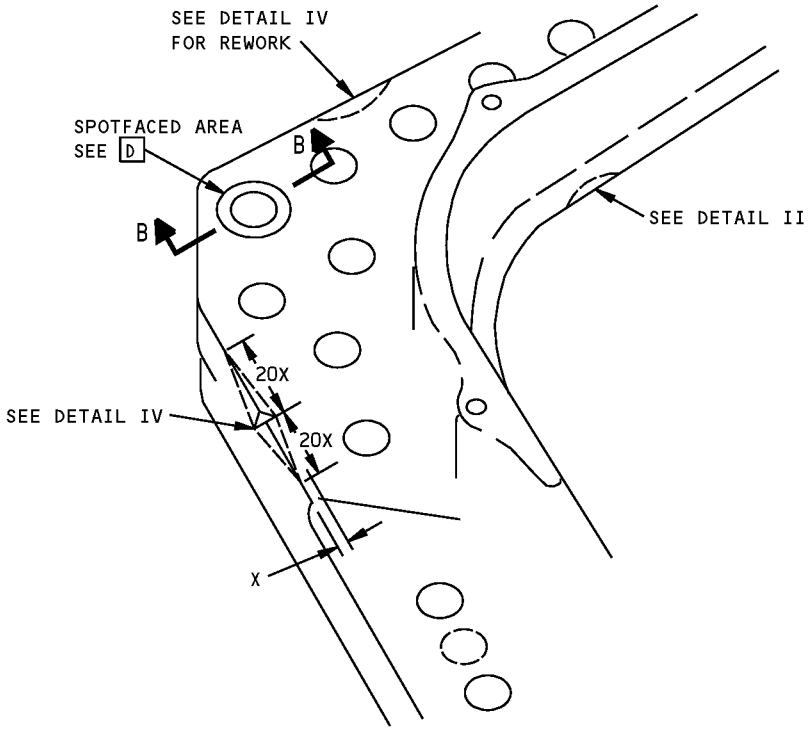




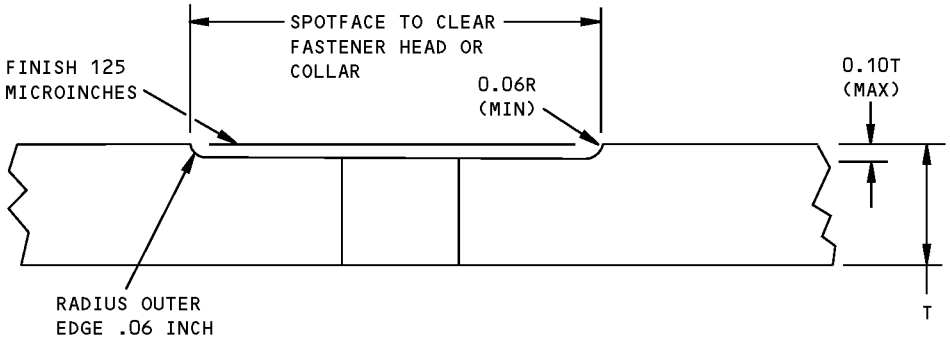
SECTION A-A

REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE
DETAIL IV

Allowable Damage - Cabin Window Frames
Figure 101 (Sheet 3 of 4)



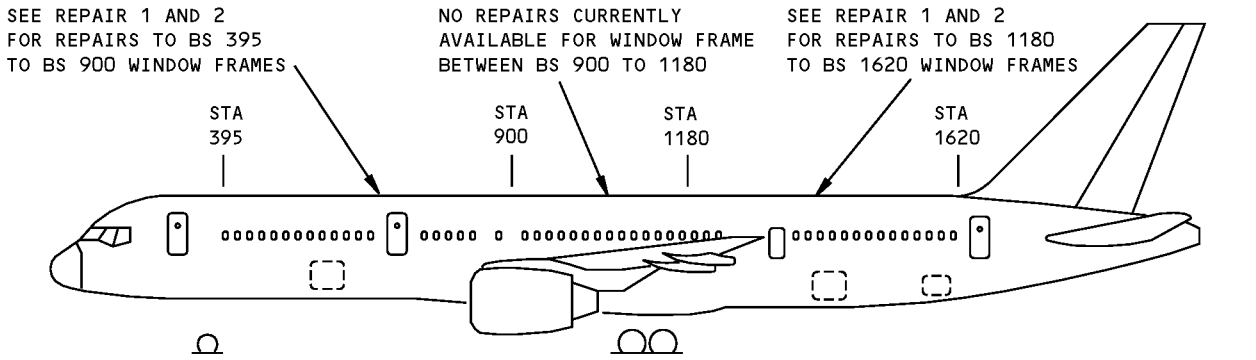
DETAIL V



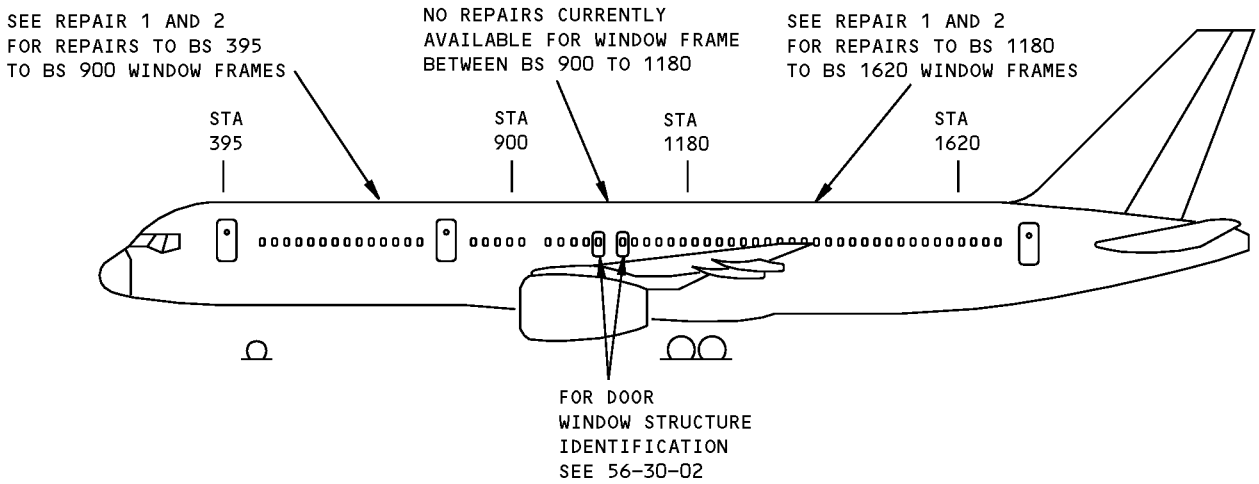
SECTION B-B

Allowable Damage - Cabin Window Frames
Figure 101 (Sheet 4 of 4)

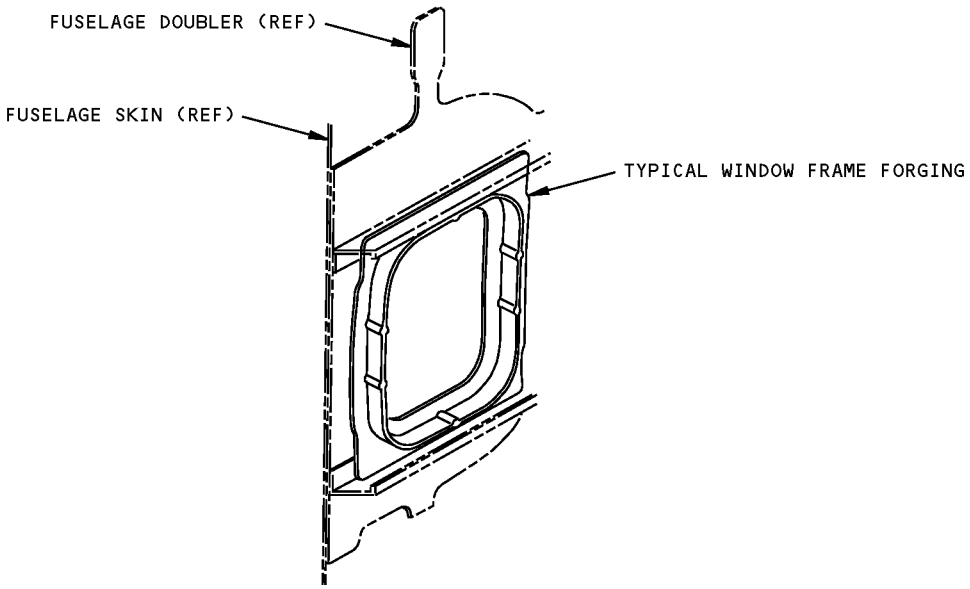
REPAIR GENERAL - CABIN WINDOW FRAMES



FOR AIRPLANES WITH NO. 3 EMERGENCY EXIT DOOR



FOR AIRPLANES WITH OVERWING EMERGENCY EXIT DOORS



Cabin Window Frame Repair
Figure 201

REPAIR 1 - CABIN WINDOW FRAME EXTERNAL REPAIR

REPAIR INSTRUCTIONS

1. This repair is for damage to cabin window frame in excess of that described in Allowable Damage 1 or for damage adjacent to fasteners common to skin. Clean up damage and maintain a minimum of 0.05 of sound material (see section A-A). Where damage is confined to the upper or lower flange only, doubler 1 is required, per detail II. Damage extending farther around the frame requires the use of doubler 2 per detail III. Extensive damage requires window frame replacement. [B]
2. Refer to Repair 1 for repair to cracks in the window forging.
3. Remove existing fasteners at locations which will be used during the repair.
4. Make the repair parts from the material listed in Table 1.
5. Break sharp edges of original and repair parts 0.015 R to 0.030 R.
6. Remove all nicks, scratches, burrs, sharp edges and corners from original and repair parts.
7. Apply a protective alodine coating to the repair parts and the cut edges of the original parts as given in SRM 51-20-01.
8. Apply one coat of BMS 10-11, Type I primer to repair parts and the cut edges of the original parts as given in AMM 51-21.
9. Install repair washers in existing countersinks in skin.
10. Install the repair parts making a faying surface seal with BMS 5-95 sealant. Install fasteners wet with BMS 5-95 sealant.
11. Fill irregularities in window frame with BMS 5-28 Type 3 as required to provide smooth surface for window seal.

    NOTE: To avoid undue hand work of epoxy filler, use a metal srip and parting film of polyethylene clamped up until cure is complete.

12. Restore original finish as givem in AMM 51-21.

NOTES

- INSTALL ALL FASTENERS IN CLOSE REAMED HOLES
- REFER TO THE FOLLOWING WHEN USING THIS REPAIR:
  - AMM 51-20 FOR INTERIOR AND EXTERIOR FINISHES
  - AMM 51-31 FOR SEALS AND SEALING
  - SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS
  - SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METAL
  - SRM 51-20-05 FOR SEALING OF REPAIRS
  - SRM 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES AND EDGE MARGINS
  - SRM 51-40-08 FOR COUNTERSINK WASHERS

[A] REPAIR PART 1 IS FOR DAMAGE IN THIS AREA (UPPER OR LOWER FRAME). LOCATE DOUBLER ON DAMAGED FRAME. DOUBLER SHOWN ON DAMAGED LOWER FRAME. FOR DAMAGED UPPER FRAME, ROTATE DOUBLER 180°

[B] WHEN FRAME REPLACEMENT IS NECESSARY INSTALL THE NEW FRAME MAKING A FAYING SURFACE SEAL WITH BMS 5-95 SEALANT

[C] WHEN USING 1/4" BOLTS TO REPLACE 3/16" BRILES RIVETS, MAKE SURE THAT THE BOLTS ARE AT LEAST 1/64" OVERSIZE IN ORDER TO COMPLETELY CLEAN OUT THE COUNTER BORE OF THE 3/16" BRILES RIVETS; REPAIR WASHERS WILL NOT BE NECESSARY

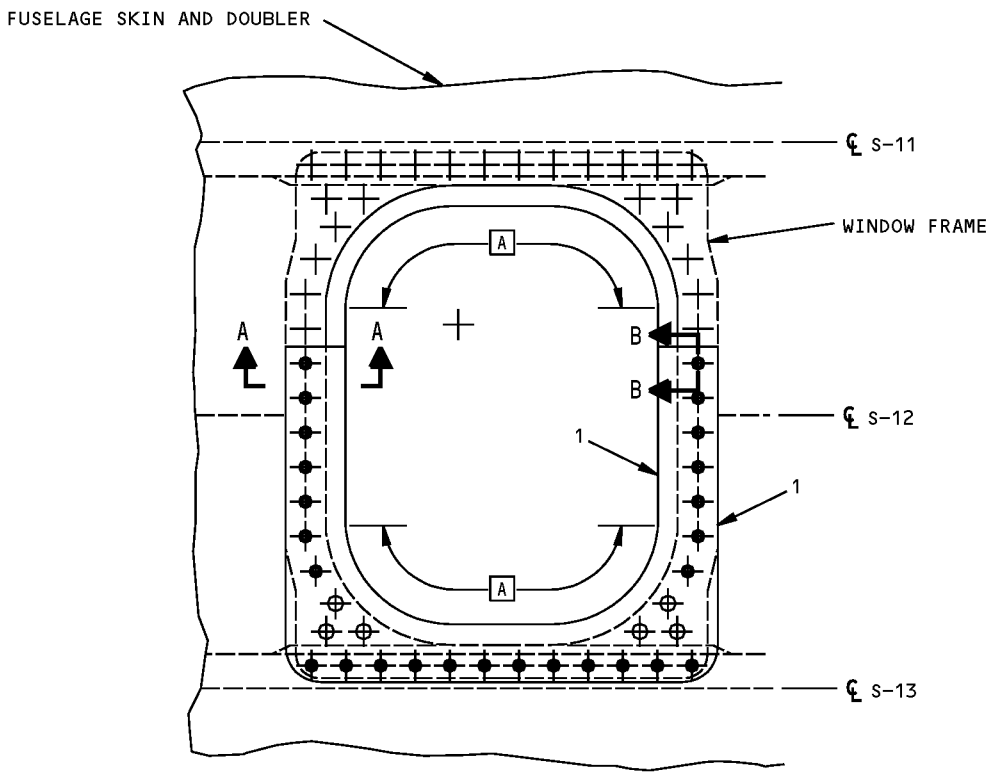
FASTENER SYMBOLS

- ORIGINAL FASTENER LOCATION
- BACB30DY8-()X TENSION LOCKBOLT AT EXISTING FASTENER LOCATION [C]
- BACB30FQ8-() HEX DRIVE BOLT AT EXISTING FASTENER LOCATION [C]

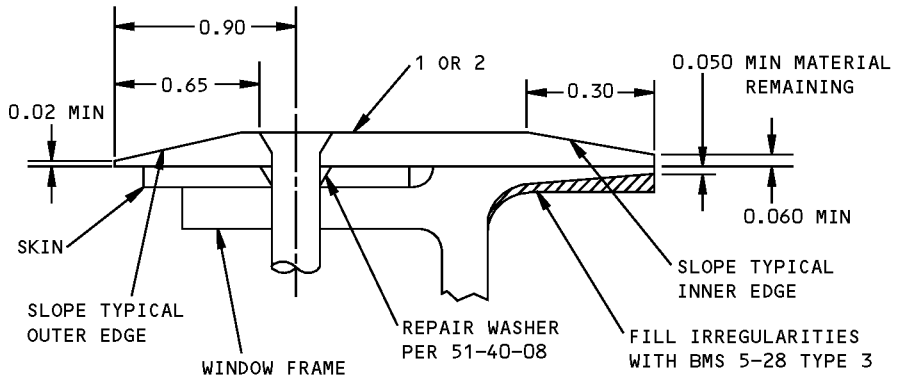
REPAIR MATERIAL			
PART		QTY	MATERIAL
1	DOUBLER	1	0.16 CLAD 2024-T3
2	DOUBLER	1	0.16 CLAD 2024-T3
	REPAIR WASHERS	AS REQD	SEE 51-40-08

TABLE I

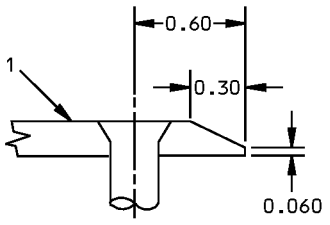
Cabin Window Frame External Repair
Figure 201 (Sheet 1 of 3)



DETAIL II

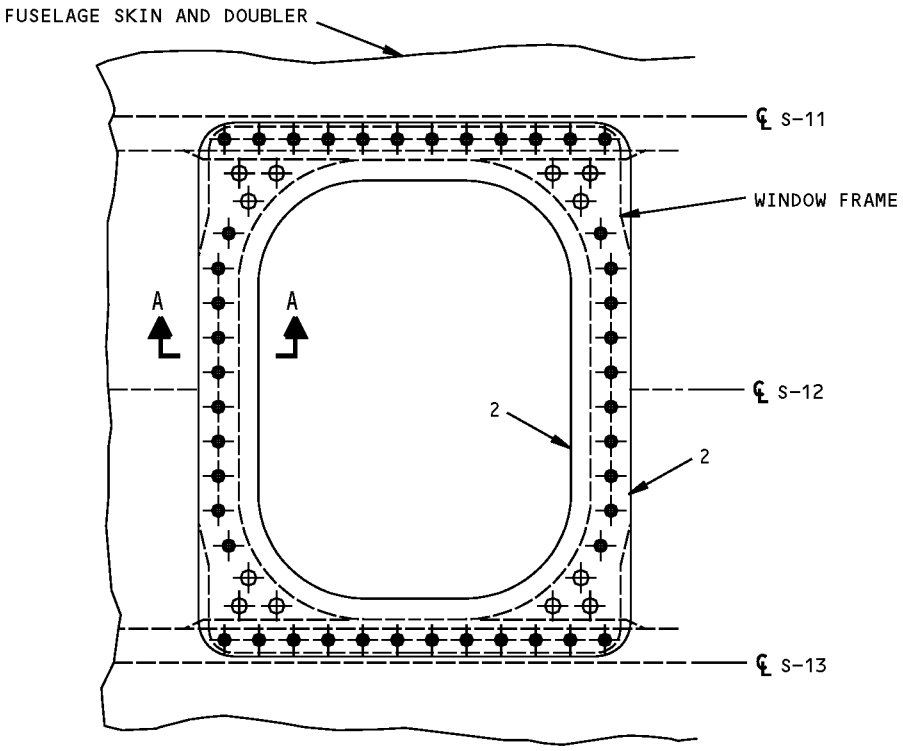


SECTION A-A



SECTION B-B

Cabin Window Frame External Repair
Figure 201 (Sheet 2 of 3)



DETAIL III

Cabin Window Frame External Repair
Figure 201 (Sheet 3 of 3)

REPAIR 2 - CABIN WINDOW FRAME FORGING REPAIR

REPAIR INSTRUCTIONS

1. Remove original fasteners and sealant as required to accomplish repair.

2. Inspect the window forging area around the crack using eddy current NDT procedures to ensure that no other cracks are present. Notify Boeing if further cracking is found. [C]

3. Stop drill ends of cracks per 51-10-02.

4. Make the repair parts from the material listed in Table 1.

5. Break sharp edges of original and repair parts 0.015 R to 0.030 R.

6. Remove all nicks, scratches, burrs, sharp edges and corners from original and repair parts.

7. Apply a protective alodine coating to the repair parts and the cut edges of the original parts per 51-20-01.

8. Apply a protective cadmium plating to the CRES parts per 51-20-01.

9. Apply one coat of BMS 10-11, Type I primer to repair parts and the cut edges of the original parts per 51-21 of the 757 Maintenance Manual. For CRES repair parts use two coats primer.

10. Install repair washers in existing countersinks in skin.

11. Install the repair parts making a faying surface seal with BMS 5-95 sealant. Install fasteners wet with BMS 5-95 sealant.

12. Restore original finish as given in AMM 51-21.

NOTES

- THIS REPAIR IS ONLY FOR CRACKS WITHIN SHADED AREAS AS SHOWN IN THE REPAIR DIAGRAMS. CONTACT BOEING FOR DAMAGE IN OTHER AREAS

- INSTALL ALL FASTENERS IN CLOSE REAMED HOLES

- REFER TO THE FOLLOWING WHEN USING THIS REPAIR:
  - AMM 51-20 FOR INTERIOR AND EXTERIOR FINISHES
  - AMM 51-31 FOR SEALS AND SEALING
  - SRM 51-10-02 FOR INSPECTION AND REMOVAL DAMAGE
  - SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METAL
  - SRM 51-20-05 FOR SEALING OF REPAIRS
  - SRM 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES AND EDGE MARGINS
  - SRM 51-40-08 FOR COUNTERSINK WASHERS
  - SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS

- PART SIX OF THE 737 NONDESTRUCTIVE TEST MANUAL FOR EDDY CURRENT INSPECTION PROCEDURES

[A] LOCATE DOUBLER ON DAMAGED FLANGE. DOUBLER SHOWN ON DAMAGED LOWER FLANGE. FOR DAMAGED UPPER FLANGE, ROTATE DOUBLER 180° AND INSTALL ANGLE PER DETAIL II

[B] FOR CRACK DAMAGE IN VERTICAL FLANGE(S) OR IN BOTH UPPER AND LOWER HORIZONTAL FLANGES USE A DOUBLER THAT ENCIRCLES ENTIRE FORGING PER DETAIL III

[C] EXTENSIVE DAMAGE REQUIRES WINDOW FRAME REPLACEMENT. WHEN FRAME REPLACEMENT IS NECESSARY, TO INSTALL THE NEW FRAME MAKING A FAYING SURFACE SEAL WITH BMS 5-95 SEALANT

[D] WHEN USING 1/4" BOLTS TO REPLACE 3/16" BRILES RIVETS, MAKE SURE THAT THE BOLTS ARE AT LEAST 1/64" OVERSIZE IN ORDER TO COMPLETELY CLEAN OUT THE COUNTERBORE OF THE 3/16" BRILES RIVETS; REPAIR WASHERS WILL NOT BE NECESSARY.

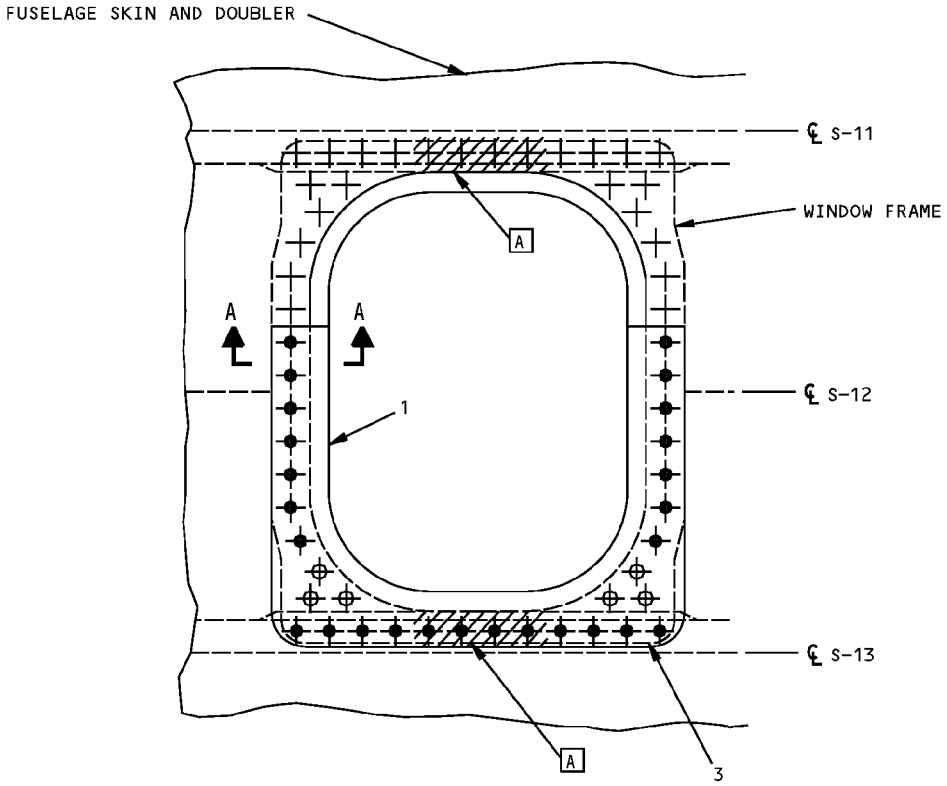
Cabin Window Frame Forging Repair
Figure 201 (Sheet 1 of 3)

SYMBOLS

- ORIGINAL FASTENER LOCATION
- BACB30DY8-()X TENSION LOCKBOLT AT EXISTING FASTENER LOCATION D
- BACB30FQ8-() HEX DRIVE BOLT AT EXISTING FASTENER LOCATION D

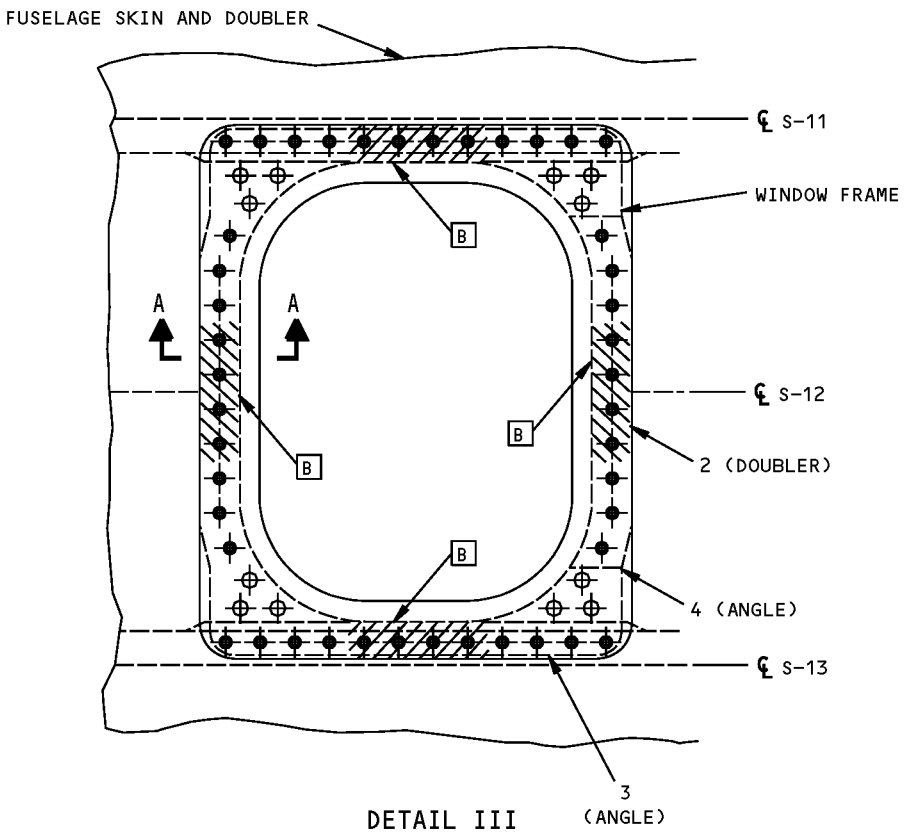
REPAIR MATERIAL			
PART		QTY	MATERIAL
1	DOUBLER	1	0.16 CLAD 2024-T3
2	DOUBLER	1	0.16 CLAD 2024-T3
3	ANGLE	1	0.090 CRES AISI 301 HALF HARD
4	ANGLE	1	0.090 CRES AISI 301 HALF HARD

TABLE I

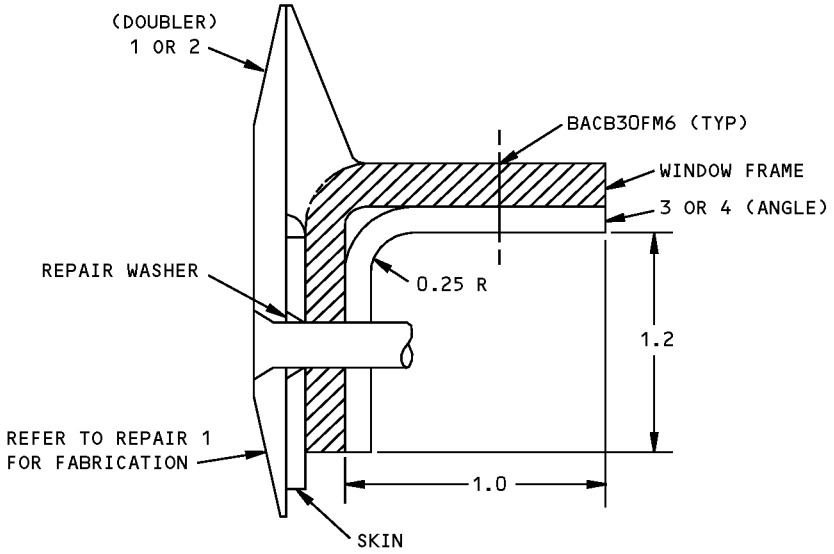


DETAIL II

Cabin Window Frame Forging Repair
Figure 201 (Sheet 2 of 3)



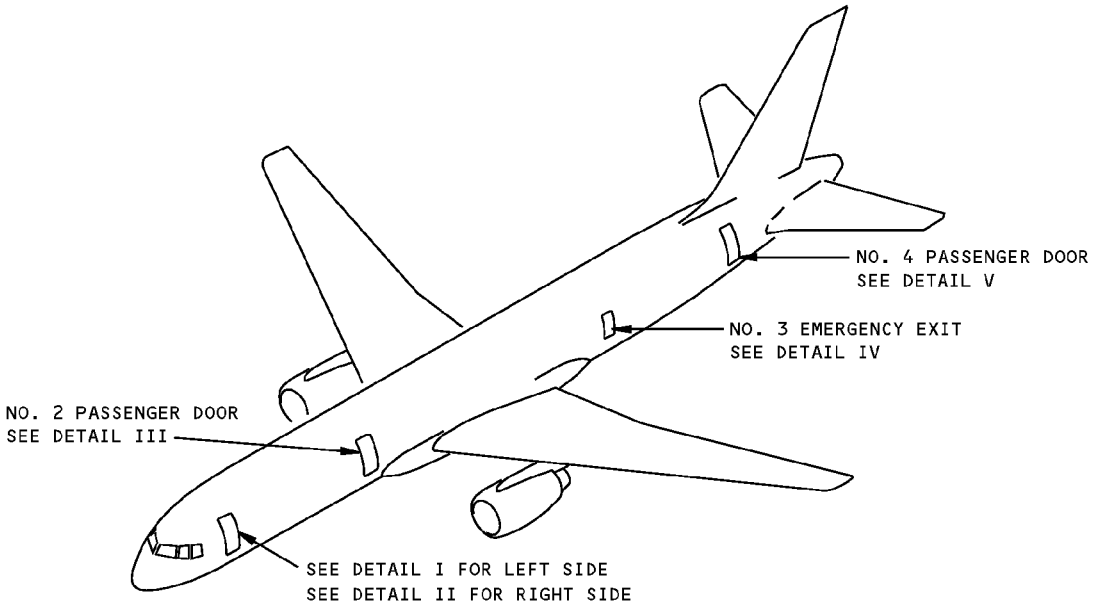
DETAIL III



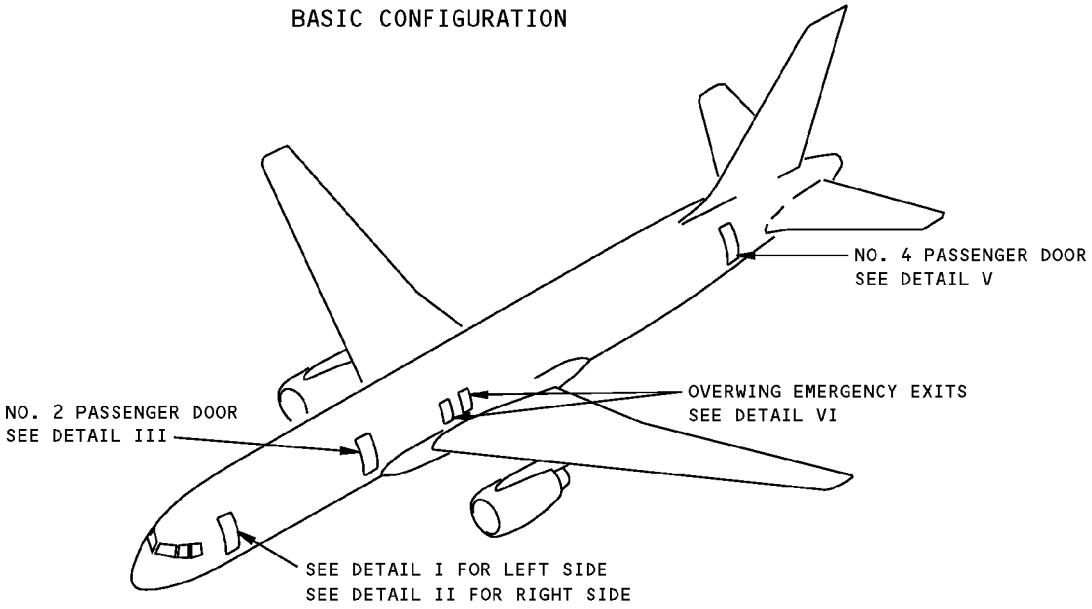
SECTION A-A (TYPICAL)
ROTATED 90° CCW

Cabin Window Frame Forging Repair
Figure 201 (Sheet 3 of 3)

IDENTIFICATION 1 - DOOR WINDOW STRUCTURE



AIRPLANES WITH NO. 3 EMERGENCY EXIT
BASIC CONFIGURATION



AIRPLANES WITH OVERWING EMERGENCY EXITS
BASIC CONFIGURATION

NOTES

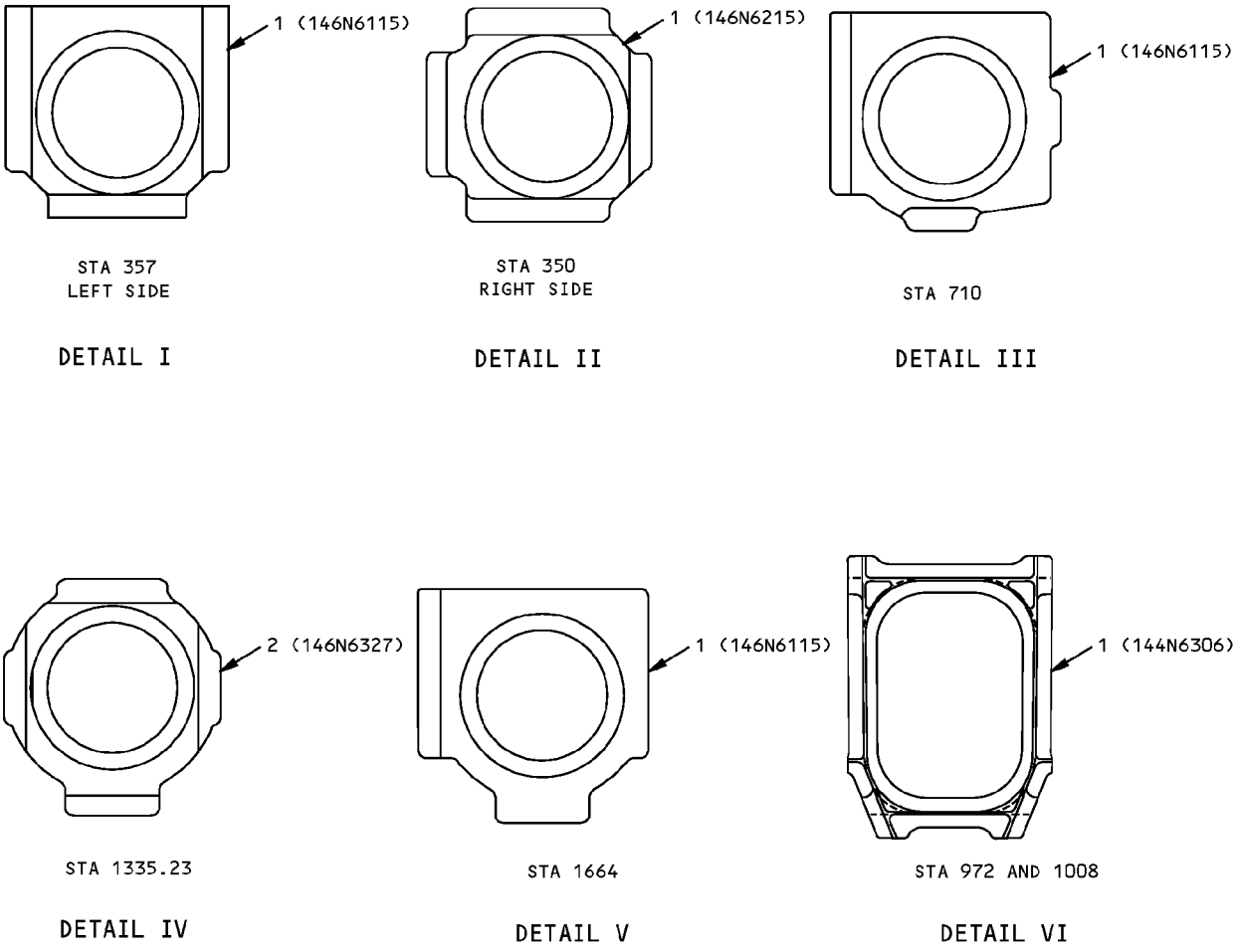
[A] FOR CUM LINE NUMBERS:
1 THRU 15

[B] FOR CUM LINE NUMBERS:
16 AND ON

[C] FOR CUM LINE NUMBERS:
1 THRU 16

[D] FOR CUM LINE NUMBERS:
17 AND ON

Door Window Structure Identification
Figure 1 (Sheet 1 of 2)

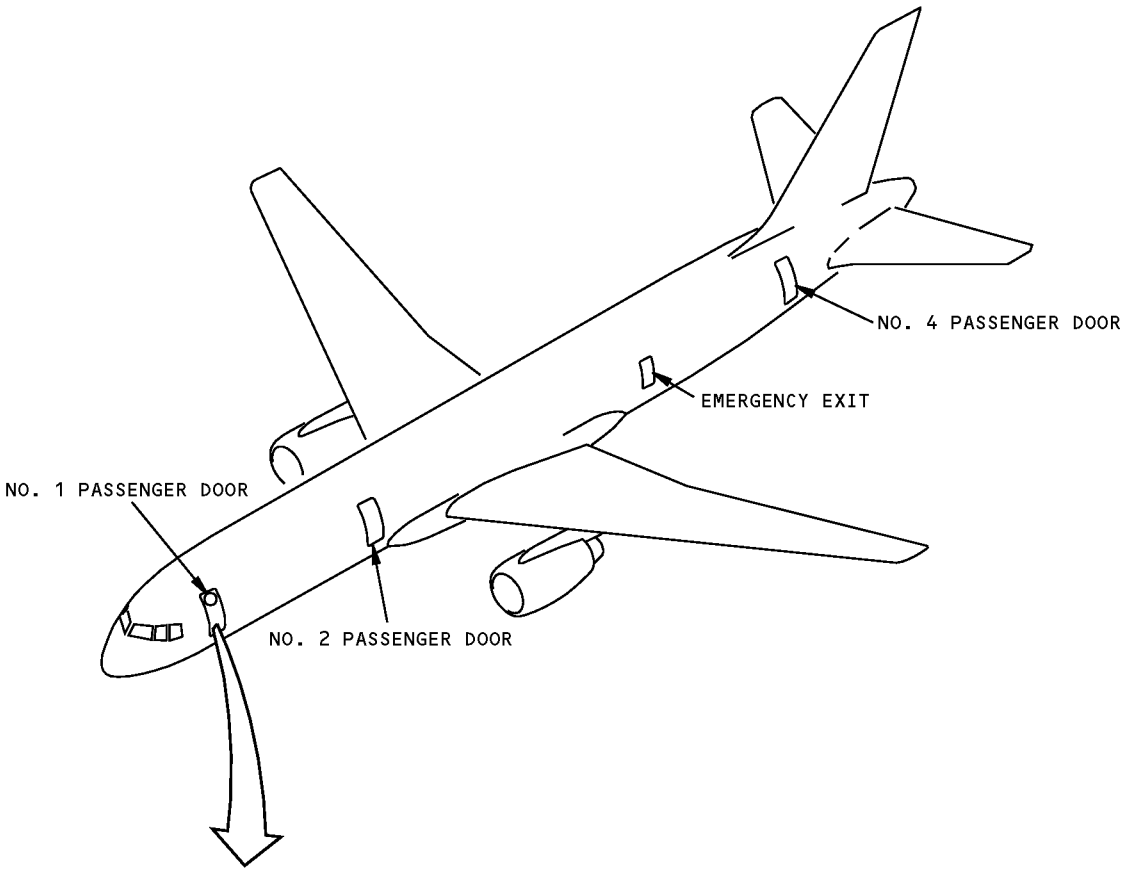


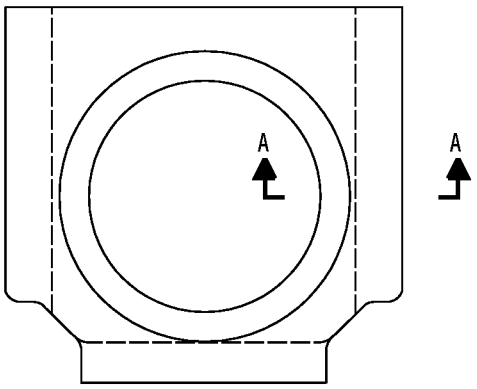
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	FRAME	1.50	7075-T7351 7075-T73 FORGING	A B
2	FRAME	1.40	7075-T7351 7075-T73 FORGING	C D
3	FRAME		7075-T73 FORGING	

LIST OF MATERIALS FOR DETAILS I THRU VI

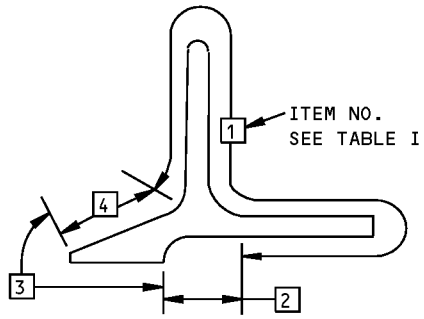
Door Window Structure Identification
Figure 1 (Sheet 2 of 2)

ALLOWABLE DAMAGE 1 - DOOR WINDOW FRAMES





VIEWING PORT FRAME
NO. 1 DOOR SHOWN
OTHERS SIMILAR



SECTION A-A

Allowable Damage - Door Window Frames
Figure 101 (Sheet 1 of 3)

ITEM	CRACKS	NICKS, GOUGES, SCRATCHES AND CORROSION	DENTS	HOLES AND PUNCTURES
1	A	0.020 MAX DEPTH B	NOT ALLOWED	NOT ALLOWED
2	C	0.020 MAX DEPTH B	NOT ALLOWED	NOT ALLOWED
3	A	0.030 MAX DEPTH B	NOT ALLOWED	NOT ALLOWED
4	C	0.030 MAX DEPTH B	NOT ALLOWED	NOT ALLOWED

TABLE I

NOTES

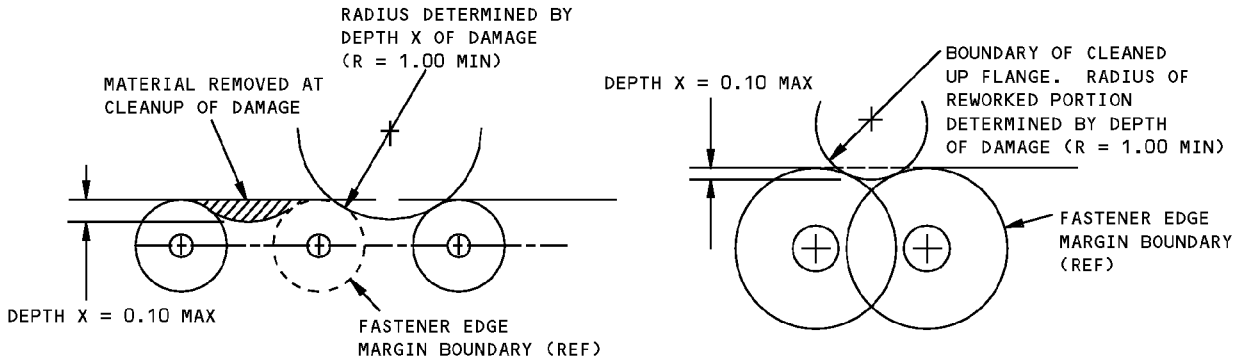
- REFINISH REWORKED AREAS PER 51-20 OF THE MAINTENANCE MANUAL
- SMOOTH ALL REWORKED SURFACES TO 125 MICRO-INCHES
- SHOT PEEN ALL REWORKED SURFACES WITH SHOT NO. 230-250, .006A INTENSITY, COVERAGE 2.0. REFER TO 51-20-06
- ALODIZE ALL REWORKED SURFACES AFTER SHOT PEENING PER 51-20-01 AND APPLY ONE COAT OF BMS 10-11 TYPE 1 PRIMER IN ACCORDANCE WITH 51-21-10 OF THE 757 MAINTENANCE MANUAL
- REFER TO 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE EXCEEDS THE LIMITS SHOWN IN 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFER TO 51-40-06 FOR FASTENER EDGE MARGIN

A DAMAGE ON EDGE OF A FLANGE REMOVED ACCORDING TO DETAILS I OR II IS ALLOWED PROVIDED THE MAXIMUM DEPTH IS NOT EXCEEDED AND THE MINIMUM FASTENER EDGE MARGIN IS MAINTAINED. ALL OTHER CRACKS NOT ALLOWED

B DAMAGE REMOVED PER DETAIL III IS ALLOWED PROVIDED THE MAXIMUM PERMISSABLE DEPTH IS NOT EXCEEDED

C NO CRACKS ALLOWED. REPLACE FRAME

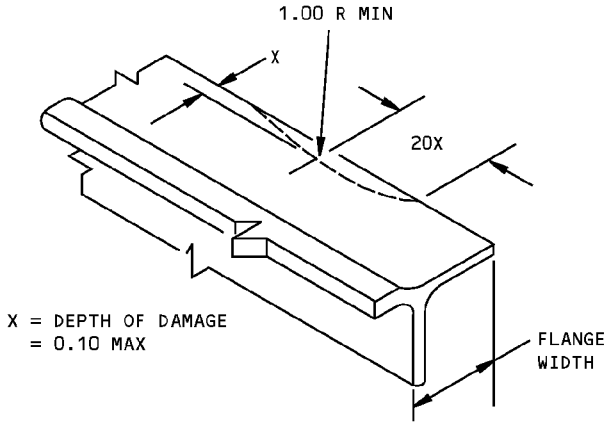
Allowable Damage - Door Window Frames
Figure 101 (Sheet 2 of 3)



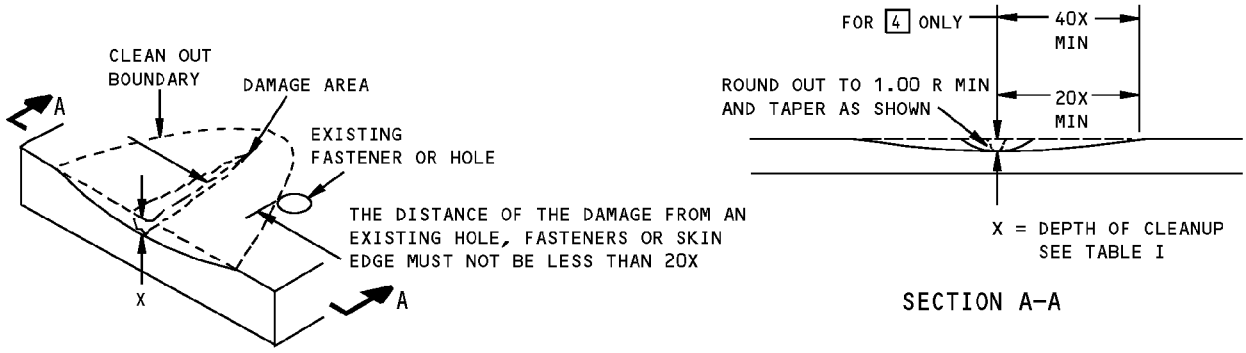
DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP

DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

DETAIL I



DETAIL II



SECTION A-A

REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE
DETAIL III

Allowable Damage - Door Window Frames
Figure 101 (Sheet 3 of 3)