

**CHAPTER**

**52**

**DOORS**



**767-300  
STRUCTURAL REPAIR MANUAL**

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52-30-01 REPAIR 5		201	Apr 01/2005	103	Apr 01/2005
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202	Dec 15/2007	52-40-00 IDENTIFICATION 0		52-40-01 ALLOWABLE DAMAGE 4	
203	Dec 15/2007	1	Apr 01/2005	101	Apr 01/2005
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108	BLANK				
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ALLOWABLE DAMAGE 2 - Operating Limits for Overwing / Type I Emergency Exit Door Skin	
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REPAIR 1 - Emergency Exit Door - Flush Skin Repairs Between Beams	

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REPAIR 3 - Emergency Exit Door - Small Hole - Flush Repair

REPAIR 4 - Emergency Exit Door Skin - External Repair

REPAIR 5 - Deleted - Emergency Exit Door - External Repair

**EMERGENCY EXIT DOOR STRUCTURE**

52-20-02

IDENTIFICATION 1 - Emergency Exit Door Structure

IDENTIFICATION 2 - Type 1 Emergency Exit Door Structure

ALLOWABLE DAMAGE 1 - Emergency Exit Door Structure

REPAIR GENERAL - Emergency Exit Door Structure Repair

**CARGO DOOR SKIN**

52-30-01

IDENTIFICATION 1 - Forward / Aft Cargo Door Skin

IDENTIFICATION 2 - Bulk Cargo Door Skin

IDENTIFICATION 3 - Large Cargo Door Skin

ALLOWABLE DAMAGE 1 - Cargo Doors Skin

ALLOWABLE DAMAGE 2 - Operating Limits for Cargo Doors Outer Skin

REPAIR GENERAL - Cargo Door Outer Skin

REPAIR 1 - Forward / Aft / Bulk Cargo Door - Flush Skin Repair Between Beams

REPAIR 2 - Large Cargo Door - Flush Skin Repair Between Beams

REPAIR 3 - Deleted - Cargo Doors - Flush Skin Repair At Beam

REPAIR 4 - Cargo Doors - Small Hole - Flush Repair

REPAIR 5 - Cargo Doors - Small Hole - External Repair

REPAIR 6 - Cargo Doors - External Skin Repair at a Beam

**CARGO DOOR STRUCTURE**

52-30-02

IDENTIFICATION 1 - Forward / Aft Cargo Door Structure

IDENTIFICATION 2 - Bulk Cargo Door Structure

IDENTIFICATION 3 - Large Cargo Door Structure

ALLOWABLE DAMAGE 1 - Cargo Doors Structure

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REPAIR 2 - Bulk Cargo Door Structure

REPAIR 3 - Large Cargo Door Structure

**SERVICE DOORS**

52-40-00

IDENTIFICATION GENERAL - Service Door Location Diagram

**SERVICE DOOR SKIN**

52-40-01

IDENTIFICATION 1 - Forward Access Door Skin

IDENTIFICATION 2 - Controls Bay Access Door Skin

IDENTIFICATION 3 - Service Access Door Skin- Sta 1690

IDENTIFICATION 4 - Waste Disposal Access Door Skin

IDENTIFICATION 5 - Elec/Elex Access Door Skin

IDENTIFICATION 6 - Auxiliary Power Unit Access Door Skin

IDENTIFICATION 7 - Potable Water Service Door Skin

ALLOWABLE DAMAGE 1 - Forward Access Door

ALLOWABLE DAMAGE 2 - Controls Bay Access Door

ALLOWABLE DAMAGE 3 - Service Access Door

ALLOWABLE DAMAGE 4 - Waste Disposal Access Door

ALLOWABLE DAMAGE 5 - Elec/Elex Access Door

ALLOWABLE DAMAGE 6 - Auxiliary Power Unit Access Door

ALLOWABLE DAMAGE 7 - Potable Water Service Door

REPAIR GENERAL - Typical Skin Repairs for Access Doors with Aluminum Outer Skins

REPAIR 1 - Flush Skin Repair Between Beams

REPAIR 2 - Flush Skin Repair at Beam

REPAIR 3 - Small Hole - Flush Repair

REPAIR 4 - Small Hole - External Repair

REPAIR 5 - External Repair

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**ACCESS DOOR STRUCTURE**

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IDENTIFICATION 2 - Controls Bay Access Door Structure  
IDENTIFICATION 3 - Service Access Door Structure - Sta 1690  
IDENTIFICATION 4 - Fin Access Door  
IDENTIFICATION 5 - Elec/Elex Access Door Structure  
IDENTIFICATION 6 - Auxiliary Power Unit Access Door Structure  
IDENTIFICATION 7 - Ram Air Turbine Access Door  
IDENTIFICATION 8 - MLG Door Release Access Door  
IDENTIFICATION 9 - ADP Access Door  
IDENTIFICATION 10 - Hydraulic Reservoir Fill Access Door  
IDENTIFICATION 11 - Pressure Bottle Access Door  
IDENTIFICATION 12 - ECS Door  
IDENTIFICATION 13 - Access Door  
IDENTIFICATION 14 - Mechanism Access Door  
IDENTIFICATION 15 - Inboard Trailing Edge Flap Mechanism Access Door  
ALLOWABLE DAMAGE 1 - Fin Access Door  
ALLOWABLE DAMAGE 2 - Ram Air Turbine Access Door  
ALLOWABLE DAMAGE 3 - MLG Door Release Access Door  
ALLOWABLE DAMAGE 4 - ADP Access Door  
ALLOWABLE DAMAGE 5 - Hydraulic Reservoir Fill Access Door  
ALLOWABLE DAMAGE 6 - Pressure Bottle Access Door  
ALLOWABLE DAMAGE 7 - Access Door  
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ALLOWABLE DAMAGE 9 - Forward Access Door Structure  
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ALLOWABLE DAMAGE 11 - Controls Bay Access Door

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ALLOWABLE DAMAGE 13-Auxiliary Power Unit Access Door  
ALLOWABLE DAMAGE 14-ECS Door  
ALLOWABLE DAMAGE 15-Inboard Trailing Edge Flap Mechanism Access Door  
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REPAIR 2-MLG Door Release Access Door  
REPAIR 3-ADP Access Door  
REPAIR 4-Hydraulic Reservoir Fill Access Door  
REPAIR 5-Pressure Bottle Access Door  
REPAIR 6-Access Door  
REPAIR 7-Mechanism Access Door  
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REPAIR 9-Forward Access Door Structure  
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REPAIR 12-Elec/Elex Access Door Structure  
REPAIR 13-Auxiliary Power Unit Access Door Structure  
REPAIR 14-ECS Door  
REPAIR 15-Inboard Trailing Edge Flap Mechanism Access Door

**ACCESS DOOR FITTINGS**

52-40-90

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IDENTIFICATION 2-Elec/Elex Access Door Fittings  
IDENTIFICATION 4-Controls Bay Access Door Structure Fittings  
IDENTIFICATION 5-Service Access Door Structure Fittings - Station 1690  
IDENTIFICATION 6-Ram Air Turbine Access Door Fittings  
IDENTIFICATION 7-Auxiliary Power Unit Access Door Structure Fittings  
IDENTIFICATION 8-Inboard Trailing Edge Flap Mechanism Access Door Fittings

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**FIXED INTERIOR DOORS STRUCTURE**

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IDENTIFICATION 1 - Fixed Interior Door

ALLOWABLE DAMAGE 1 - Fixed Interior Door

REPAIR 1 - Flight Deck Door

REPAIR 2 - Flight Deck Door - Fiberglass Panels

**LANDING GEAR DOORS STRUCTURE**

52-80-02

IDENTIFICATION 1 - Main Landing Gear Door

IDENTIFICATION 2 - Nose Landing Gear Door

IDENTIFICATION 3 - Shock Strut Door

IDENTIFICATION 4 - Trunnion Door

IDENTIFICATION 5 - Drag Strut Door

ALLOWABLE DAMAGE 1 - Main Landing Gear Door

ALLOWABLE DAMAGE 2 - Nose Landing Gear Door

ALLOWABLE DAMAGE 3 - Wing Landing Gear Door

REPAIR 1 - Main Landing Gear Door

REPAIR 2 - Nose Landing Gear Door

REPAIR 3 - Wing Landing Gear Door

**LANDING GEAR DOOR FITTINGS**

52-80-90

IDENTIFICATION 1 - Main Landing Gear Door Fittings

IDENTIFICATION 2 - Nose Landing Gear Door Fittings

IDENTIFICATION 3 - Shock Strut Door Fittings

IDENTIFICATION 4 - Trunnion Door Fittings

IDENTIFICATION 5 - Drag Strut Door Fittings

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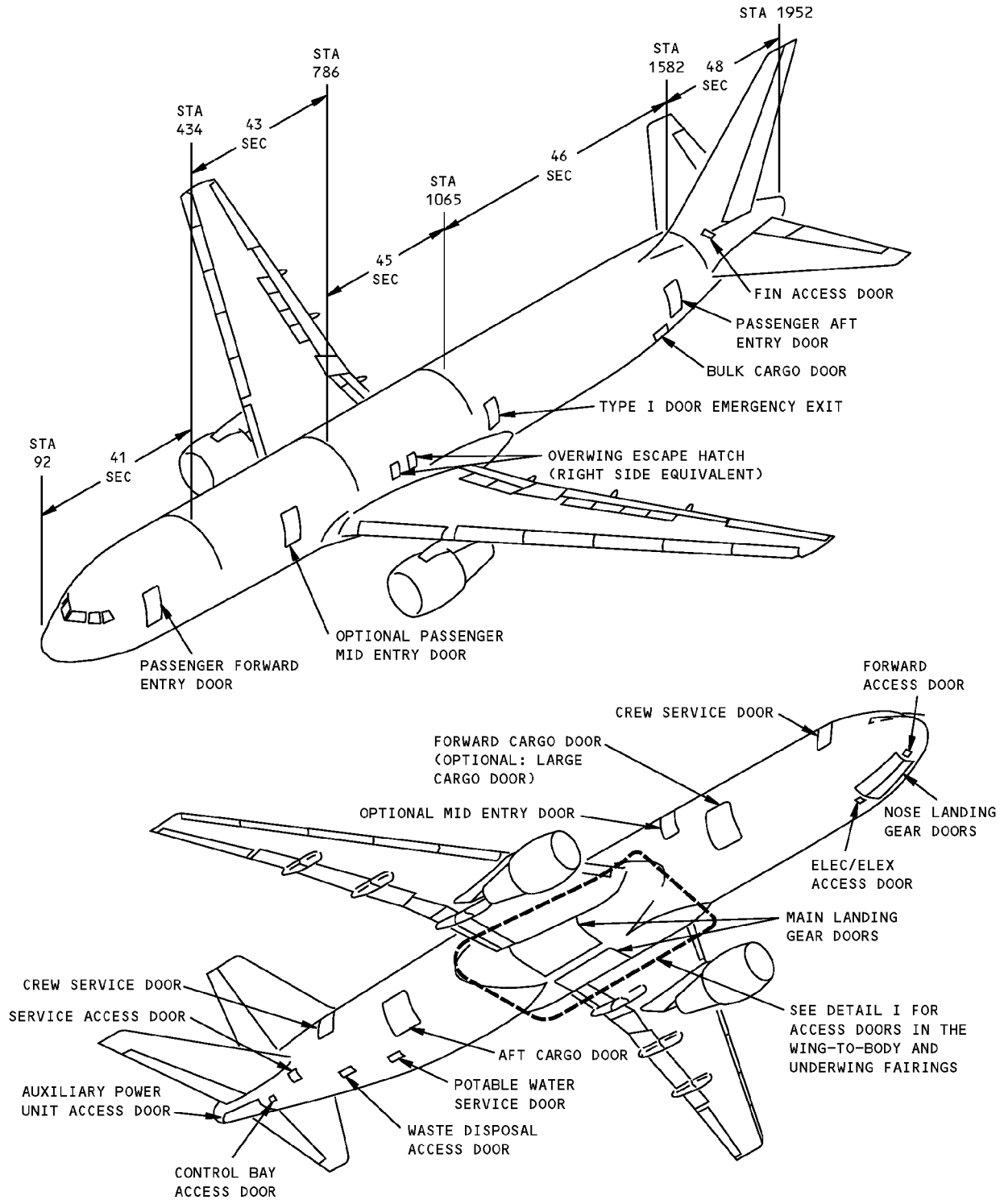
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### GENERAL - DOOR LOCATION DIAGRAM

#### 1. General

- A. This chapter contains information about the passenger/crew entry doors (both sides), escape hatches, cargo doors (forward and aft including optional forward large cargo door and bulk cargo door), service doors (elec/elex access door, ram air turbine access door, potable water access door, controls bay access door, service access door, waste disposal access door, forward access door and auxiliary power unit access door) and landing gear doors.
- B. All major structural components are located and identified through the use of detailed illustrations with corresponding tabulated material lists.
- C. Allowable damage to doors is defined in this chapter.
- D. Approved repairs are described and illustrated in this chapter.

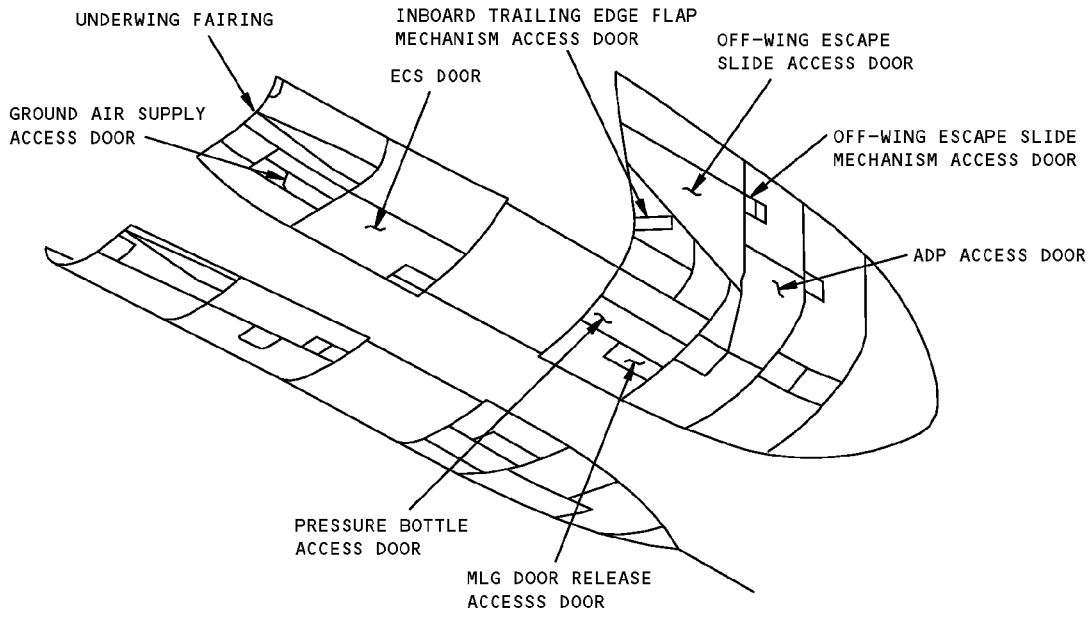
**767-300  
STRUCTURAL REPAIR MANUAL**



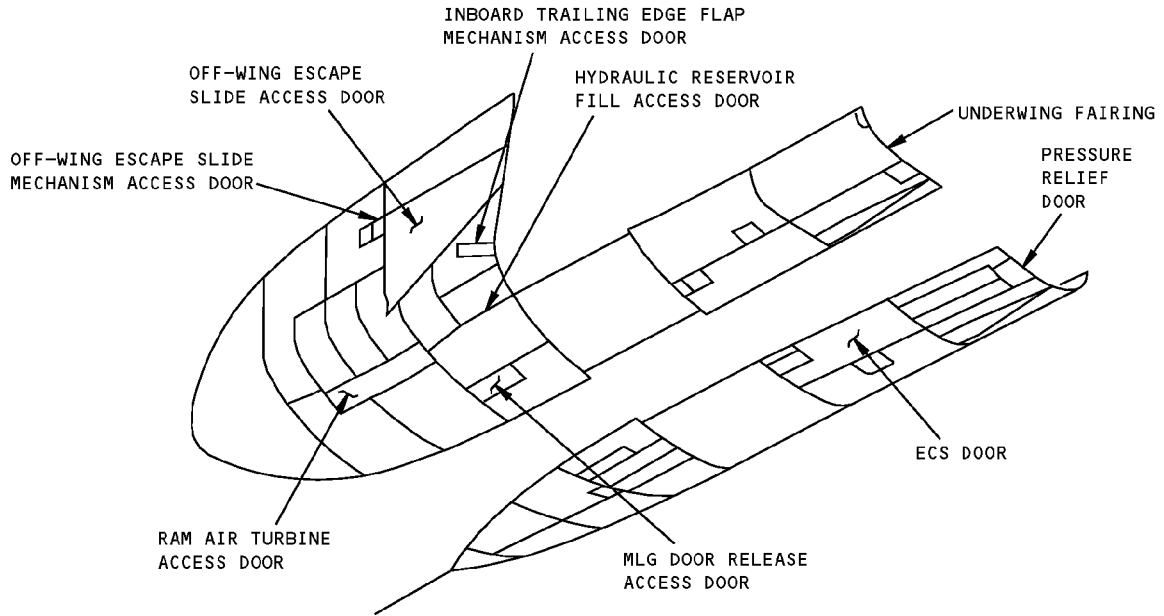
**FUSELAGE DOORS**

**Door Location Diagram  
Figure 1 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**LEFT SIDE  
SECTION 46 WING-TO-BODY FAIRING AND UNDERWING FAIRING**



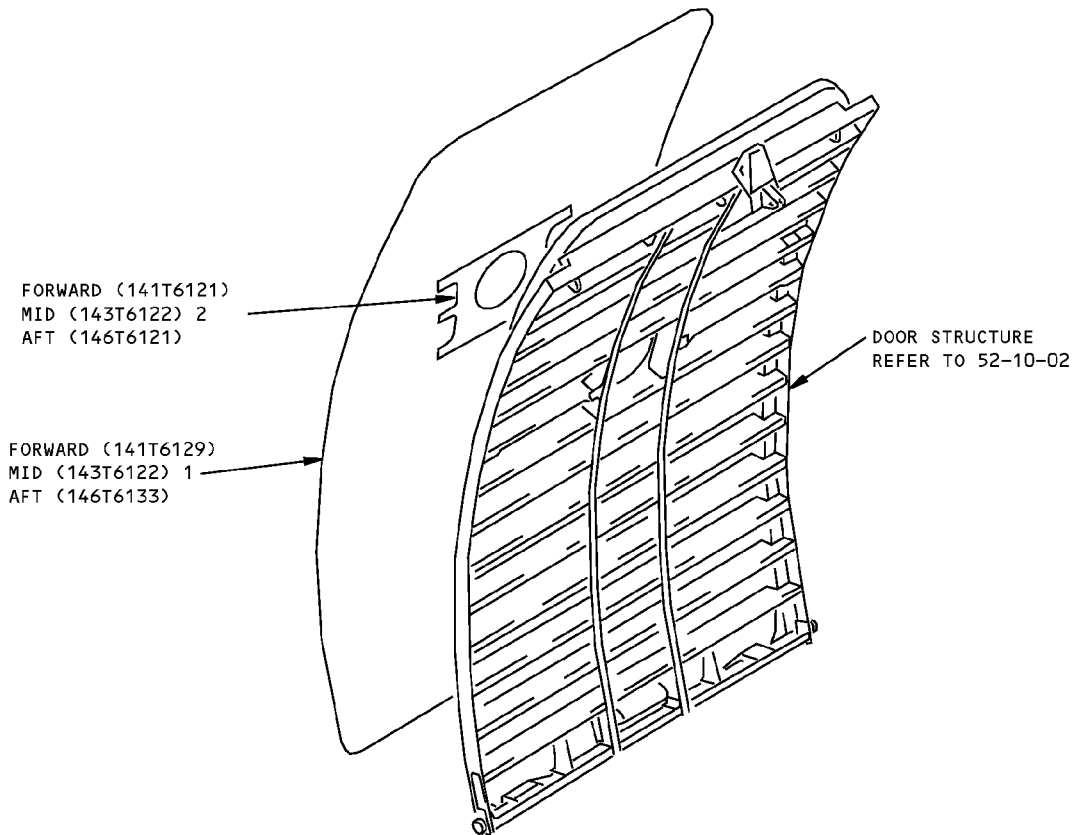
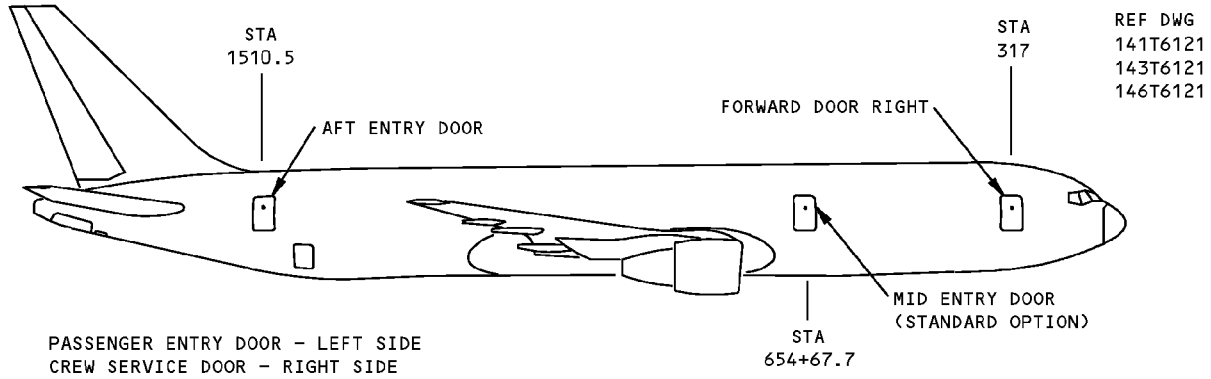
**RIGHT SIDE  
SECTION 46 WING-TO-BODY FAIRING AND UNDERWING FAIRING**

**DETAIL I**

**Door Location Diagram  
Figure 1 (Sheet 2 of 2)**

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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - ENTRY DOOR SKIN**



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	OUTER SKIN	0.071	CLAD 2024-T3 (CHEM-MILLED TO 0.050 MIN)	
2	DOUBLER	0.080	CLAD 2024-T3	

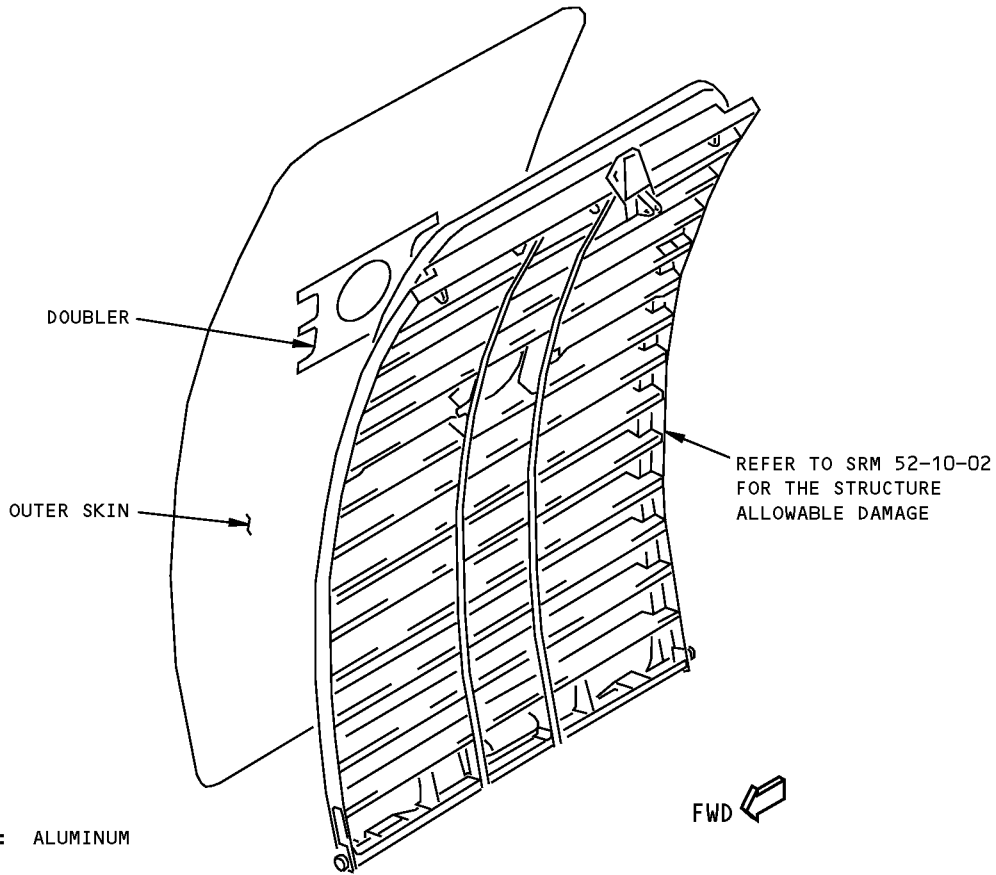
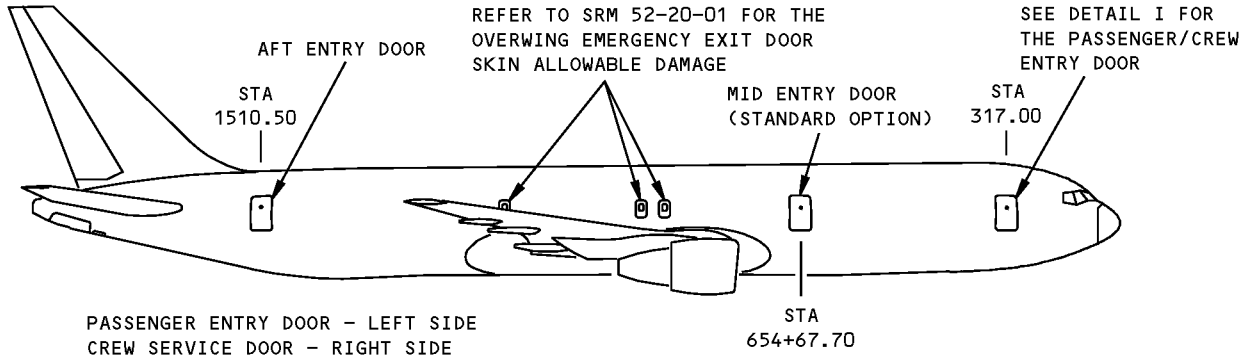
LIST OF MATERIALS

**Passenger / Crew Entry Door Skin Identification  
Figure 1**



**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 1 - ENTRY DOOR SKIN**



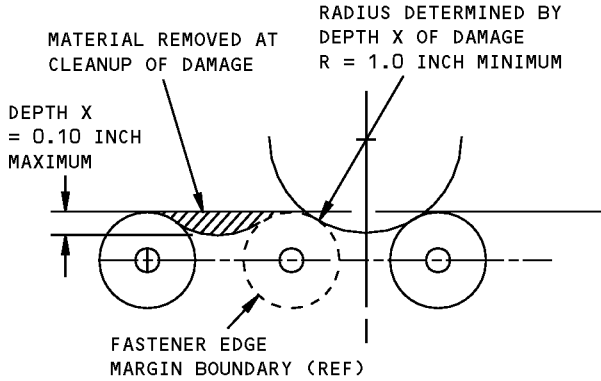
MATERIAL: ALUMINUM

**PASSENGER/CREW ENTRY DOOR  
DETAIL I**

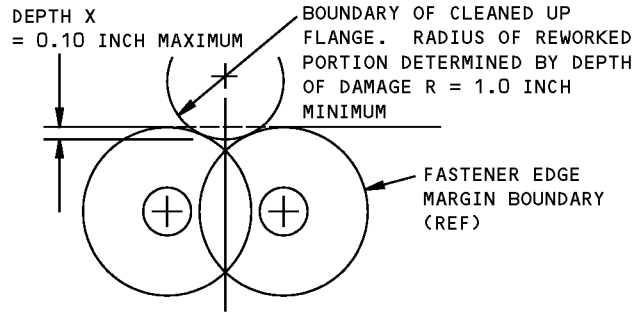
DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
OUTER SKIN <b>A</b>	<b>B</b> <b>F</b>	<b>C</b> <b>F</b>	<b>G</b>	<b>D</b> <b>F</b>
DOUBLER	<b>B</b>	<b>C</b>	SEE DETAIL IV	<b>E</b>

**Passenger / Crew Entry Door Skin Allowable Damage  
Figure 101 (Sheet 1 of 3)**

**STRUCTURAL REPAIR MANUAL**



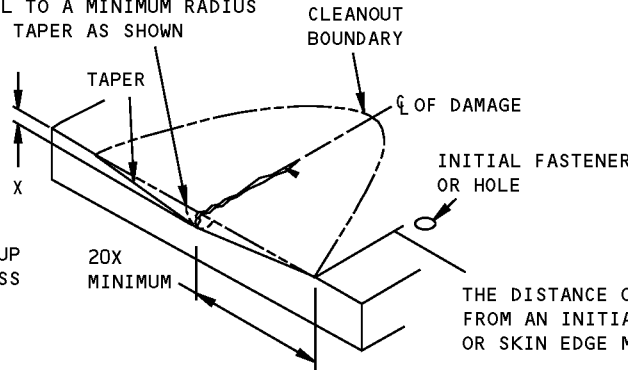
**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**



**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL II**

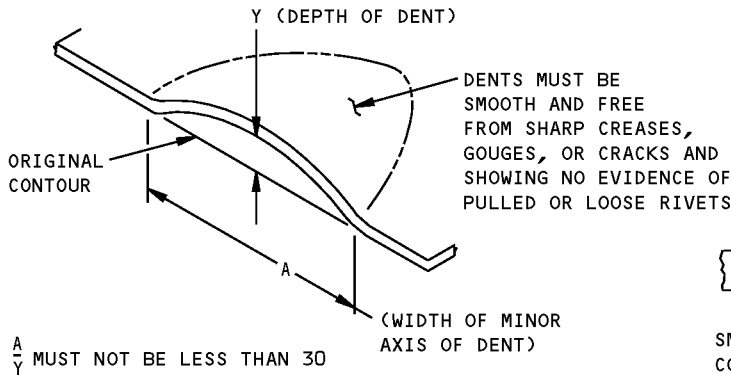
REMOVE THE MATERIAL TO A MINIMUM RADIUS OF 1.00 INCH, THEN TAPER AS SHOWN



X = DEPTH OF CLEANUP = 10% OF THICKNESS MAXIMUM

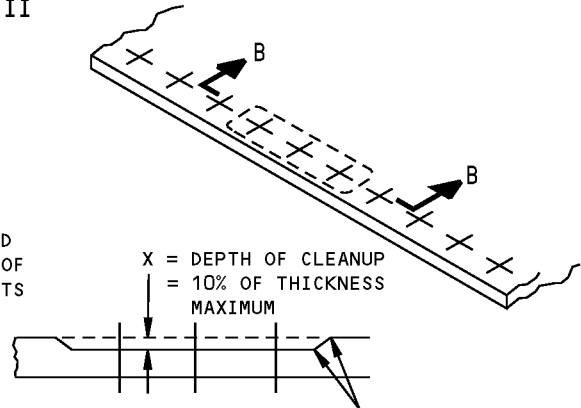
THE DISTANCE OF THE DAMAGE FROM AN INITIAL HOLE, FASTENER, OR SKIN EDGE MUST BE MORE THAN 20X

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



$\frac{A}{Y}$  MUST NOT BE LESS THAN 30

**ALLOWABLE DAMAGE FOR DENT  
DETAIL IV**

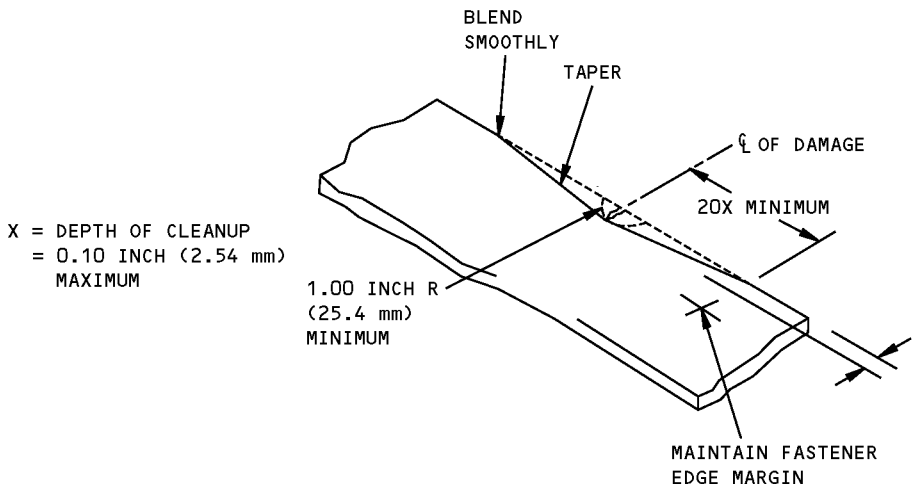


SMOOTH BLEND-OUT RADIUS 0.50 INCH MINIMUM. CORROSION CLEAN UP AROUND ANY THREE FASTENERS IN TEN IS PERMITTED TO MAXIMUM DEPTH

**SECTION B-B  
CORROSION CLEANUP  
DETAIL V**

**Passenger / Crew Entry Door Skin Allowable Damage  
Figure 101 (Sheet 2 of 3)**

STRUCTURAL REPAIR MANUAL



REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL VI

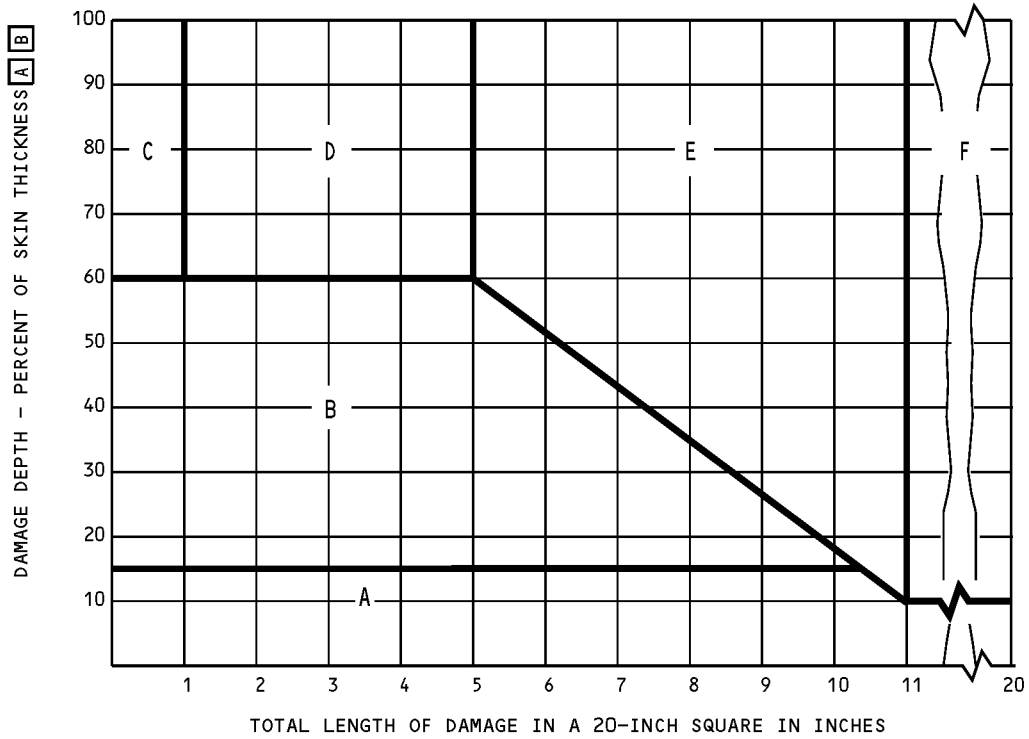
NOTES

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE.
  - REFINISH REWORKED AREAS AS SHOWN IN AMM 51-21
  - REFER TO SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METAL
- A** REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- B** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS SHOWN IN DETAILS II AND VI
- C** REMOVE DAMAGE AS SHOWN IN DETAILS II, III, V AND VI
- D** CLEAN OUT DAMAGE UP TO 0.25 INCH (6.35mm) MAXIMUM DIAMETER NOT CLOSER THAN 1.0 INCH (25.4 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- E** CLEAN OUT DAMAGE UP TO 0.25 INCH (6.35mm) MAXIMUM DIAMETER AND NOT CLOSER THAN 1.0 INCH (25.4 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE
- F** REFER TO FIGURE 102 FOR THE PASSENGER/CREW ENTRY DOOR SKIN OPERATING LIMITS AFTER DAMAGE HAS BEEN REMOVED.
- G** DENTS THAT ARE MORE THAN THE LIMITS SHOWN IN DETAIL IV SHOULD BE PERMANENTLY REPAIRED. HOWEVER, A REPAIR CAN BE DELAYED IF THE CONDITIONS THAT FOLLOW ARE MET:
- DENTS MUST BE SMOOTH AND FREE FROM SHARP CREASES, GOUGES, OR CRACKS, AND SHOW NO EVIDENCE OF PULLED, LOOSE, OR MISSING FASTENERS
  - THERE ARE NO DAMAGED OR ELONGATED FASTENER HOLES
  - THE DENT IS NOT FILLED
  - A PERMANENT REPAIR IS MADE AT THE SUBSEQUENT C-CHECK OR BEFORE 24 MONTHS
  - THE DAMAGE IS A MINIMUM OF 1.0 INCH (25.4 mm) FROM ANY PART OF A BEAM, SKIN DOUBLER, STRAP, FRAME, INTERCOSTAL, OR STIFFENER
  - THE DAMAGE IS A MINIMUM OF 10.0 INCHES (254 mm) FROM A SKIN SPLICE OR CUTOUT, INCLUDING A HINGE CUTOUT OR A HANDLE PAN CUTOUT.
  - A DETAILED VISUAL INSPECTION OF ALL ADJACENT STRUCTURE WITHIN A 20 INCHES (508 mm) RADIUS IS PERFORMED TO MAKE SURE THERE IS NO DAMAGE TO ANY FRAME, STRINGER OR DOUBLER. IF THERE IS DAMAGE TO ANY STRUCTURE OTHER THAN THE SKIN, MAKE THE REPAIRS IMMEDIATELY.
  - AN INITIAL HIGH FREQUENCY EDDY CURRENT INSPECTION OF THE DENT IS PERFORMED. CONTINUE TO PERFORM DETAILED VISUAL INSPECTIONS OF THE DENT EVERY 300 FLIGHT CYCLES.

Passenger / Crew Entry Door Skin Allowable Damage  
Figure 101 (Sheet 3 of 3)

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 2 - OPERATING LIMITS FOR PASSENGER / CREW ENTRY DOOR SKIN**



**NOTES**

- [A]** SKIN THICKNESS DOES NOT INCLUDE THE THICKNESS OF THE DOUBLERS, TRIPLERS, OR STRAPS.
- [B]** DAMAGE INCLUDES HOLES, PUNCTURES, NICKS, GOUGES, SCRATCHES, CORROSION AND CRACKS.  
DAMAGE DOES NOT INCLUDE DENTS.
- [C]** CABIN PRESSURE LIMITS ARE FOR SKIN DAMAGE IN THE PRESSURIZED FUSELAGE CAVITY ONLY.

**Operating Limits for Passenger / Crew Entry Door Skin  
Figure 101 (Sheet 1 of 2)**



**767-300  
STRUCTURAL REPAIR MANUAL**

CHART AREA	DAMAGE TREATMENT	ALLOWABLE AIRPLANE OPERATIONS
A	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1	NO FLIGHT RESTRICTIONS
B	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH.	LIMITED TO 50 HOURS OF FLIGHT INCLUDING REVENUE FLIGHTS.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-10-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
C	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	A NON-REVENUE FLIGHT TO A REPAIR STATION IS PERMITTED IF THE APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL BEFORE THE FLIGHT. IT IS RECOMMENDED THAT THE PROPOSED REPAIR PROCEDURE BE PROVIDED TO BOEING.  THE MAXIMUM CABIN PRESSURE DIFFERENTIAL LIMITED <b>C</b> TO 6.0 PSIG UNLESS REPAIRED.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-10-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
D	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	A NON-REVENUE FLIGHT TO A REPAIR STATION IS PERMITTED IF THE APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL BEFORE THE FLIGHT. IT IS RECOMMENDED THAT THE PROPOSED REPAIR PROCEDURE BE PROVIDED TO BOEING.  THE MAXIMUM CABIN PRESSURE DIFFERENTIAL LIMITED <b>C</b> TO 6.0 PSIG UNLESS REPAIRED.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-10-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
E	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	A NON-REVENUE FLIGHT TO A REPAIR STATION IS PERMITTED IF THE APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL BEFORE THE FLIGHT. IT IS RECOMMENDED THAT THE PROPOSED REPAIR PROCEDURE BE PROVIDED TO BOEING.  THE MAXIMUM CABIN PRESSURE DIFFERENTIAL LIMITED <b>C</b> IS NOT MORE THAN ZERO PSIG.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-10-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
F	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	OPERATION IS NOT PERMITTED BEFORE BOEING AND APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-10-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.

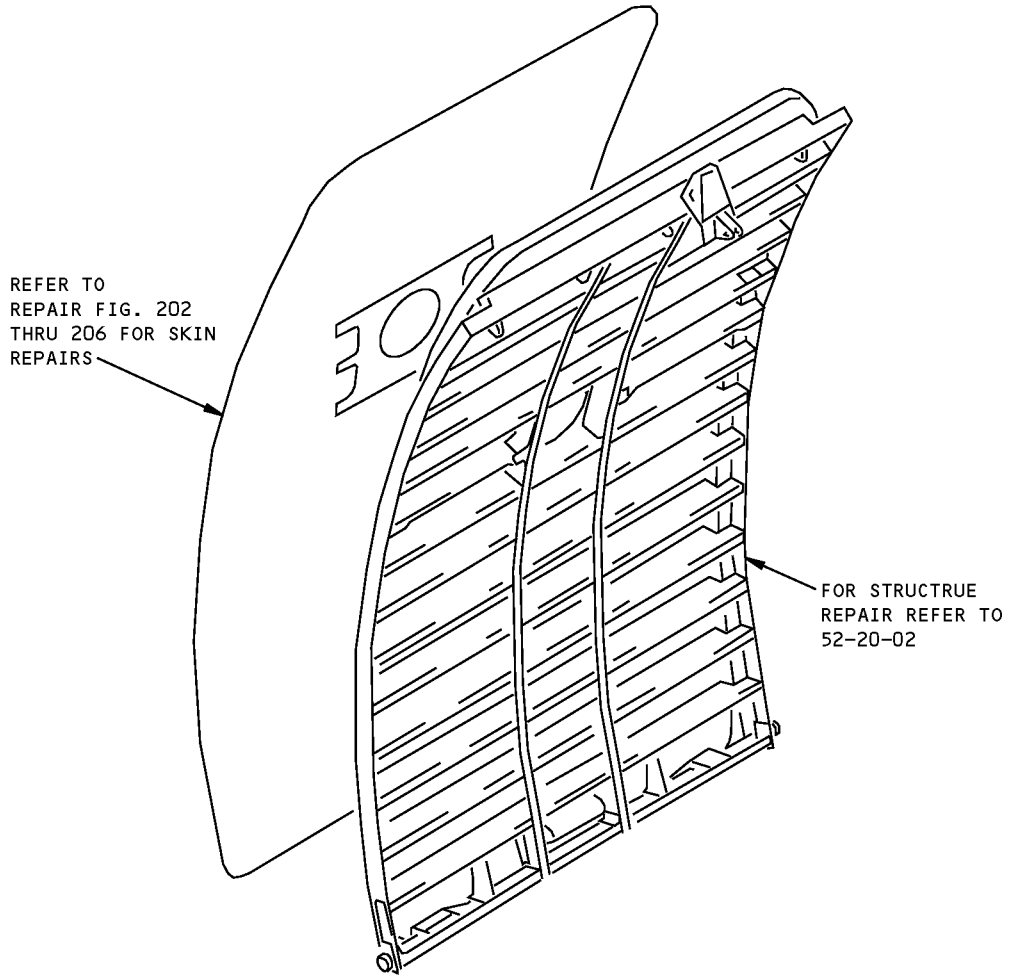
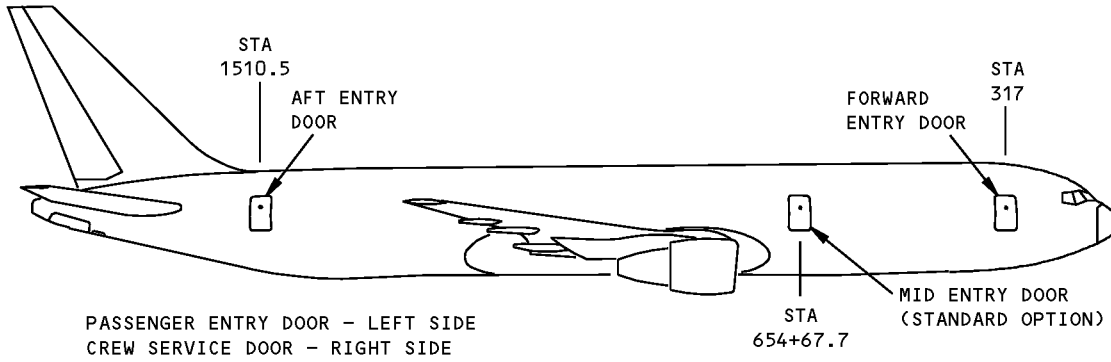
**Operating Limits for Passenger / Crew Entry Door Skin  
Figure 101 (Sheet 2 of 2)**

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ALLOWABLE DAMAGE 2  
**52-10-01**  
Page 102  
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**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR GENERAL - ENTRY DOOR SKIN**



**SKIN REPAIR FIGURES:**

- REFER TO FIG. 202 FOR FLUSH SKIN REPAIR BETWEEN BEAMS
- REFER TO FIG. 203 FOR FLUSH SKIN REPAIR AT BEAM
- REFER TO FIG. 204 FOR SMALL HOLE-FLUSH REPAIR
- REFER TO FIG. 205 FOR SMALL HOLE-EXTERNAL REPAIR
- REFER TO FIG. 206 FOR EXTERNAL REPAIR

- REFER TO FIG. 207 FOR EXTERNAL SKIN REPAIR AT A BEAM
- REFER TO FIG. 208 FOR EXTERNAL SKIN REPAIR BETWEEN BEAMS

**Passenger / Crew / Service Doors - Skin Repair References  
Figure 201**



**767-300**  
**STRUCTURAL REPAIR MANUAL**

**REPAIR 1 - DELETED - ENTRY DOORS - FLUSH SKIN REPAIR BETWEEN BEAMS**

**1. General**

- A. This repair is obsolete. Do not use after April 15th, 2007.



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**STRUCTURAL REPAIR MANUAL**

**REPAIR 2 - DELETED - ENTRY DOORS - FLUSH SKIN REPAIR AT A BEAM**

**1. General**

A. This repair is obsolete. Do not use after April 15th, 2007.



**STRUCTURAL REPAIR MANUAL****REPAIR 3 - ENTRY DOORS - SMALL HOLE FLUSH REPAIR****REPAIR INSTRUCTIONS**

1. Remove the inner skin panel for access if required.
2. Clean out the damaged hole to 1-inch diameter maximum. The center of the hole to an edge or cutout must not be less than 1.90.
3. Make repair parts 1 and 2.
4. Assemble repair parts in installed positions and drill fastener holes.
5. Remove repair parts.
6. Break sharp edges of original and repair parts 0.015 to 0.030.
7. Remove all nicks, scratches, burrs, sharp edges and corners from original and repair parts.
8. Alodize all raw edges of existing and repair parts per 51-20-01.
9. Apply one coat of BMS 10-11, type 1, primer to all of part 2 and to the edges and inner surface of part 1 in accordance with 51-21-00 of the 767 Maintenance Manual.
10. Install repair parts, making a faying surface seal with BMS 5-95 sealant as described in 51-20-05.
11. Form a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
12. Reinstall inner skin panel if removed for access.
13. Restore the surface finish in accordance with 51-20-00 of the 767 Maintenance Manual.

**NOTES**

- NOT TO BE USED IN AREAS WITH DOUBLERS AND THE SKIN GAGE MUST BE CONSTANT
- REFER TO 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS

**A** SEE 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS

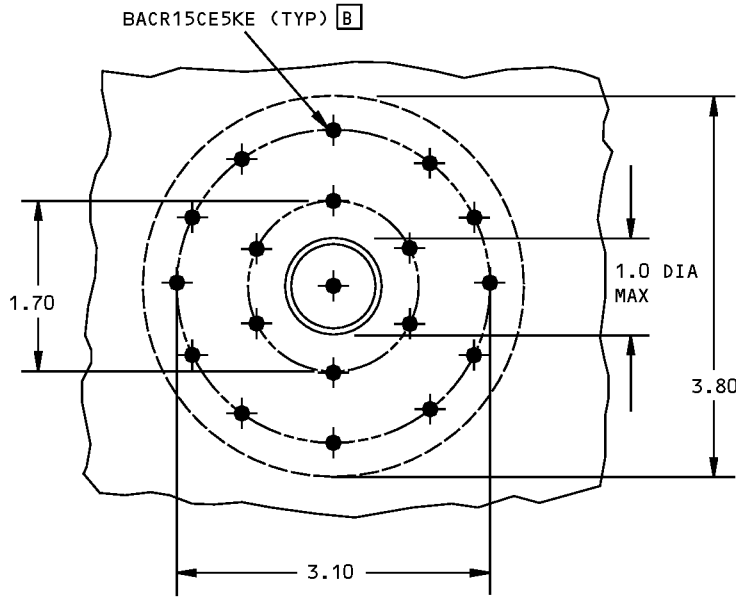
**B** WHERE RIVET SUBSTITUTIONS ARE MADE THE COUNTERSINK DEPTH FOR BACR15CE RIVETS MUST BE MAINTAINED AND THE EXCESS PORTION OF THE SUBSTITUTE RIVET HEAD SHAVED OFF AFTER INSTALLATION PER 51-10-01

**SYMBOLS**

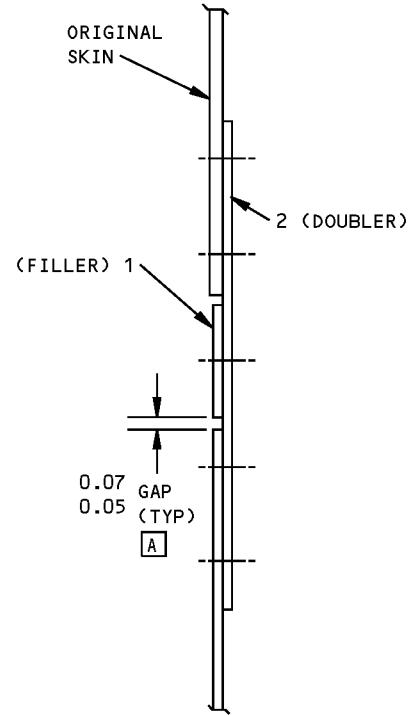
 REPAIR FASTENER LOCATION

**Passenger / Crew Entry Doors - Small Hole Flush Repair  
Figure 201 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



EXTERIOR VIEW



SECTION THROUGH REPAIR

REPAIR MATERIAL			
PART		QTY	MATERIAL
1	FILLER	1	SAME MATERIAL AND GAGE AS ORIGINAL SKIN
2	DOUBLER	1	SAME MATERIAL, ONE GAGE HEAVIER THAN ORIGINAL SKIN

**SYMBOLS**

REPAIR FASTENER LOCATIONS

**Passenger / Crew Entry Doors - Small Hole Flush Repair  
Figure 201 (Sheet 2 of 2)**



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## STRUCTURAL REPAIR MANUAL

### REPAIR 4 - ENTRY DOORS - SMALL HOLE EXTERNAL REPAIR

#### REPAIR INSTRUCTIONS B

1. Remove the inner skin panel for access if required.
2. Clean out the damaged hole to 1.00 diameter maximum. The center of the hole to an edge or cutout must not be less than 4D.
3. Fabricate repair parts.
4. Break sharp edges of original and repair parts 0.015 to 0.030.
5. Remove all nicks, scratches, burrs, sharp edges and corners from original and repair parts.
6. Alodize all raw edges of existing and repair parts per 51-20-01.
7. Apply one coat of BMS 10-11, type 1, primer to all of part 1 and to the edges and inner surface of part 2 in accordance with 51-21 of the 767 Maintenance Manual.
8. Install repair parts, making a faying surface seal with BMS 5-95 sealant as described in 51-20-05.
9. Form a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
10. Reinstall inner skin panel if removed for access.
11. Restore the surface finish in accordance with 51-21 of the 767 Maintenance Manual.

#### NOTES

- SEE 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS

REFER TO 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS

A THIS REPAIR IS NOT TO BE USED IN AREAS WITH DOUBLERS. THE AREA UNDER REPAIR PART 1 MUST NOT HAVE ANY FASTENERS, AND THE SKIN GAGE MUST BE CONSTANT

B INSPECT THIS REPAIR AT EACH "A" CHECK. THIS REPAIR IS A TIME-LIMITED REPAIR. REPLACE THIS REPAIR WITH A PERMANENT REPAIR SHOWN IN FIG. 204 AT THE END OF 2500 FLIGHTS OR AT THE NEXT "C" CHECK. REPLACE TIME-LIMITED REPAIR IF ANY DETERIORATION IS EVIDENT. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON COMPLIANCE WITH THE FLIGHT RESTRICTIONS CONTAINED HEREIN

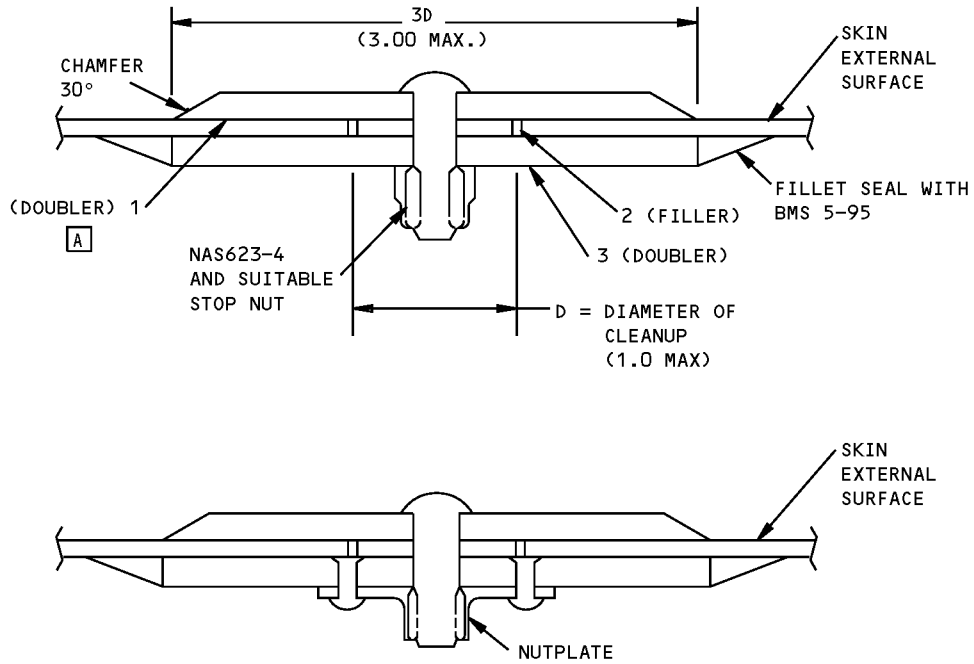
**Passenger / Crew Entry Doors - Small Hole External Repair  
Figure 201 (Sheet 1 of 2)**

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**52-10-01**

REPAIR 4  
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STRUCTURAL REPAIR MANUAL**



OPTIONAL METHOD

REPAIR MATERIAL			
	PART	QTY	MATERIAL
1	DOUBLER	1	2024-T3, -T4 OR -T42 TWICE SKIN GAGE
2	FILLER	1	2024-T3, -T4 OR -T42 SAME GAGE AS SKIN
3	DOUBLER	1	2024-T3, -T4 OR -T42 TWICE SKIN GAGE

**Passenger / Crew Entry Doors - Small Hole External Repair  
Figure 201 (Sheet 2 of 2)**



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**STRUCTURAL REPAIR MANUAL**

**REPAIR 5 - DELETED - ENTRY DOORS - EXTERNAL REPAIR**

**1. General**

A. This repair is obsolete. Do not use after April 15th, 2007.

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STRUCTURAL REPAIR MANUAL**

**REPAIR 6 - ENTRY DOORS - EXTERNAL SKIN REPAIR AT A BEAM**

**REPAIR INSTRUCTIONS**

1. If necessary, remove the inner skin panel for access to the damage.
2. Cut and remove the damaged part of the door skin. Cut to a rectangular shape with a minimum of 0.50 inch (13 mm) radius at the corners.  
**NOTE:** WHEN CUTTING THE DAMAGED SKIN DO NOT CUT THE ADJACENT BEAMS.
3. Make the repair parts.
4. Assemble the repair parts and drill the fastener holes.
5. Disassemble the repair parts.
6. Remove the nicks, scratches, gouges, and sharp edges from the door skin and the repair parts.
7. Apply a chemical conversion coating to the repair part and to the bare surfaces of the door skin. Refer to SRM 51-20-01.
8. Apply one layer of BMS 10-79 Type II primer to the repair parts and to the bare surfaces of the door skin.
9. Install the countersink repair washers. Refer to SRM 51-40-08.
10. Install the repair parts with BMS 5-95 sealant between the faying surfaces. Install the fasteners wet with BMS 5-95 sealant.
11. If the inner skin panel was removed, put it back on.
12. Apply the finish to the repair area. Refer to AMM 51-21.

**NOTES**

- WHEN YOU USE THIS REPAIR, REFER TO:
  - AMM 51-21 FOR INTERIOR AND EXTERIOR FINISHES
  - SRM 51-10-01 FOR THE AERODYNAMIC SMOOTHNESS REQUIREMENTS
  - SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - SRM 51-20-01 FOR THE PROTECTIVE TREATMENT OF METAL
  - SRM 51-20-05 FOR REPAIR SEALING
  - SRM 51-40 FOR THE FASTENER CODE, INSTALLATION AND REMOVAL, HOLE SIZES, EDGE MARGINS, AND COUNTERSINKING

**[A]** IF AN ALTERNATIVE RIVET IS USED, USE THE SAME COUNTERSINK DEPTH AS FOR A BACR15CE5 RIVET. AFTER INSTALLATION, SHAVE THE FASTENER HEAD DOWN FLUSH TO THE SKIN AS SHOWN IN SRM 51-10-01

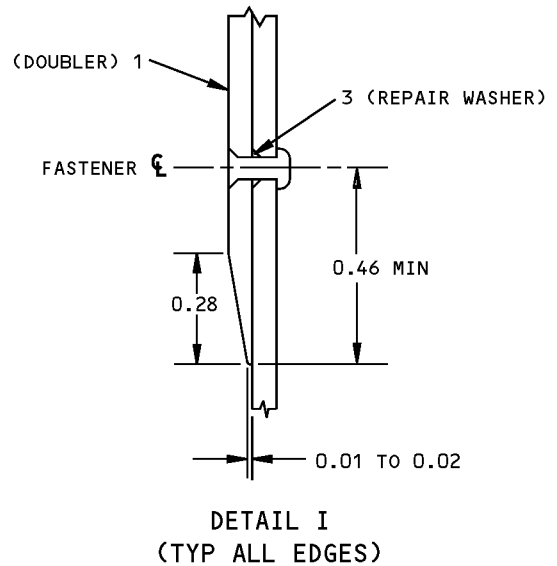
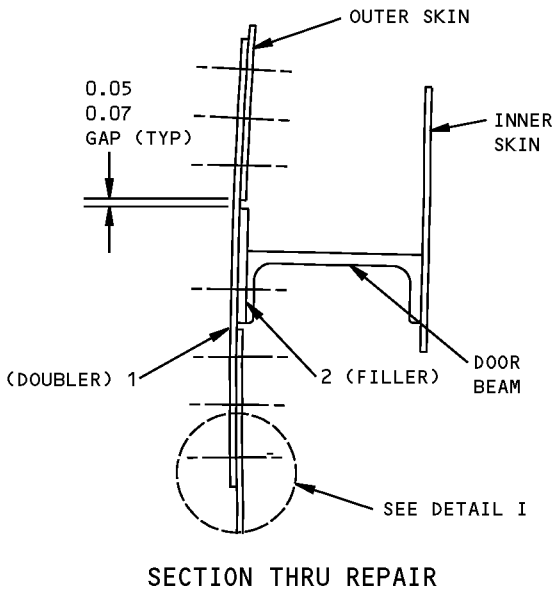
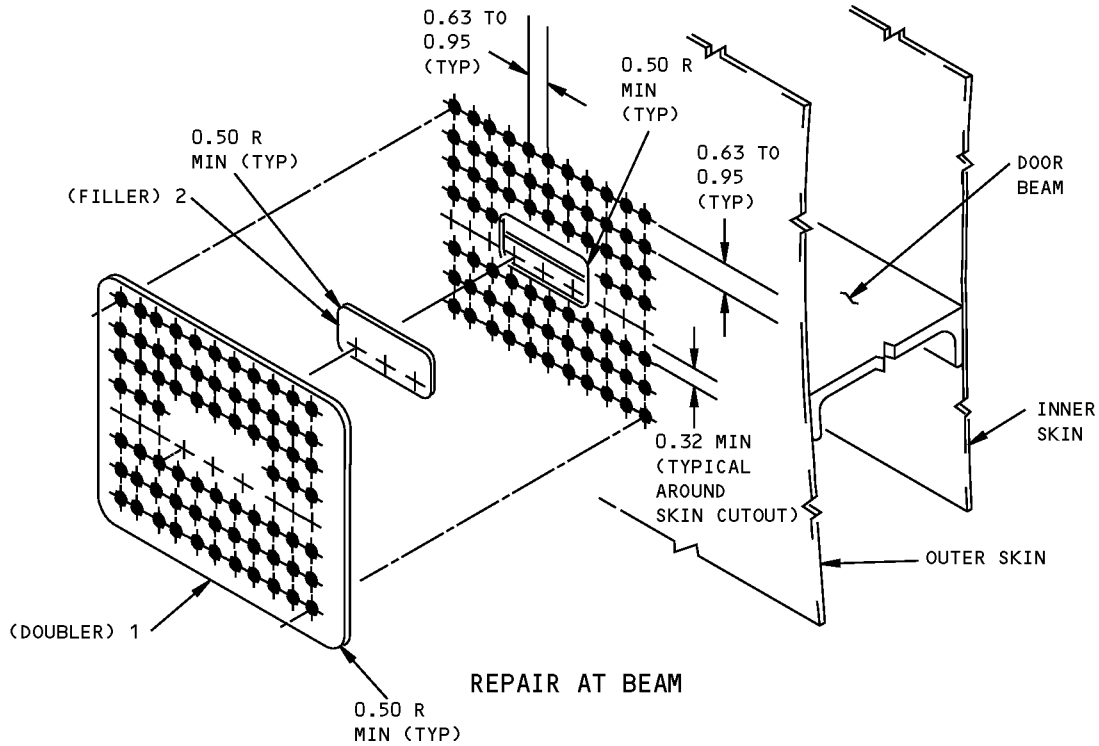
**FASTENER SYMBOLS**

- ✦ REPAIR FASTENER LOCATION. INSTALL A BACR15CE5KE( ) RIVET.  
OPTIONAL: BACR15CE5D( ) RIVET **[A]**
- ✚ INITIAL FASTENER LOCATION. REMOVE AND REPLACE THE EXISTING FASTENER WITH A BACR15CE( )D( ) RIVET OF THE SAME DIAMETER OR 1/32 OVERSIZE

REPAIR MATERIAL			
PART		QTY	MATERIAL
1	DOUBLER	1	0.071 CLAD 2024-T3
2	FILLER	1	SAME GAGE AND MATERIAL AS THE DOOR SKIN
3	REPAIR WASHER	AS REQ'D	2024-T3 OR 2024-T4

**Passenger/Crew Entry Doors - External Skin Repair at a Beam  
Figure 201 (Sheet 1 of 2)**

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STRUCTURAL REPAIR MANUAL**



**Passenger/Crew Entry Doors - External Skin Repair at a Beam  
Figure 201 (Sheet 2 of 2)**



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# STRUCTURAL REPAIR MANUAL

## REPAIR 7 - PASSENGER / CREW SERVICE DOORS - EXTERNAL SKIN REPAIR BETWEEN BEAMS

### REPAIR INSTRUCTIONS

1. If necessary, remove the inner skin panel for access to the damage.
2. Cut and remove the damaged part of the door skin. Cut to a rectangular shape with a minimum of 0.50 radius at the corners.  
**NOTE:** WHEN CUTTING THE DAMAGED SKIN DO NOT CUT THE ADJACENT BEAMS.
3. Make the repair parts.
4. Assemble the repair parts and drill the fastener holes.
5. Disassemble the repair parts.
6. Remove the nicks, scratches, gouges, and sharp edges from the door skin and the repair parts.
7. Apply a chemical conversion coating to the repair part and to the bare surfaces of the door skin. Refer to SRM 51-20-01.
8. Apply one layer of BMS 10-79 Type II primer to the repair parts and to the bare surfaces of the door skin.
9. Install the countersink repair washers. Refer to SRM 51-40-08.
10. Install the repair parts with BMS 5-95 sealant between the faying surfaces. Install the fasteners wet with BMS 5-95 sealant.
11. If the inner skin panel was removed, put it back on.
12. Apply the finish to the repair area. Refer to AMM 51-21.

### NOTES

- WHEN YOU USE THIS REPAIR, REFER TO:
  - AMM 51-21 FOR INTERIOR AND EXTERIOR FINISHES
  - SRM 51-10-01 FOR THE AERODYNAMIC SMOOTHNESS REQUIREMENTS
  - SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - SRM 51-20-01 FOR THE PROTECTIVE TREATMENT OF METAL
  - SRM 51-20-05 FOR REPAIR SEALING
  - SRM 51-40 FOR THE FASTENER CODE, INSTALLATION AND REMOVAL, HOLE SIZES, EDGE MARGINS, AND COUNTERSINKING

**A** IF AN ALTERNATIVE RIVET IS USED, USE THE SAME COUNTERSINK DEPTH AS FOR A BACR15CE5 RIVET. AFTER INSTALLATION, SHAVE THE FASTENER HEAD DOWN FLUSH TO THE SKIN PER SRM 51-10-01

### FASTENER SYMBOLS

- ✦ REPAIR FASTENER LOCATION. INSTALL A BACR15CE5KE( ) RIVET.  
OPTIONAL: BACR15CE5D( ) RIVET **A**
- ✦ INITIAL FASTENER LOCATION. REMOVE AND REPLACE THE EXISTING FASTENER WITH A BACR15CE( )D( ) RIVET OF THE SAME DIAMETER OR 1/32 OVERSIZE

REPAIR MATERIAL			
PART		QTY	MATERIAL
1	DOUBLER	1	0.071 CLAD 2024-T3
2	REPAIR WASHER	AS REQ'D	2024-T3 OR 2024-T4

**Passenger / Crew Service Doors - External Skin Repair Between Beams  
Figure 201 (Sheet 1 of 2)**

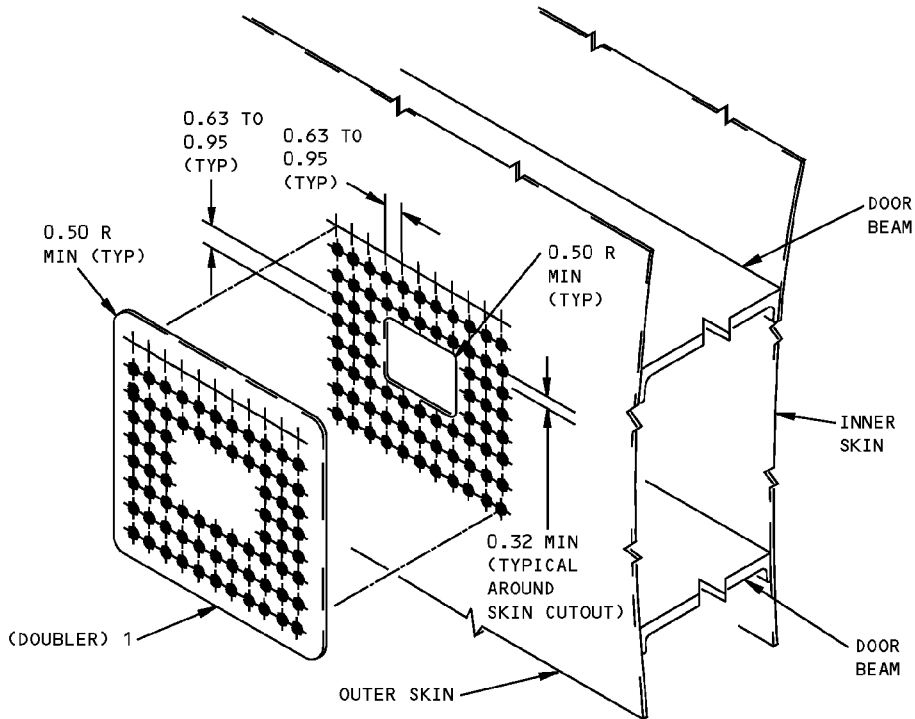
D634T210

# 52-10-01

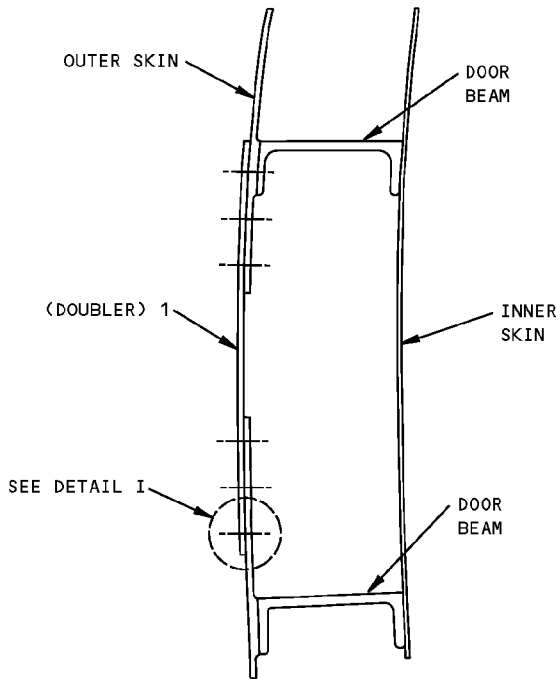
REPAIR 7  
Page 201  
Apr 01/2005



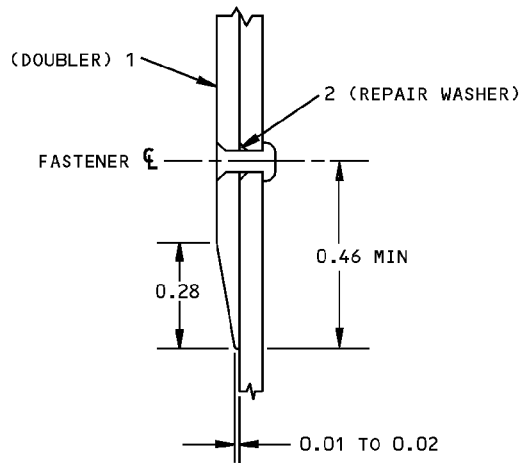
**767-300  
STRUCTURAL REPAIR MANUAL**



**REPAIR BETWEEN BEAMS**



**SECTION THRU REPAIR**

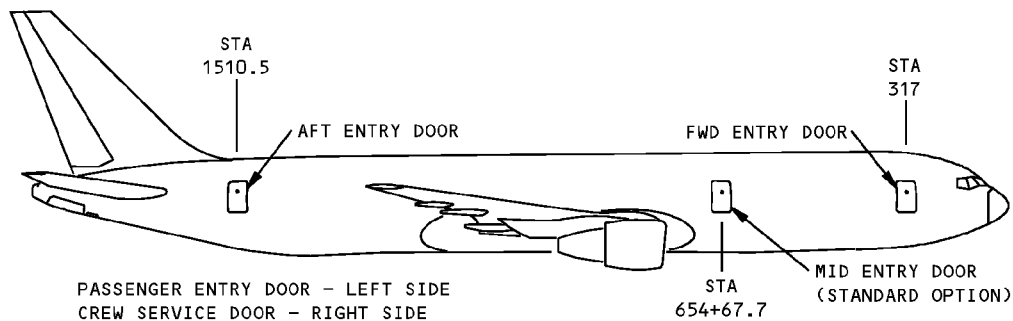


**DETAIL I  
(TYP ALL EDGES)**

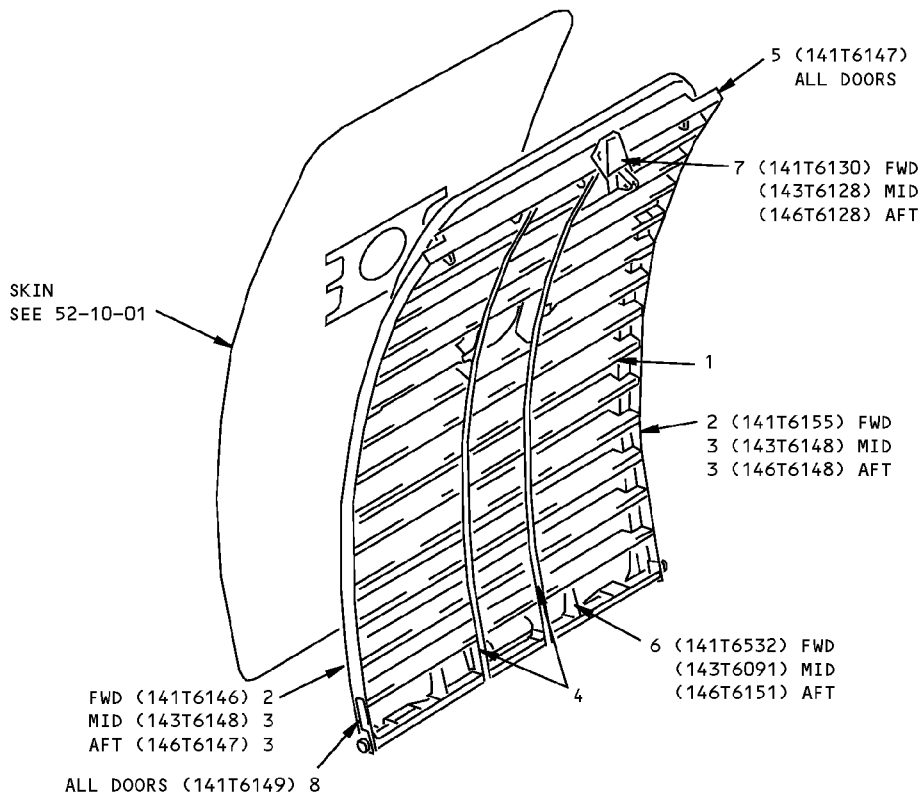
**Passenger / Crew Service Doors - External Skin Repair Between Beams  
Figure 201 (Sheet 2 of 2)**

# 767-300 STRUCTURAL REPAIR MANUAL

## IDENTIFICATION 1 - ENTRY DOOR STRUCTURE



REF DWG  
141T6121  
143T6121  
146T6121



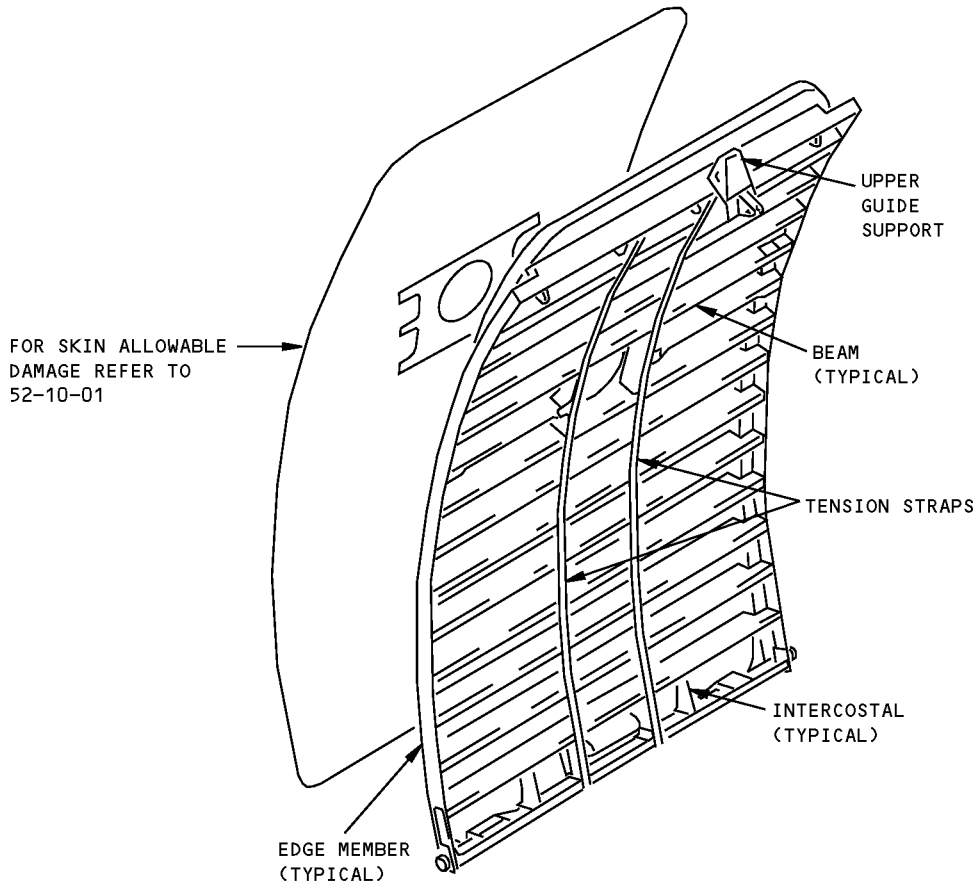
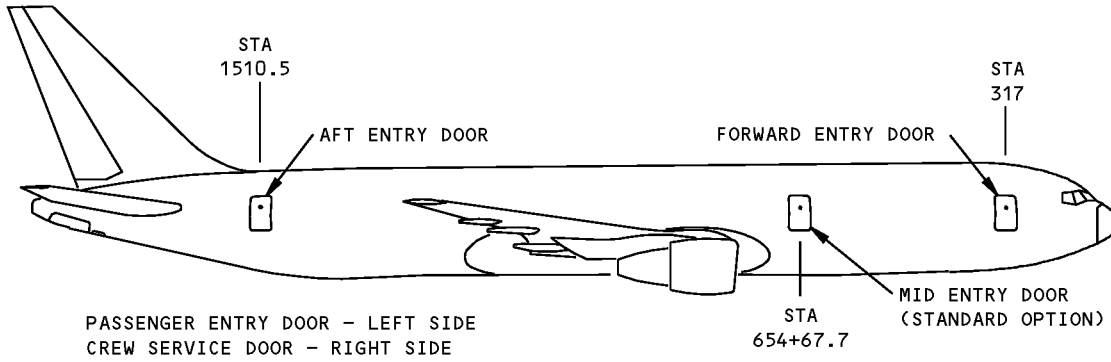
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	BEAM		FORGING 7075-T73	
2	EDGE MEMBER		BAC1520-2160 7050-T76	
3	EDGE MEMBER		BAC1520-2390 7050-T76 OPTIONAL: BAC1520-2160 7050-T76	
4	TENSION STRAP		BAC1511-3711 2024-T42	
5	CONTINUOUS STOP		BAC1522-379 TORLON 4301	
6	INTERCOSTAL	0.063	7075-T62	
7	UPPER GUIDE SUPPORT		FORGING 7075-T73 OR PLATE 7075-T7351	
8	SUPPORT FTG	0.300	PLATE 15-5PH CRES HT-TR 150-170 KSI	

LIST OF MATERIALS

**Passenger / Crew Service Doors Structure Identification  
Figure 1**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 1 - ENTRY DOOR STRUCTURE**



MATERIAL: ALUMINUM

**Entry Door Structure - Allowable Damage  
Figure 101 (Sheet 1 of 4)**

D634T210



767-300  
STRUCTURAL REPAIR MANUAL

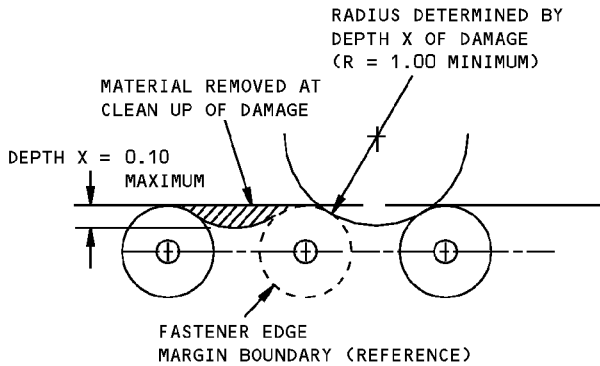
DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
BEAM <b>H</b>	<b>A</b>	<b>D</b>	NOT ALLOWED	NOT ALLOWED
EDGE MEMBER	<b>B</b>	<b>E</b>	NOT ALLOWED	<b>G</b>
TENSION STRAP	<b>B</b>	<b>E</b>	NOT ALLOWED	<b>G</b>
INTERCOSTAL	<b>C</b>	<b>F</b>	SEE DETAIL III	<b>G</b>
UPPER GUIDE SUPPORT	<b>B</b>	<b>E</b>	NOT ALLOWED	NOT ALLOWED

NOTES

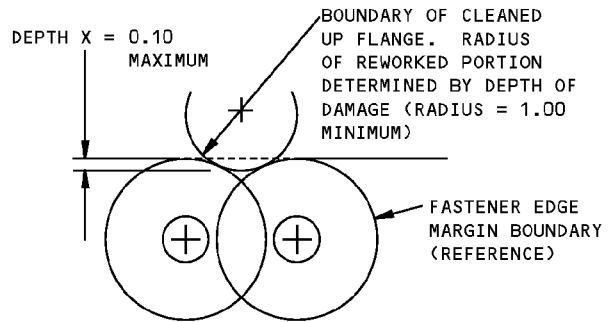
- REFINISH REWORKED AREAS PER 51-20 OF THE MAINTENANCE MANUAL
- A** CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS I AND VI. SHOT PEEN REWORKED AREA PER 20-10-03 OF THE COMPONENT MAINTENANCE MAUAL WITH SHOT NO. 230-550, INTENSITY 0.003A-0.005A **H**
- B** CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAIL I AND VI
- C** CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS I AND V
- D** REMOVE DAMAGE PER DETAILS I, II, IV AND VI
- E** REMOVE DAMAGE PER DETAILS I, II, IV AND VI
- F** REMOVE DAMAGE PER DETAILS I, II, IV AND V
- G** CLEAN OUT DAMAGE UP TO 0.25 MAX DIA AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- H** SHOT PEEN ALL REWORKED SURFACES PER 51-20-06. SHOT PEEN INTENSITIES WILL VARY WITH THE THICKNESS LEFT AFTER REWORK

Entry Door Structure - Allowable Damage  
Figure 101 (Sheet 2 of 4)

**767-300  
STRUCTURAL REPAIR MANUAL**

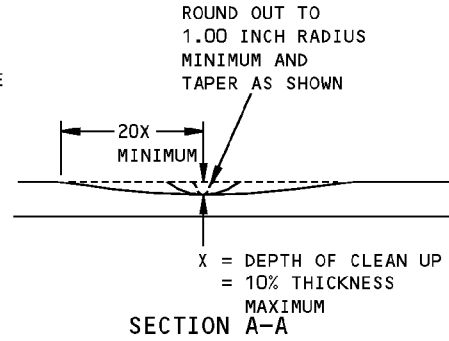
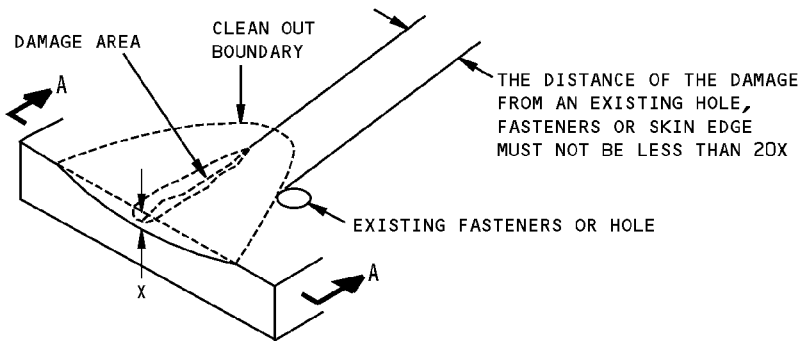


**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**

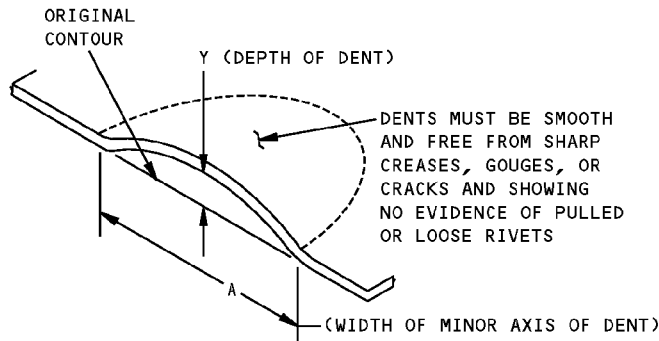


**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL I**

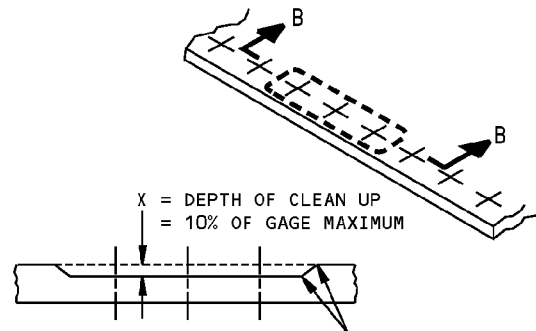


**REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE  
DETAIL II**



$\frac{A}{Y}$  MUST NOT BE LESS THAN 30

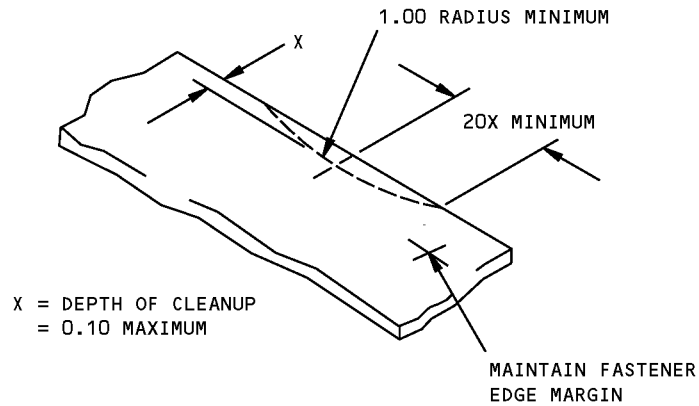
**ALLOWABLE DAMAGE FOR DENT  
DETAIL III**



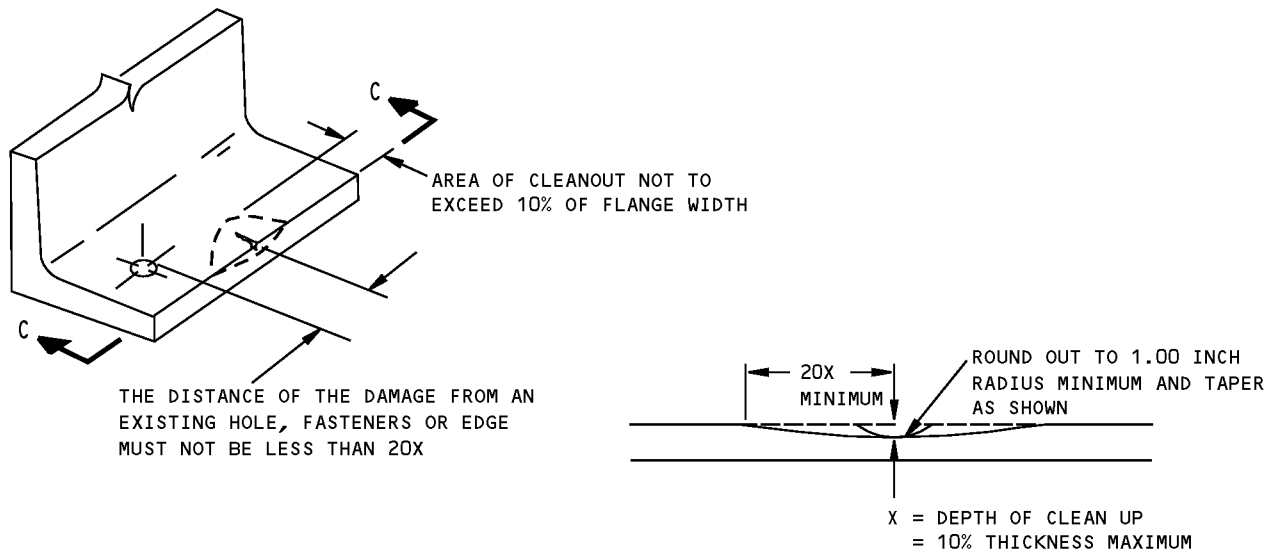
**SECTION B-B  
CORROSION CLEANUP  
DETAIL IV**

**Entry Door Structure - Allowable Damage  
Figure 101 (Sheet 3 of 4)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL V**

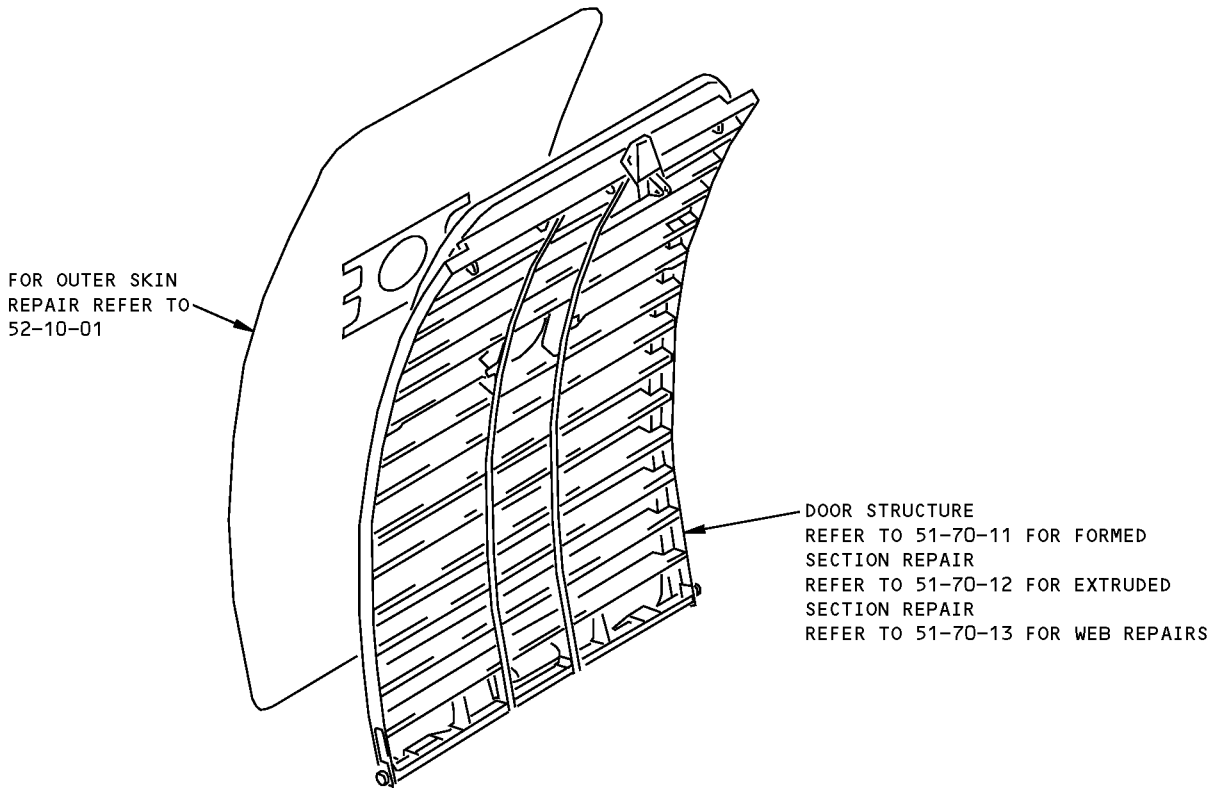
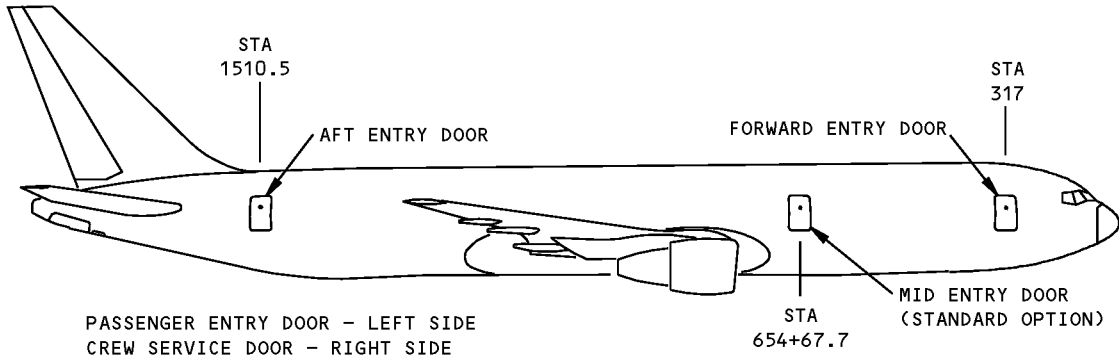


**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL VI**

**Entry Door Structure - Allowable Damage  
Figure 101 (Sheet 4 of 4)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR GENERAL - ENTRY DOOR STRUCTURE**



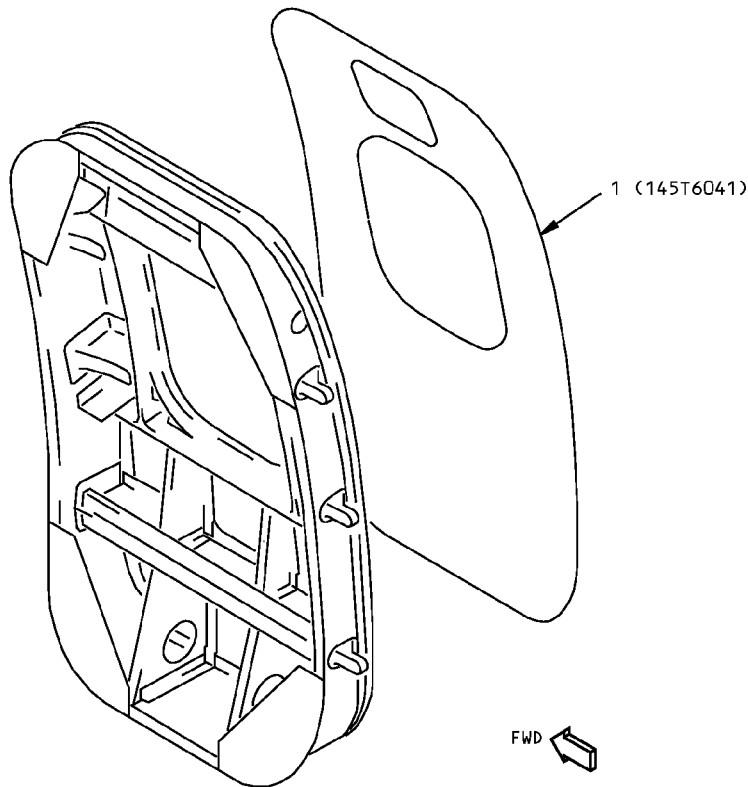
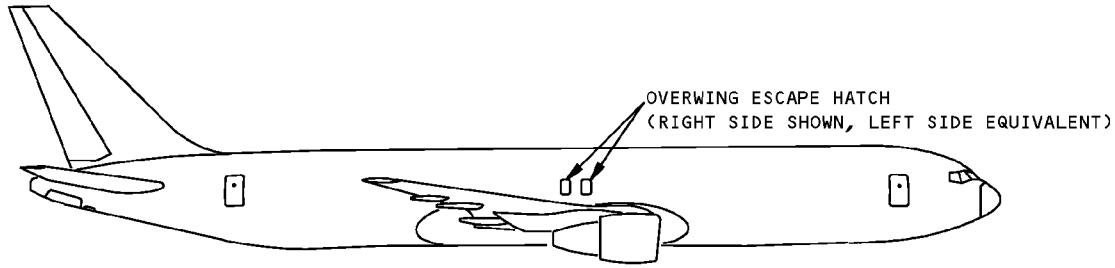
**Passenger / Crew Service Doors Structure Repair  
Figure 201**

D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - EMERGENCY EXIT DOOR SKIN**

REF DWG  
145T6016



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	OUTER SKIN	0.071	CLAD 2024-T3 (CHEM-MILLED TO 0.050 MIN)	

LIST OF MATERIALS

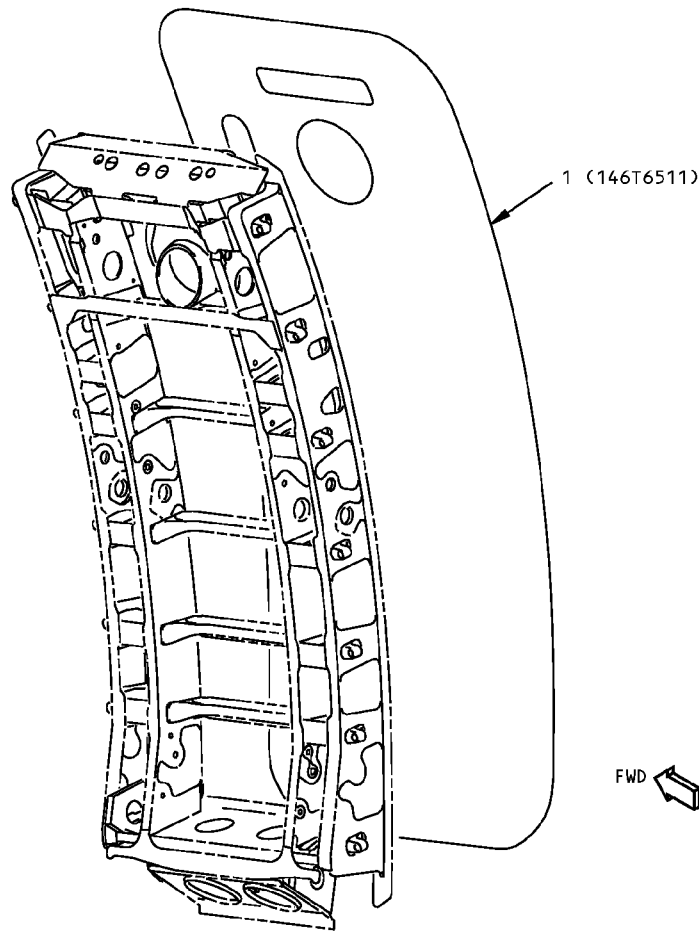
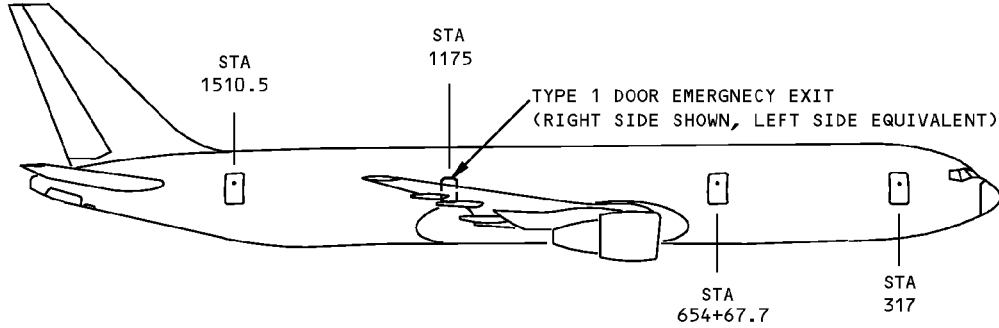
**Overwing Escape Hatch Door Skin Identification  
Figure 1**



**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 2 - TYPE 1 DOOR (EMERGENCY EXIT) SKIN**

REF DWG  
146T6505



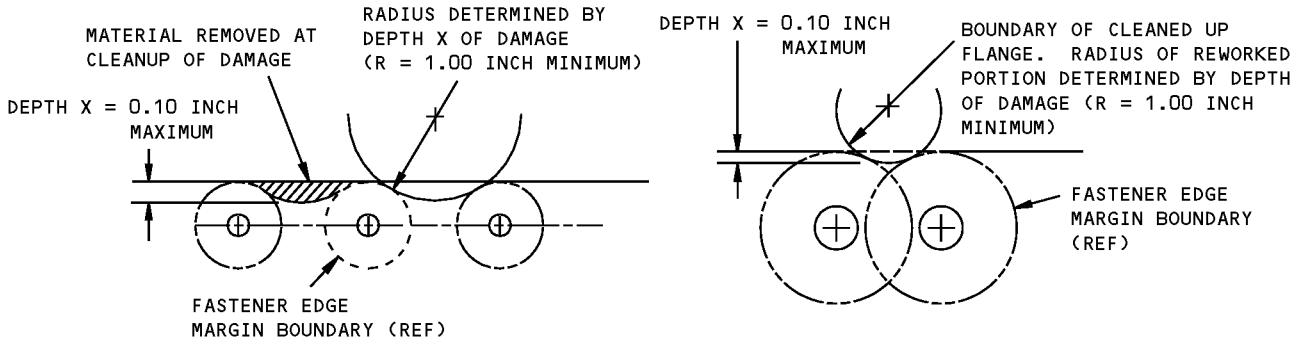
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	SKIN	0.14	CLAD 2024-T3 (MACHINED TO 0.05)	

LIST OF MATERIALS

**Type 1 Door (Emergency Exit) Skin Identification  
Figure 1**

**STRUCTURAL REPAIR MANUAL**

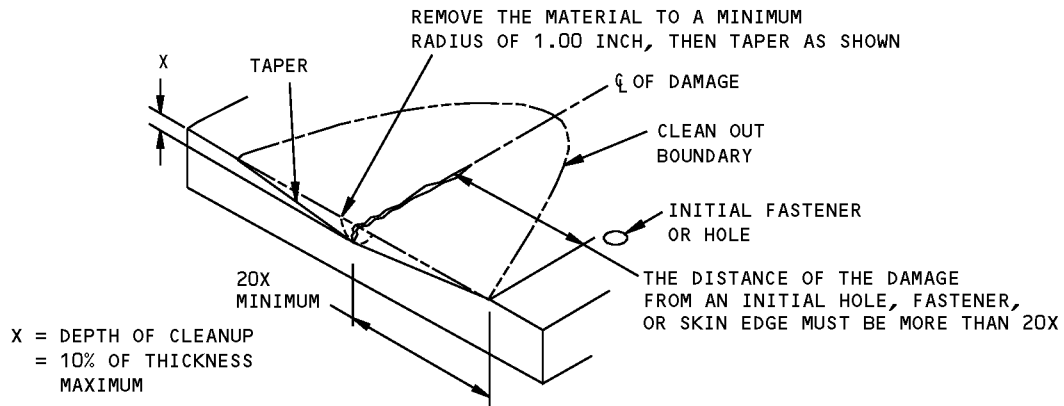
**ALLOWABLE DAMAGE 1 - EMERGENCY EXIT DOOR SKIN**



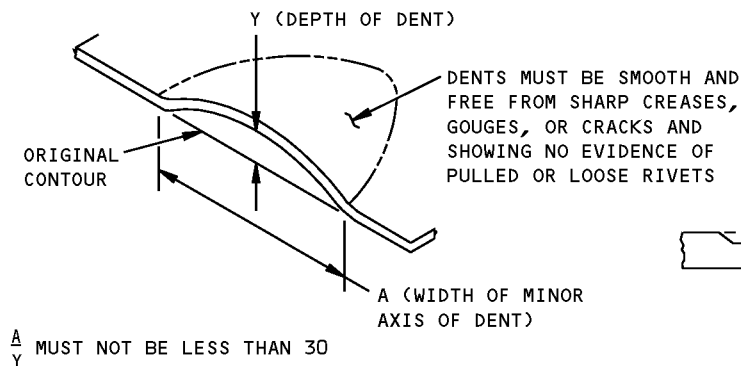
DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP

DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

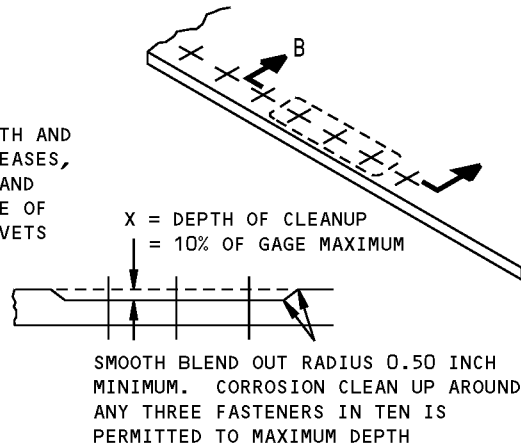
**DETAIL II**



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



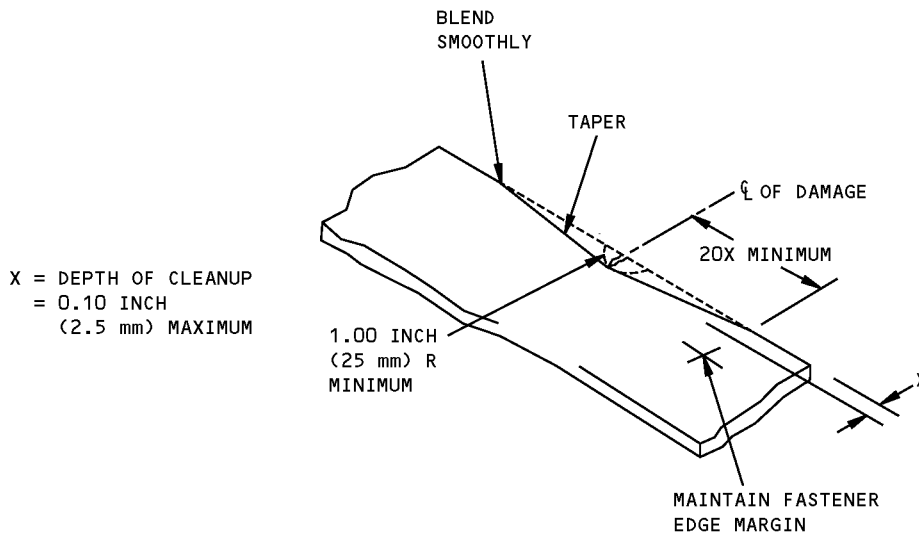
ALLOWABLE DAMAGE FOR DENT  
**DETAIL IV**



SECTION B-B  
CORROSION CLEANUP  
**DETAIL V**

**Overwing Emergency Exit Door Skin Allowable Damage**  
**Figure 101 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL VI**

**NOTES**

- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- REFINISH REWORKED AREAS AS SHOWN IN AMM 51-21
- REFER TO SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METAL

**A** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS SHOWN IN DETAILS II AND VI

**B** REMOVE DAMAGE AS SHOWN IN DETAILS II, III, V, AND VI

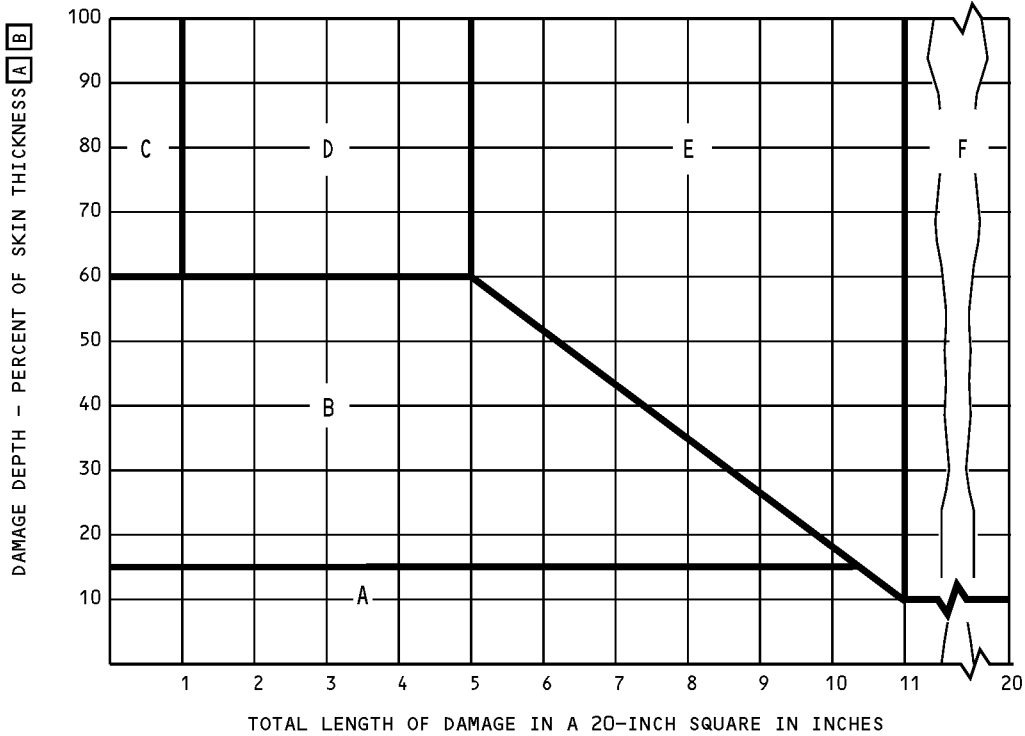
**C** CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAXIMUM DIAMETER AND NOT CLOSER THAN 1.0 INCH TO (25 mm) FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED

**D** REFER TO ALLOWABLE DAMAGE 2 FOR THE OVERWING EMERGENCY EXIT DOOR SKIN OPERATING LIMITS AFTER DAMAGE HAS BEEN REMOVED.

**Overwing Emergency Exit Door Skin Allowable Damage  
Figure 101 (Sheet 2 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 2 - OPERATING LIMITS FOR OVERWING / TYPE I EMERGENCY EXIT DOOR SKIN**



**NOTES**

- [A]** SKIN THICKNESS DOES NOT INCLUDE THE THICKNESS OF THE DOUBLERS, TRIPLERS, OR STRAPS.
- [B]** DAMAGE INCLUDES HOLES, PUNCTURES, NICKS, GOUGES, SCRATCHES, CORROSION AND CRACKS. DAMAGE DOES NOT INCLUDE DENTS.
- [C]** CABIN PRESSURE LIMITS ARE FOR SKIN DAMAGE IN THE PRESSURIZED FUSELAGE CAVITY ONLY.

**Operating Limits for Overwing / Type I Emergency Exit Door Skin Identification  
Figure 101 (Sheet 1 of 2)**



**767-300  
STRUCTURAL REPAIR MANUAL**

NOTES (CONT)

**A** CABIN PRESSURE LIMITS ARE FOR SKIN DAMAGE IN THE PRESSURIZED FUSELAGE CAVITY ONLY.

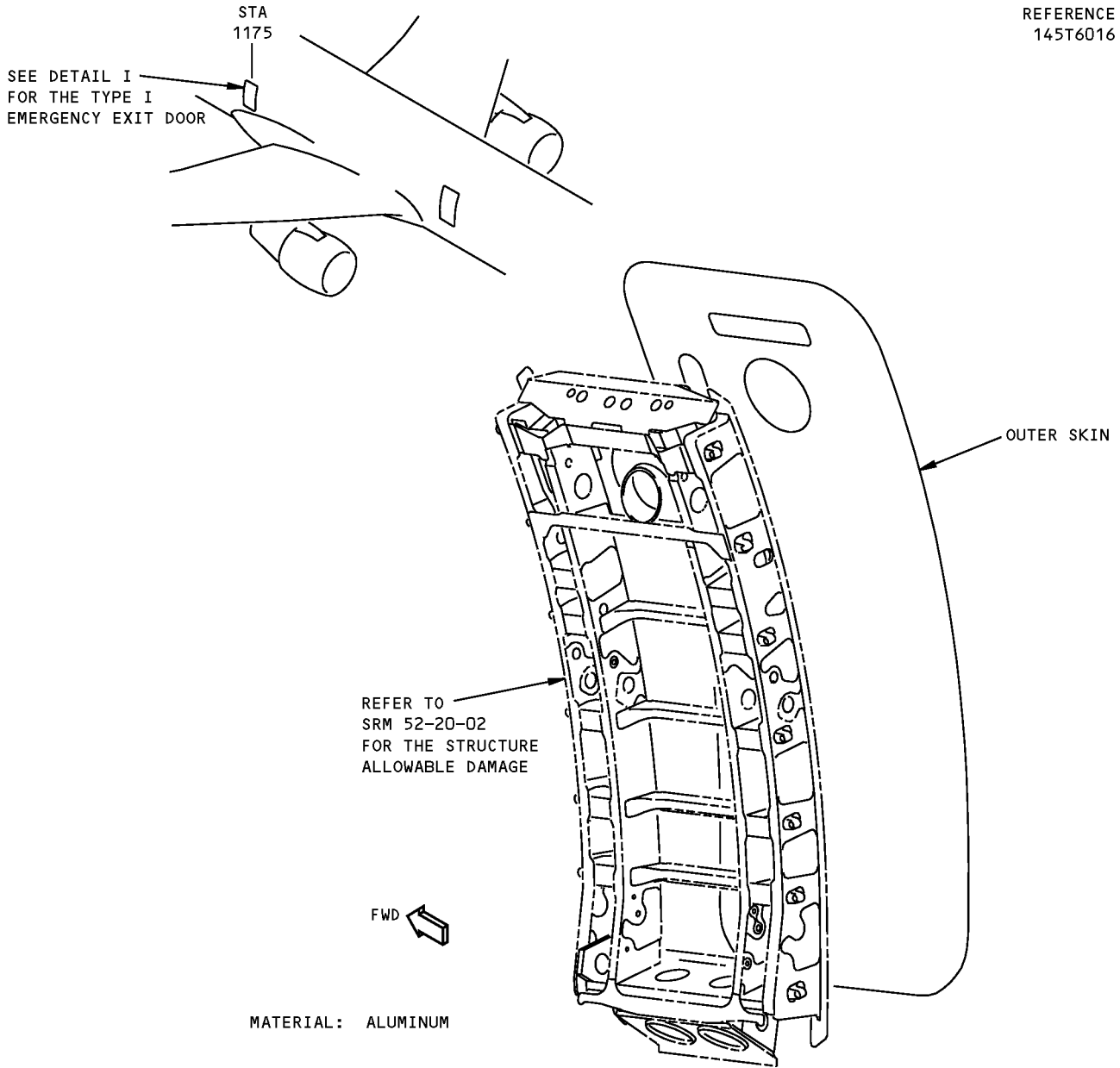
CHART AREA	DAMAGE TREATMENT	ALLOWABLE AIRPLANE OPERATIONS
A	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1	NO FLIGHT RESTRICTIONS
B	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH.	LIMITED TO 50 HOURS OF FLIGHT INCLUDING REVENUE FLIGHTS.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-20-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
C	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	A NON-REVENUE FLIGHT TO A REPAIR STATION IS PERMITTED IF THE APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL BEFORE THE FLIGHT. IT IS RECOMMENDED THAT THE PROPOSED REPAIR PROCEDURE BE GIVEN TO BOEING.  THE MAXIMUM CABIN PRESSURE DIFFERENTIAL LIMITED <b>A</b> TO 5.0 PSIG UNLESS THE SKIN IS REPAIRED.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-00-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
D	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	A NON-REVENUE FLIGHT TO A REPAIR STATION IS PERMITTED IF THE APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL BEFORE THE FLIGHT. IT IS RECOMMENDED THAT THE PROPOSED REPAIR PROCEDURE BE GIVEN TO BOEING.  THE MAXIMUM CABIN PRESSURE DIFFERENTIAL LIMITED <b>A</b> IS NOT MORE THAN ZERO PSIG.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-00-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
E	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	OPERATION IS NOT PERMITTED BEFORE BOEING AND APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-00-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.

**Operating Limits for Overwing / Type I Emergency Exit Door Skin Identification  
Figure 101 (Sheet 2 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 3 - TYPE I EMERGENCY EXIT DOOR SKIN**

REFERENCE  
145T6016

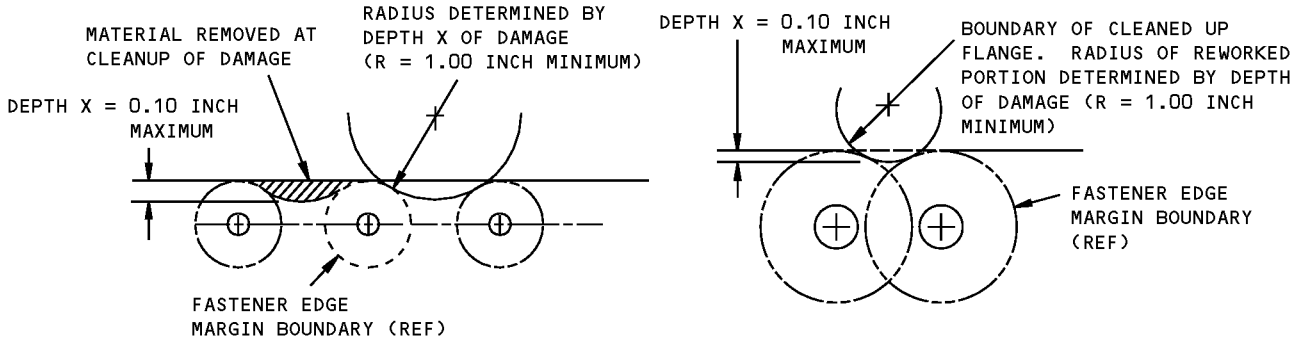


RIGHT SIDE IS SHOWN, LEFT SIDE IS SIMILAR  
TYPE I EMERGENCY EXIT DOOR  
DETAIL I

DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
OUTER SKIN	A D	B D	SEE DETAIL IV	C D

**Type I Emergency Exit Door Skin Allowable Damage  
Figure 101 (Sheet 1 of 3)**

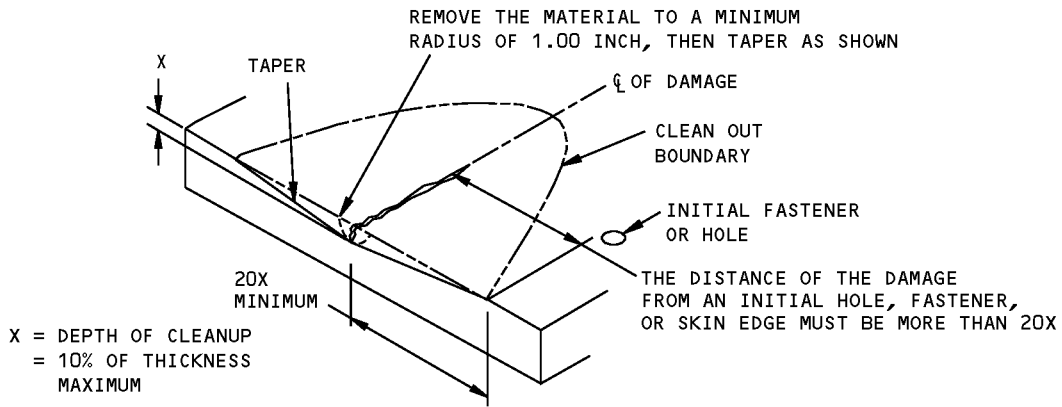
**STRUCTURAL REPAIR MANUAL**



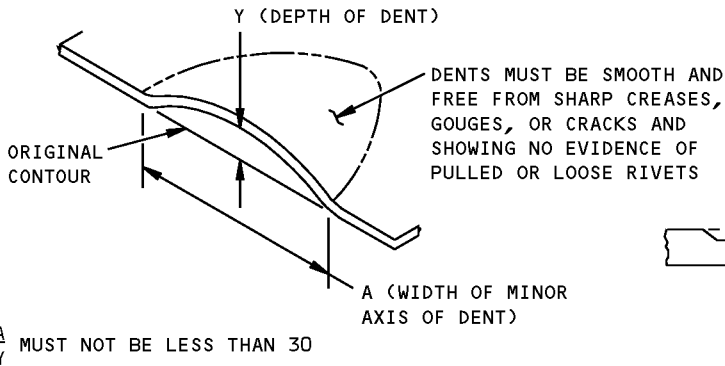
DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP

DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

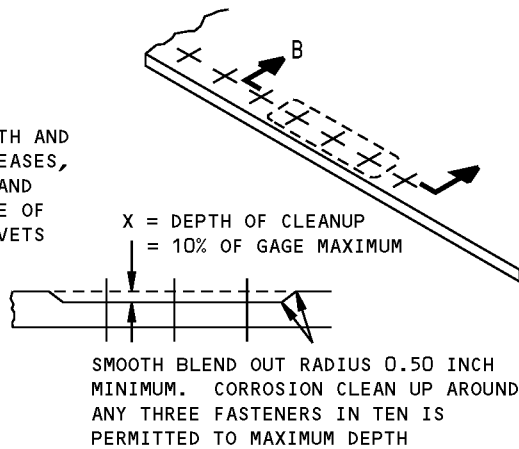
**DETAIL II**



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



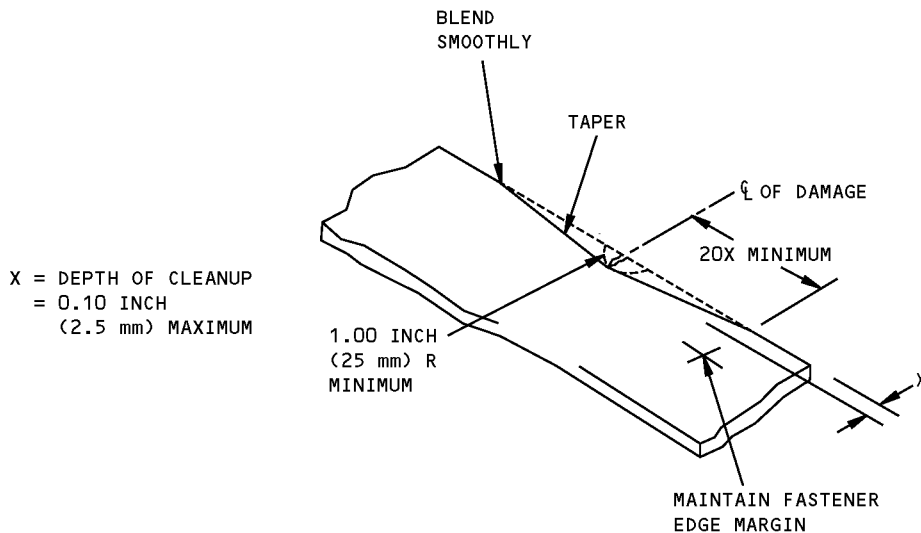
ALLOWABLE DAMAGE FOR DENT  
**DETAIL IV**



SECTION B-B  
CORROSION CLEANUP  
**DETAIL V**

**Type I Emergency Exit Door Skin Allowable Damage**  
**Figure 101 (Sheet 2 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL VI**

**NOTES**

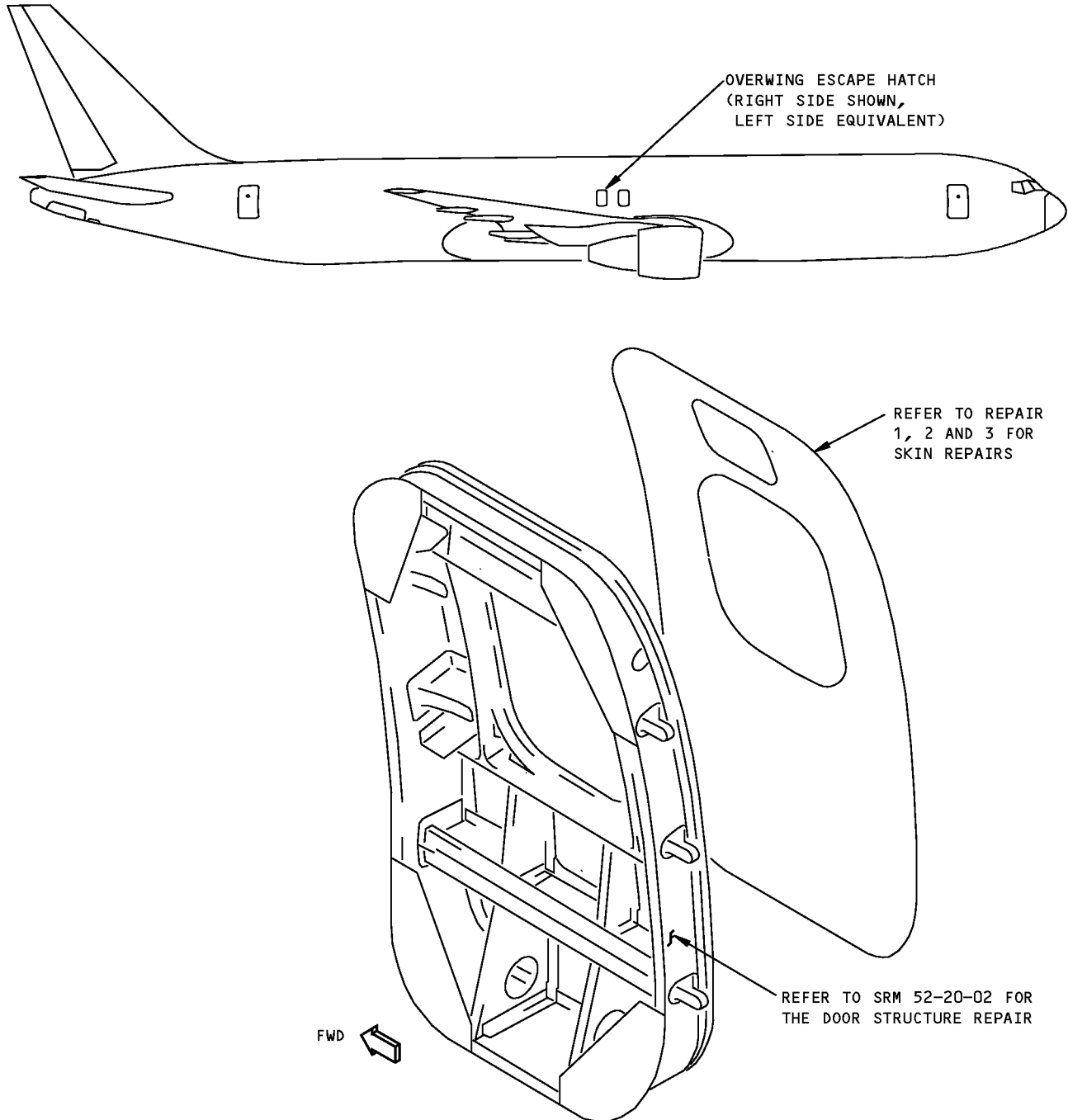
- REFER TO SRM 51-10-01 FOR THE AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
  - REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - REFINISH REWORKED AREAS AS SHOWN IN AMM 51-21
  - REFER TO SRM 51-20-01 FOR THE PROTECTIVE TREATMENT OF METAL
- A** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS SHOWN IN DETAILS II AND VI
  - B** REMOVE DAMAGE AS SHOWN IN DETAILS II, III, V, AND VI
  - C** CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAXIMUM DIAMETER AND NOT CLOSER THAN 1.0 INCH (25 mm) TO A FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
  - D** REFER TO ALLOWABLE DAMAGE 2 FOR THE TYPE I EMERGENCY EXIT DOOR SKIN OPERATING LIMITS AFTER DAMAGE HAS BEEN REMOVED.

**Type I Emergency Exit Door Skin Allowable Damage  
Figure 101 (Sheet 3 of 3)**



**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR GENERAL - EMERGENCY EXIT DOOR SKIN**



**SKIN REPAIRS:**

- REFER TO REPAIR 1 FOR THE FLUSH SKIN REPAIR BETWEEN BEAMS
- REFER TO REPAIR 3 FOR THE SMALL HOLE-FLUSH REPAIR
- REFER TO REPAIR 4 FOR THE SMALL HOLE-EXTERNAL REPAIR

**Overwing Escape Hatch (Emergency Exit) Door Skin Repair References  
Figure 201**

## STRUCTURAL REPAIR MANUAL

**REPAIR 1 - EMERGENCY EXIT DOOR - FLUSH SKIN REPAIRS BETWEEN BEAMS**

## REPAIR INSTRUCTIONS

1. Clean out the damage to the skin to a rectangular shape with a minimum of 0.50 inch (13 mm) radius at the corners. The cutout should be parallel to the centerline of the adjacent beam.
2. Make repair parts 1 and 2.  
**NOTE:** Door outer skin is chem-milled. Fabricate repair parts as required to repair chem-milled pockets.
3. Assemble repair parts in installed positions and drill fastener holes.
4. Remove repair parts.
5. Break sharp edges of initial and repair parts 0.015 to 0.030 inch (0.38 to 0.76 mm).
6. Remove all nicks, scratches, burrs, sharp edges and corners from initial and repair parts.
7. Apply a chemical conversion coating to the repair part and to the bare surfaces of the door skin. Refer to SRM 51-20-01.
8. Apply one coat of BMS 10-11, type 1, primer to all of part 1 and to the edges and inner surface of part 2 in as given in AMM 51-21.
9. Install repair parts, making a faying surface seal with BMS 5-95 sealant as given in SRM 51-20-05.
10. Form a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
11. Restore the surface finish in as given in AMM 51-20.

## NOTES

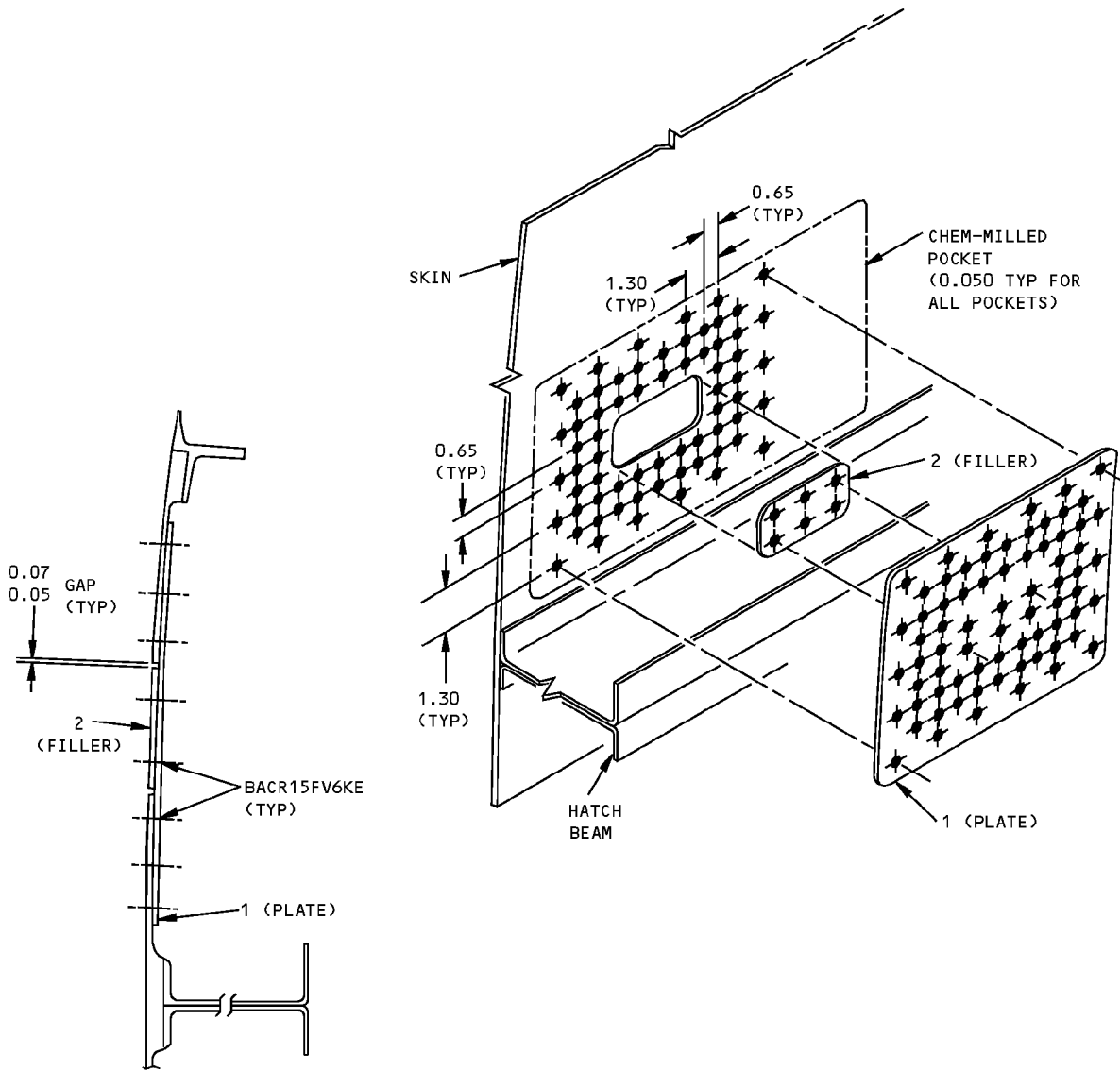
- REFER TO THE FOLLOWING WHEN USING THESE REPAIRS:
  - AMM 51-21 FOR INTERIOR AND EXTERIOR FINISHES
  - SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
  - SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METAL
  - SRM 51-30 FOR SOURCE OF REPAIR MATERIALS
  - SRM 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES AND EDGE MARGINS
  - SRM 51-40-08 FOR COUNTERSINKING AND USE OF COUNTERSINK REPAIR WASHERS

## FASTENER SYMBOLS

-  REPAIR FASTENER LOCATION

**Overwing Escape Hatch Door - Flush Skin Repairs Between Beams  
Figure 201 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



SECTION THRU REPAIR

REPAIR MATERIAL			
PART	QTY	MATERIAL	
1	1	PLATE	SAME MATERIAL ONE GAGE HEAVIER THAN ORIGINAL SKIN
2	1	FILLER	SAME MATERIAL AND GAGE AS ORIGINAL SKIN

**Overwing Escape Hatch Door - Flush Skin Repairs Between Beams  
Figure 201 (Sheet 2 of 2)**



**767-300**  
**STRUCTURAL REPAIR MANUAL**

**REPAIR 2 - DELETED - EMERGENCY EXIT DOOR - FLUSH SKIN REPAIR AT A BEAM**

**1. General**

A. This repair is obsolete. Do not use after April 15th, 2007.

**STRUCTURAL REPAIR MANUAL****REPAIR 3 - EMERGENCY EXIT DOOR - SMALL HOLE - FLUSH REPAIR****REPAIR INSTRUCTIONS**

1. Remove the inner skin panel for access if required.
2. Clean out the damaged hole to 1-inch diameter maximum. The center of the hole to an edge or cutout must not be less than 1.90.
3. Make repair parts 1 and 2.
4. Assemble repair parts in installed positions and drill fastener holes.
5. Remove repair parts.
6. Break sharp edges of original and repair parts 0.015 to 0.030.
7. Remove all nicks, scratches, burrs, sharp edges and corners from original and repair parts.
8. Alodize all raw edges of existing and repair parts per 51-20-01.
9. Apply one coat of BMS 10-11, type 1, primer to all of part 2 and to the edges and inner surface of part 1 in accordance with 51-21-00 of the 767 Maintenance Manual.
10. Install repair parts, making a faying surface seal with BMS 5-95 sealant as described in 51-20-05.
11. Form a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
12. Reinstall inner skin panel if removed for access.
13. Restore the surface finish in accordance with 51-20-00 of the 767 Maintenance Manual.

**NOTES**

- NOT TO BE USED IN AREAS WITH DOUBLERS AND THE SKIN GAGE MUST BE CONSTANT
- REFER TO 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS

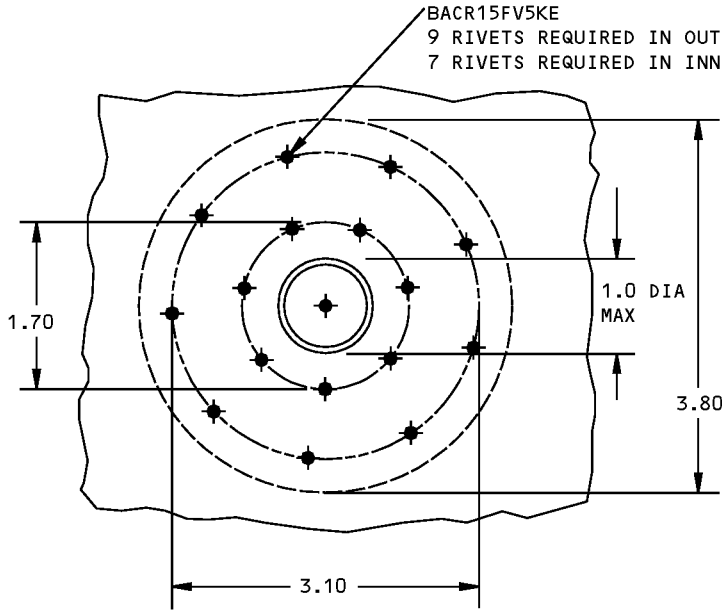
**A** SEE 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS

**SYMBOLS**

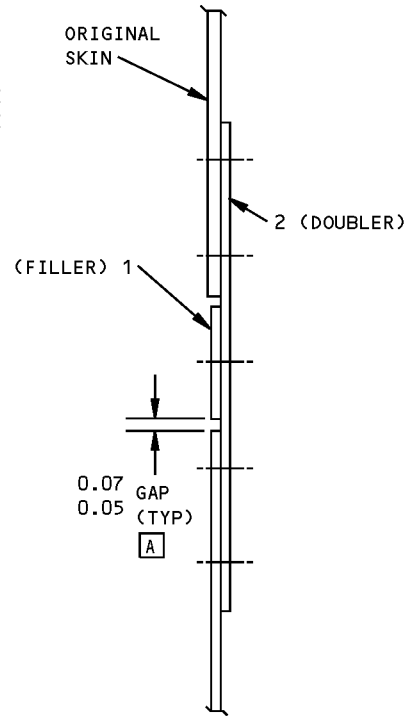
 REPAIR FASTENER LOCATION

**Overwing Escape Hatch Door - Small Hole - Flush Repair  
Figure 201 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



EXTERIOR VIEW



SECTION THROUGH REPAIR

REPAIR MATERIAL			
	PART	QTY	MATERIAL
1	FILLER	1	SAME MATERIAL AND GAGE AS ORIGINAL SKIN
2	DOUBLER	1	SAME MATERIAL, ONE GAGE HEAVIER THAN ORIGINAL SKIN

**SYMBOLS**

REPAIR FASTENER LOCATIONS

**Overwing Escape Hatch Door - Small Hole - Flush Repair  
Figure 201 (Sheet 2 of 2)**



767-300

## STRUCTURAL REPAIR MANUAL

### REPAIR 4 - EMERGENCY EXIT DOOR SKIN - EXTERNAL REPAIR

#### REPAIR INSTRUCTIONS **B**

1. Remove the inner skin panel for access if required.
2. Clean out the damaged hole to 1.00 diameter maximum. The center of the hole to an edge or cutout must not be less than 4D.
3. Fabricate repair parts.
4. Break sharp edges of original and repair parts 0.015 to 0.030.
5. Remove all nicks, scratches, burrs, sharp edges and corners from original and repair parts.
6. Alodize all raw edges of existing and repair parts per 51-20-01.
7. Apply one coat of BMS 10-11, type 1, primer to all of part 1 and to the edges and inner surface of part 2 in accordance with 51-21 of the 767 Maintenance Manual.
8. Install repair parts, making a faying surface seal with BMS 5-95 sealant as described in 51-20-05.
9. Form a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
10. Reinstall inner skin panel if removed for access.
11. Restore the surface finish in accordance with 51-21 of the 767 Maintenance Manual.

#### NOTES

- SEE 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS
  - REFER TO 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS
- A** THIS REPAIR IS NOT TO BE USED IN AREAS WITH DOUBLERS. THE AREA UNDER REPAIR PART 1 MUST NOT HAVE ANY FASTENERS, AND THE SKIN GAGE MUST BE CONSTANT
- B** INSPECT THIS REPAIR AT EACH "A" CHECK. THIS REPAIR IS A TIME-LIMITED REPAIR. REPLACE THIS REPAIR WITH A PERMANENT REPAIR SHOWN IN FIG. 204 AT THE END OF 2500 FLIGHTS OR AT THE NEXT "C" CHECK. REPLACE TIME-LIMITED REPAIR IF ANY DETERIORATION IS EVIDENT. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON COMPLIANCE WITH THE FLIGHT RESTRICTIONS CONTAINED HEREIN

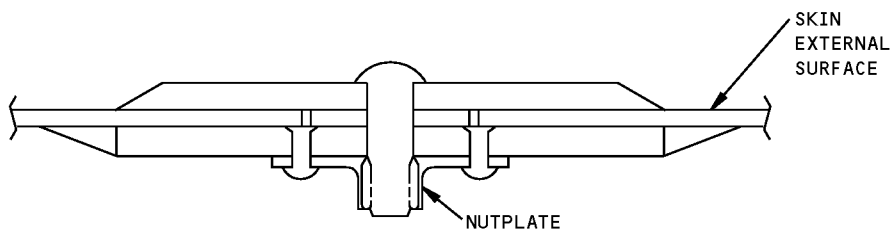
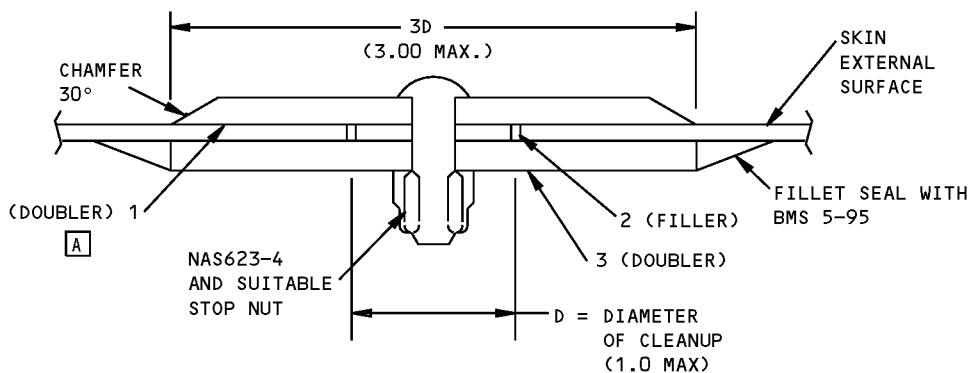
Overwing Escape Hatch Door - Small Hole - External Repair  
Figure 201 (Sheet 1 of 2)

D634T210

**52-20-01**

REPAIR 4  
Page 201  
Apr 01/2005

**767-300  
STRUCTURAL REPAIR MANUAL**



OPTIONAL METHOD

REPAIR MATERIAL			
PART		QTY	MATERIAL
1	DOUBLER	1	2024-T3, -T4 OR -T42 TWICE SKIN GAGE
2	FILLER	1	2024-T3, -T4 OR -T42 SAME GAGE AS SKIN
3	DOUBLER	1	2024-T3, -T4 OR -T42 TWICE SKIN GAGE

**Overwing Escape Hatch Door - Small Hole - External Repair  
Figure 201 (Sheet 2 of 2)**





767-300

## STRUCTURAL REPAIR MANUAL

### REPAIR 5 - DELETED - EMERGENCY EXIT DOOR - EXTERNAL REPAIR

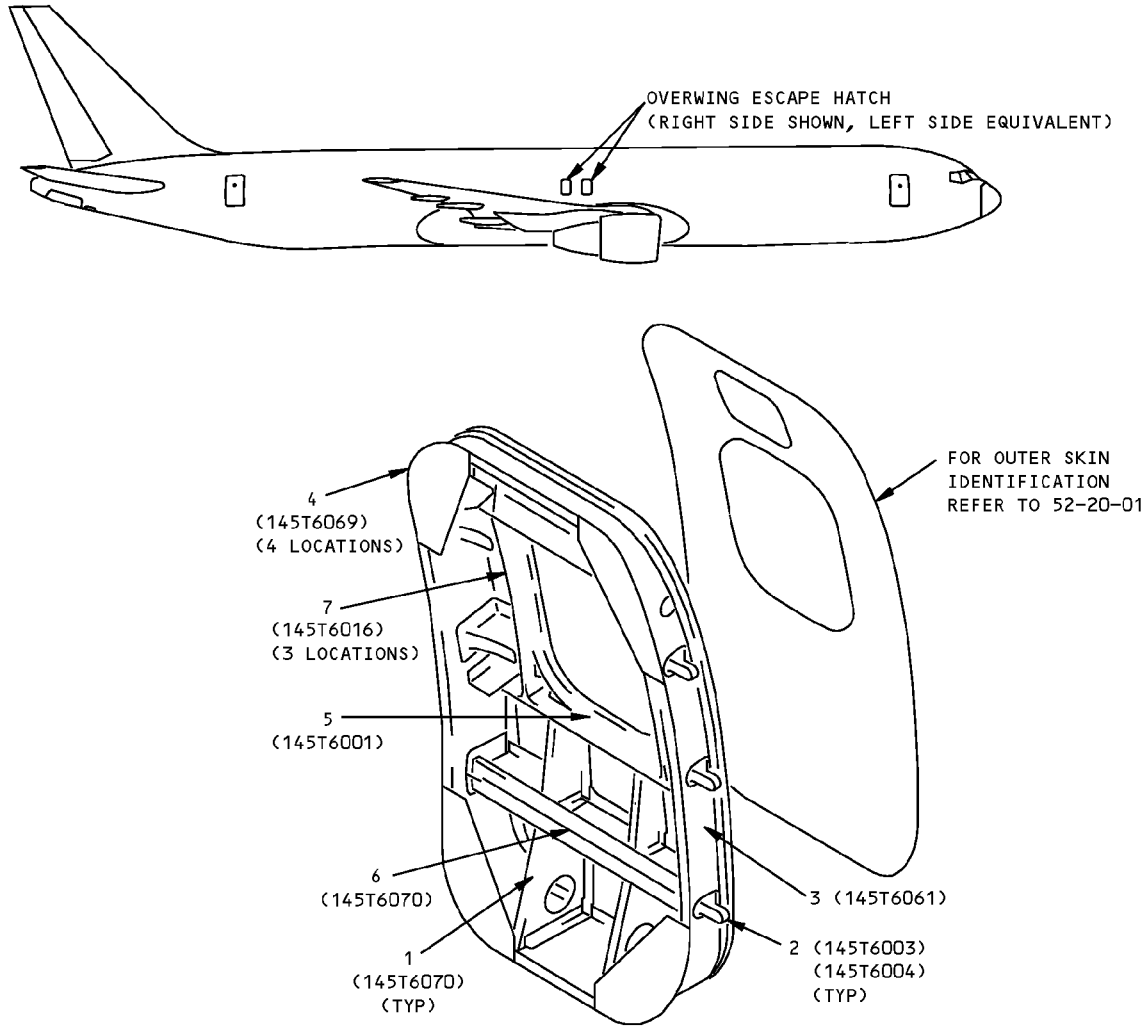
#### 1. General

- A. This repair is obsolete. Do not use after April 15th, 2007.

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - EMERGENCY EXIT DOOR STRUCTURE**

REF DWG  
145T6016



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	INTERCOSTAL WEB CHORD	0.071	CLAD 2024-T42 AND10136-1701 7075-T6511	
2	DOOR STOP		FORGING 7075 T73	
3	FRAME	0.071	CLAD 2024-T42	
4	GUSSET	0.063	CLAD 7075-T62	
5	WINDOW SUPPORT FRAME		FORGING 7075-T73	
6	BEAM	0.071	CLAD 2024-T42	
7	FAIL SAFE STRAP	0.150	7075-T6	

LIST OF MATERIALS

**Overwing Escape Hatch (Emergency Exit) Door Structure Identification  
Figure 1**

IDENTIFICATION 1  
Page 1  
Apr 01/2005

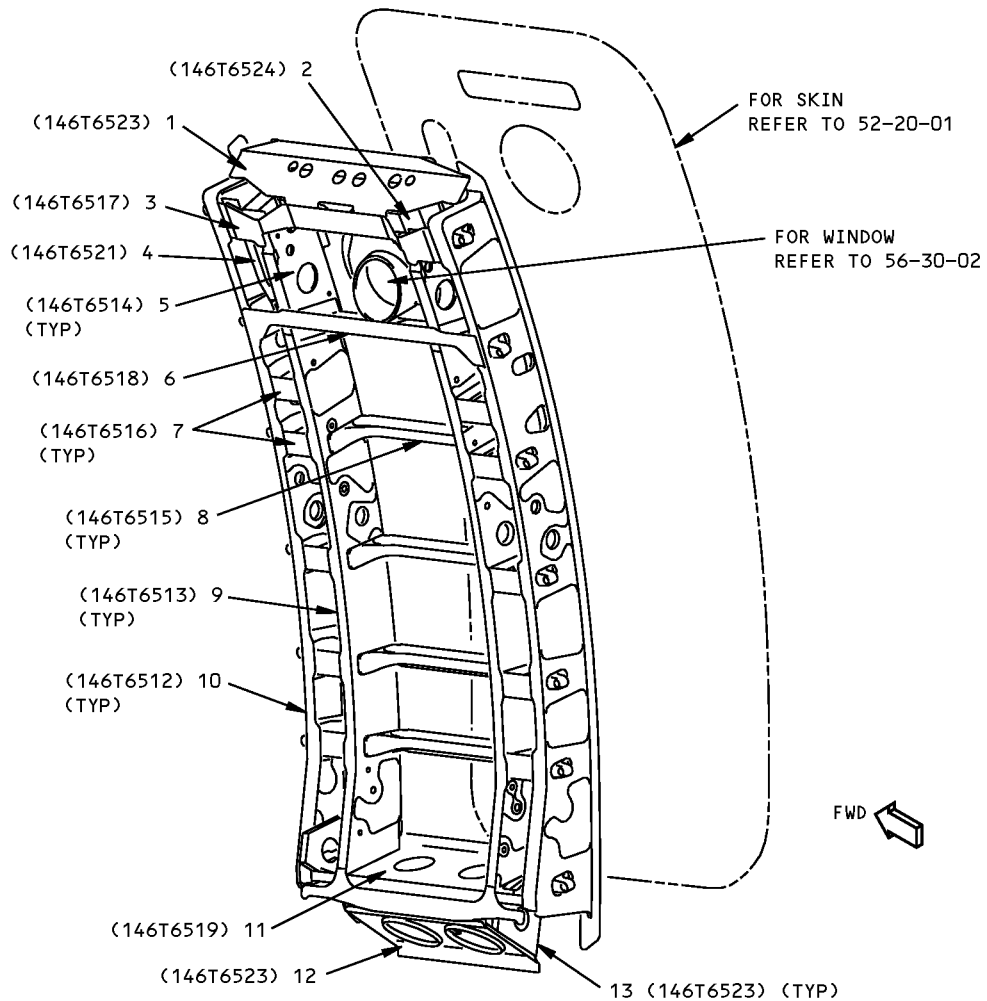
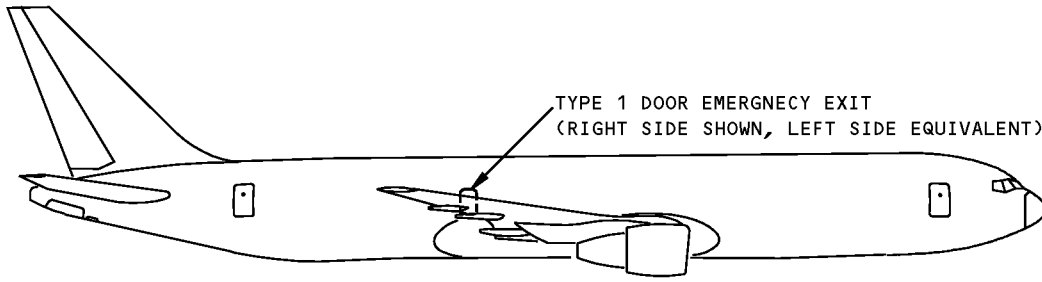
**52-20-02**

D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 2 - TYPE 1 EMERGENCY EXIT DOOR STRUCTURE**

REF DWG  
146T6505



**Type 1 Emergency Exit Door Structure Identification  
Figure 1 (Sheet 1 of 2)**



**767-300**  
**STRUCTURAL REPAIR MANUAL**

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	SUPPORT	0.125 0.10	CLAD 7075-T62 OPTIONAL	
2	HANDLE PAN	0.071	2024-T42	
3	STOP BEAM NO. 1	3.75	FORGING 7075-T73 OPTIONAL: 7075-T7351 PLATE	
4	PRESSURE FRAME	2.25	FORGING 7075-T73 OPTIONAL: 7075-T7351 PLATE	
5	STUB FRAME	2.50	7075-T7351 PLATE	
6	STOP BEAM NO. 2	3.50	FORGING 7075-T73 OPTIONAL: 7075-T7351 PLATE	
7	SEGMENTED BEAM	3.25	FORGING 7075-T73 OPTIONAL: 7075-T7351 PLATE	
8	SEGMENTED BEAM	1.75	FORGING 7075-T73 OPTIONAL: 7075-T7351 PLATE	
9	INTERMEDIATE FRAME	1.25	7075-T7351 PLATE	
10	SIDE FRAME	2.50	7075-T7351 PLATE	
11	STOP BEAM NO. 7	1.50	FORGING 7075-T73 OPTIONAL: 7075-T7351 PLATE	
12	SUPPORT	0.071	CLAD 7075-T62	
13	SUPPORT	0.063	CLAD 7075-T62	

**LIST OF MATERIALS**

**Type 1 Emergency Exit Door Structure Identification**  
**Figure 1 (Sheet 2 of 2)**

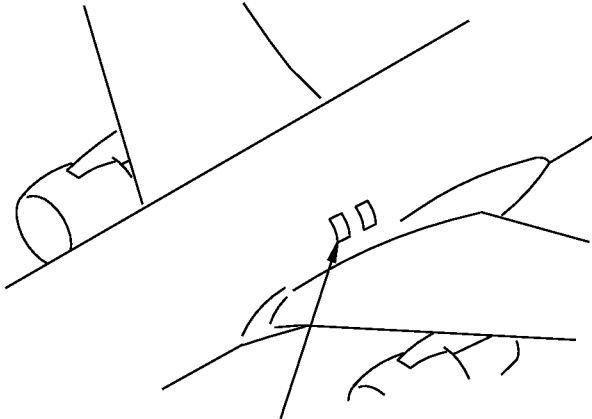
D634T210

**52-20-02**

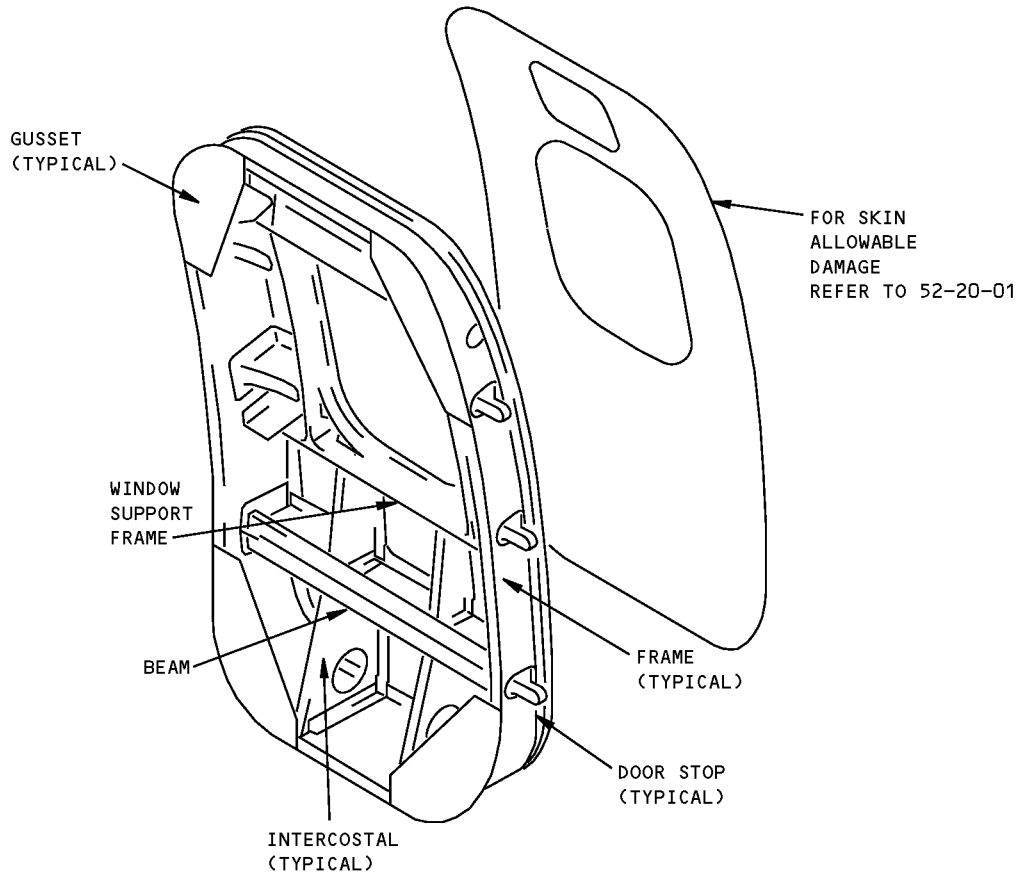
IDENTIFICATION 2  
Page 2  
Apr 01/2005

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 1 - EMERGENCY EXIT DOOR STRUCTURE**



OVERWING EMERGENCY EXIT DOOR



MATERIAL: ALUMINUM

**Overwing Emergency Exit Door Structure Allowable Damage  
Figure 101 (Sheet 1 of 4)**

D634T210



**767-300  
STRUCTURAL REPAIR MANUAL**

DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
BEAM	A	D	SEE DETAIL III	H
FRAME	A	D	SEE DETAIL III	H
INTERCOSTAL	B	E	SEE DETAIL III	H
GUSSET	B	E	SEE DETAIL III	H
DOOR STOP	C I	F I	NOT PERMITTED	NOT PERMITTED
WINDOW SUPPORT FRAME	C	G	NOT PERMITTED	HOLES PERMITTED IN WEBS ONLY H

**NOTES**

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE

- REFINISH REWORKED AREAS AS SHOWN IN AMM 51-20

**A** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS SHOWN IN DETAILS I AND VI

**B** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS SHOWN IN DETAILS I AND V

**C** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS SHOWN IN DETAILS I AND VII. **J**

**D** REMOVE DAMAGE AS SHOWN IN DETAILS I, II, IV AND VI

**E** REMOVE DAMAGE AS SHOWN IN DETAILS I, II, IV AND V

**F** FOR EDGE DAMAGE SEE DETAILS I AND VII. FOR LUG DAMAGE, SEE DETAIL VIII. FOR OTHER DAMAGE, SEE DETAIL II. DAMAGE IS NOT PERMITTED IN VICINITY OF BUSHINGS. **J**

**G** REMOVE DAMAGE AS SHOWN IN DETAILS I, II, IV AND VII. **J**

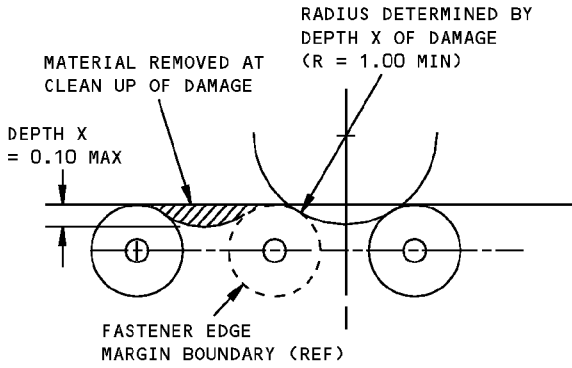
**H** CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAX DIA AND NOT CLOSER THAN 1.0 INCH (25 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED

**I** BOEING APPROVAL REQUIRED FOR ALLOWABLE DAMAGE ON OUTBOARD EDGES OF STOP OVERHANGS

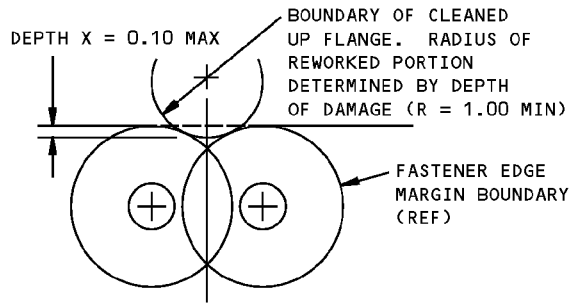
**J** SHOT PEEN ALL REWORKED SURFACES AS SHOWN IN SRM 51-20-06. SHOT PEEN INTENSITIES WILL VARY WITH THE THICKNESS REMAINING AFTER REWORK

**Overwing Emergency Exit Door Structure Allowable Damage  
Figure 101 (Sheet 2 of 4)**

**STRUCTURAL REPAIR MANUAL**

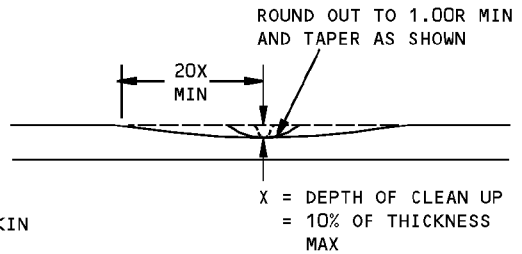
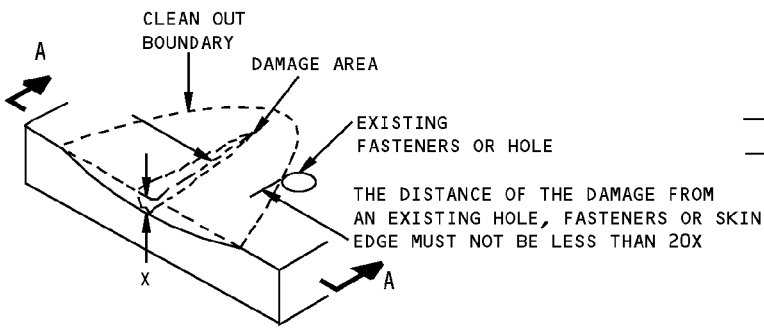


DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP



DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

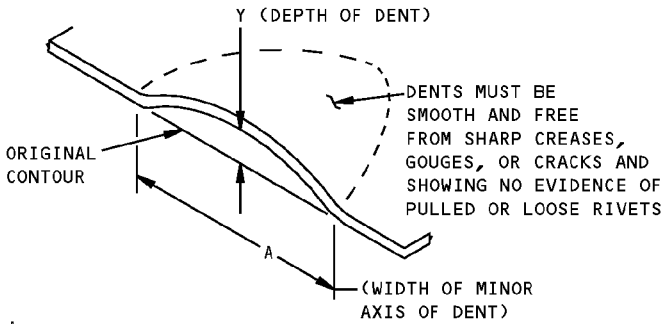
DETAIL I



SECTION A-A

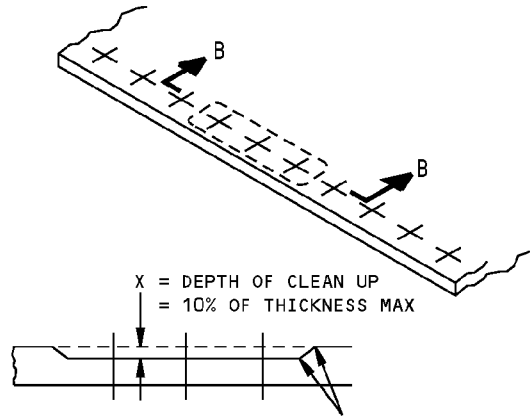
REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE

DETAIL II



$\frac{A}{Y}$  MUST NOT BE LESS THAN 30

ALLOWABLE DAMAGE FOR DENT  
DETAIL III

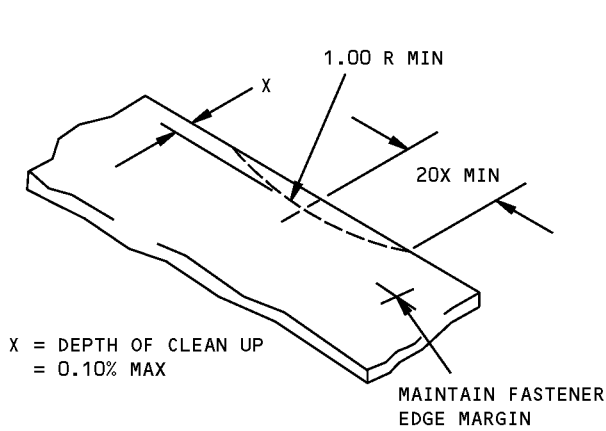


SMOOTH BLEND-OUT RADIUS 0.50 INCH MINIMUM. CORROSION CLEAN UP AROUND ANY THREE FASTENERS IN TEN IS PERMITTED TO MAX DEPTH

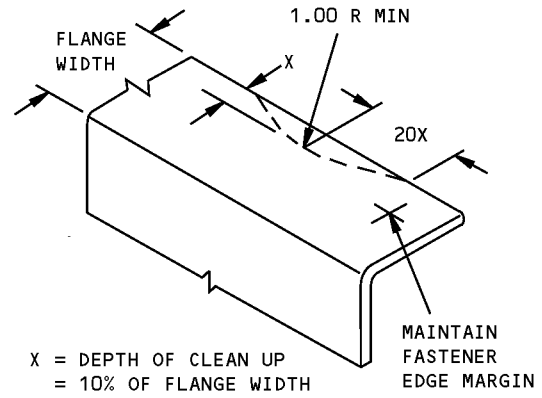
SECTION B-B  
CORROSION CLEANUP  
DETAIL IV

Overwing Emergency Exit Door Structure Allowable Damage  
Figure 101 (Sheet 3 of 4)

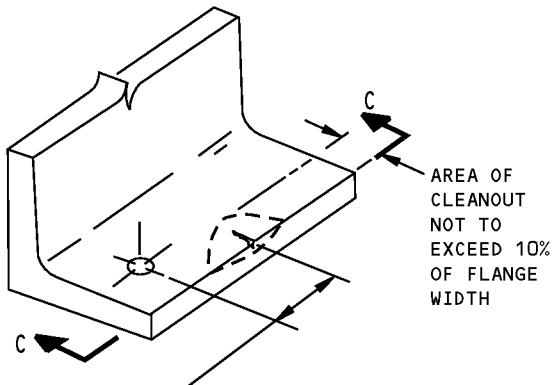
**767-300  
STRUCTURAL REPAIR MANUAL**



**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL V**

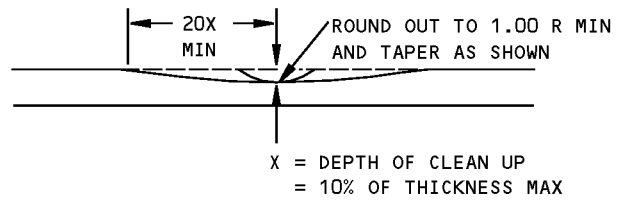


**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL VI**

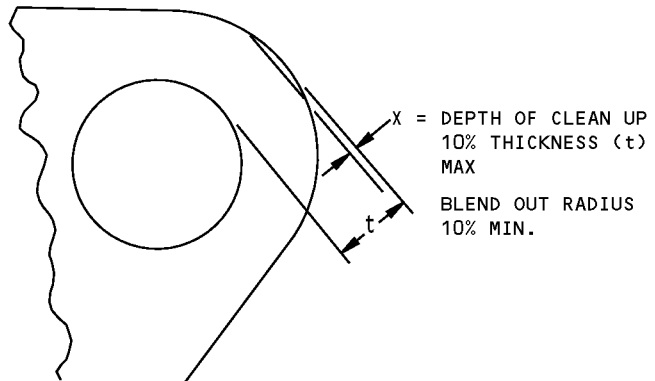


THE DISTANCE OF THE DAMAGE FROM AN  
EXISTING HOLE, FASTENERS OR EDGE  
MUST NOT BE LESS THAN 20X

**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL VII**



**SECTION C-C**



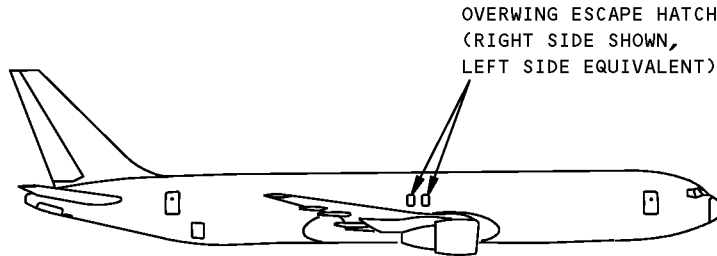
**DAMAGE CLEAN UP FOR EDGES OF LUG  
DETAIL VIII**

**Overwing Emergency Exit Door Structure Allowable Damage  
Figure 101 (Sheet 4 of 4)**



**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR GENERAL - EMERGENCY EXIT DOOR STRUCTURE REPAIR**



DOOR STRUCTURE  
REFER TO 51-70 FOR  
TYPICAL STURCTURE REPAIR

NO TYPICAL REPAIR  
FOR WINDOW FRAME  
OR DOOR STOPS.  
SPECIFIC REPAIRS WILL  
BE PROVIDED BASED ON  
SERVICE EXPERIENCE

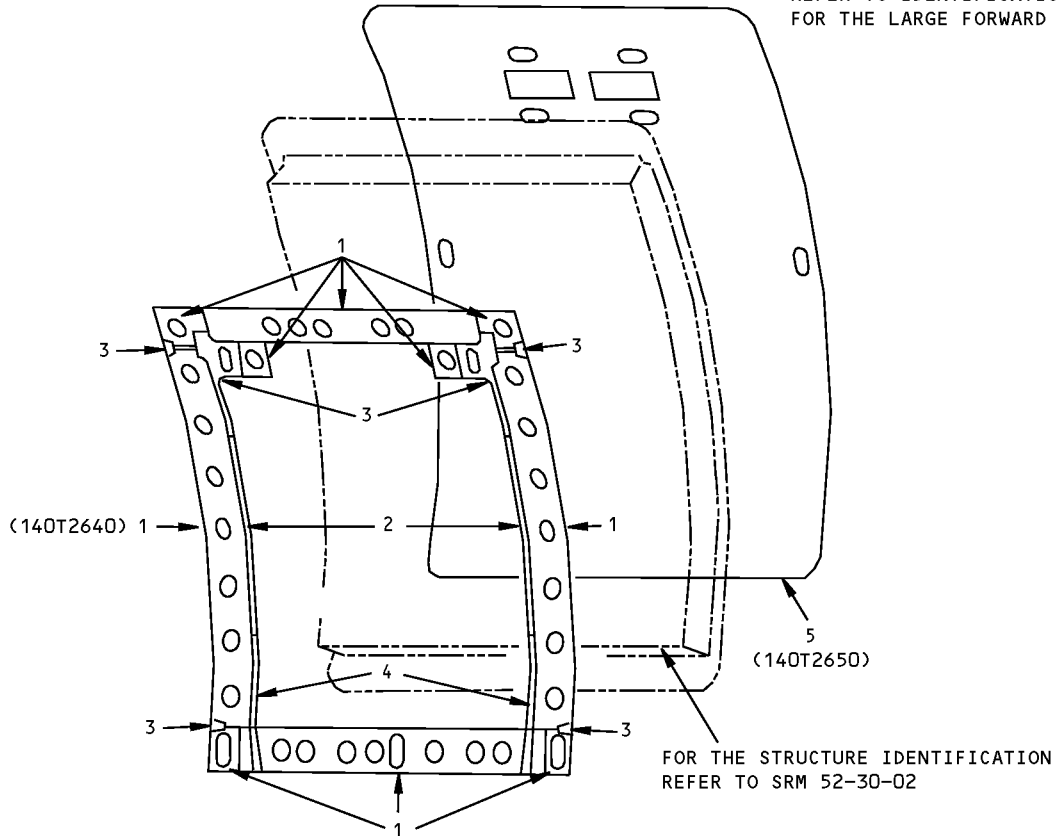
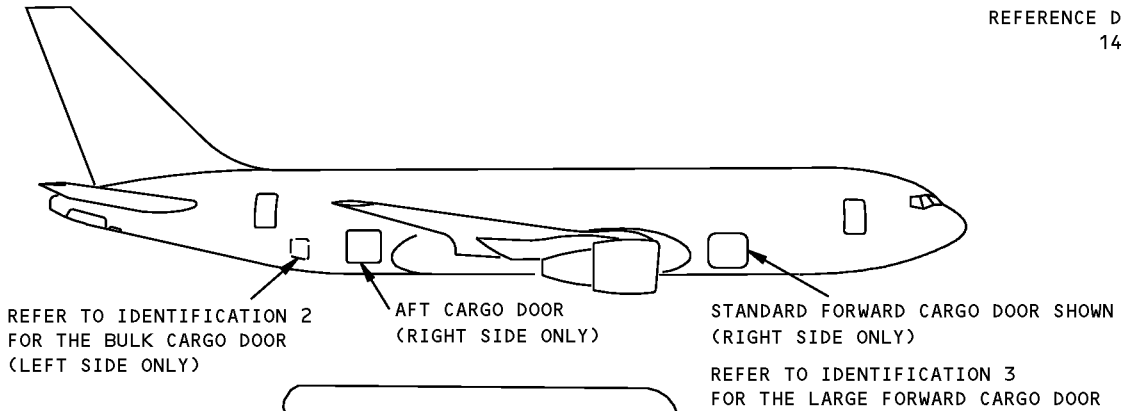
FOR OUTER SKIN  
REPAIR REFER TO  
52-20-01

**Overwing Escape Hatch (Emergency Exit) Structure Repair  
Figure 201**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - FORWARD / AFT CARGO DOOR SKIN**

REFERENCE DRAWING  
140T2600



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	SKIN (INNER)	0.040	CLAD 7075-T6	
2	DOUBLER	0.050	CLAD 7075-T6	
3	DOUBLER	0.063	CLAD 7075-T6	
4	DOUBLER	0.090	CLAD 7075-T6	
5	OUTER SKIN	0.071	CLAD 2024-T3 (CHEM-MILLED TO 0.051 MINIMUM)	

LIST OF MATERIALS

**Forward / Aft Cargo Door Skin Identification  
Figure 1**

IDENTIFICATION 1  
Page 1  
Apr 01/2005

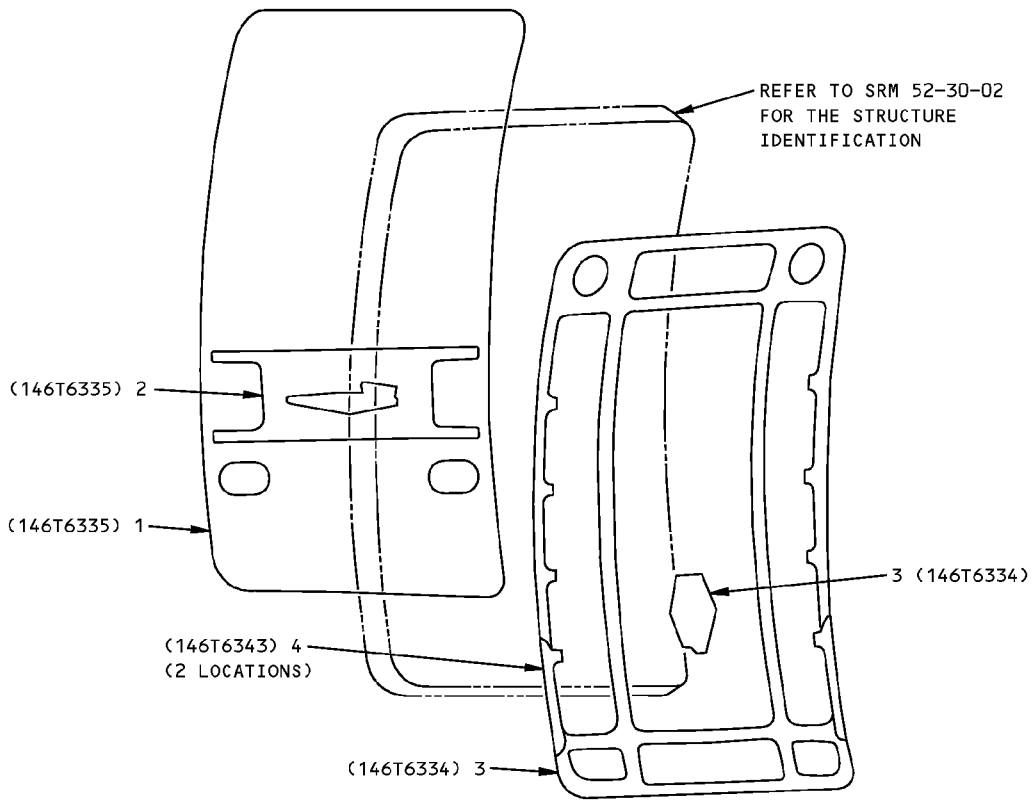
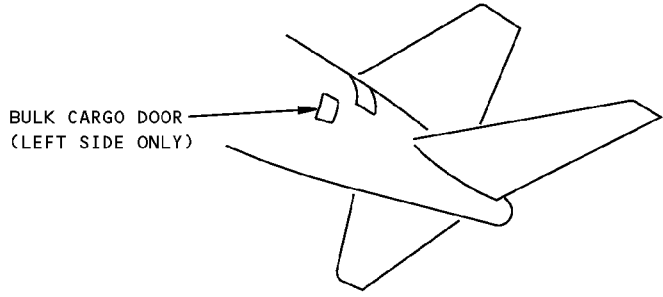
**52-30-01**

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**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 2 - BULK CARGO DOOR SKIN**

REF DWG  
146T6301  
PANEL INSTALLATION 140T2614



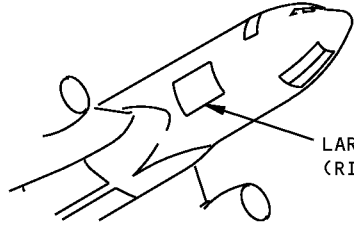
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	OUTER SKIN	0.071	CLAD 2024-T3 (CHEM-MILLED TO 0.051 MINIMUM)	
2	DOUBLER	0.063	CLAD 2024-T3	
3	INNER SKIN	0.063	CLAD 7075-T62	
4	DOUBLER	0.063	CLAD 7075-T6	

LIST OF MATERIALS

**Bulk Cargo Door Skin Identification  
Figure 1**

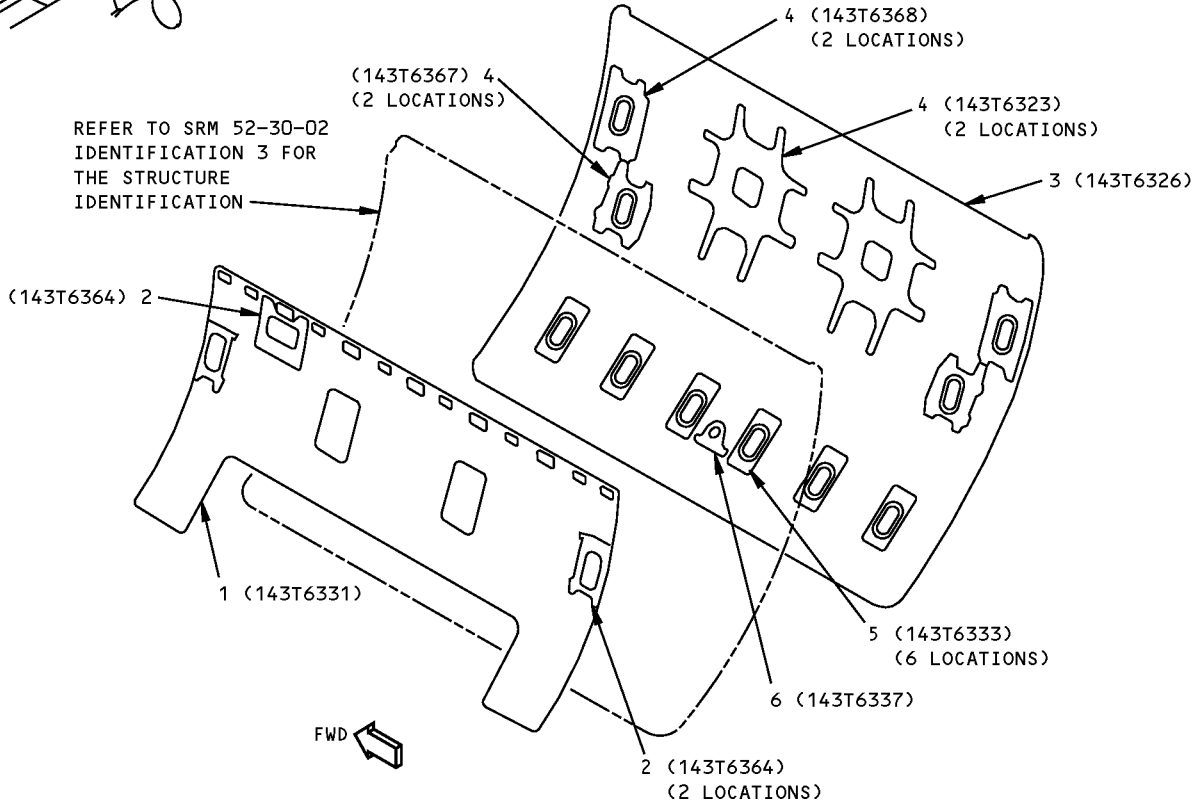
**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 3 - LARGE CARGO DOOR SKIN**



LARGE CARGO DOOR  
(RIGHT SIDE ONLY)

REF DWGS  
143T6325  
143T6330  
DOOR ASSEMBLY 143T6300  
STRUCTURE ASSEMBLY 143T6309



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	INNER SKIN	0.056	CLAD OR BARE 2024-T3 THE SKIN IS CHEM-MILLED AND MACHINED AND VARIES IN THICKNESS. REFER TO THE BOEING DRAWING TO DETERMINE THE LOCAL THICKNESS.	
2	DOUBLER	0.050	CLAD 2024-T3	
3	OUTER SKIN	0.125	CLAD 2024-T3 THE SKIN IS CHEM-MILLED AND VARIES IN THICKNESS. REFER TO THE BOEING DRAWING TO DETERMINE THE LOCAL THICKNESS.	
4	DOUBLER	0.100	CLAD 2024-T3	
5	DOUBLER	0.250	2024-T351 PLATE	
6	DOUBLER	0.140	CLAD 2024-T3	

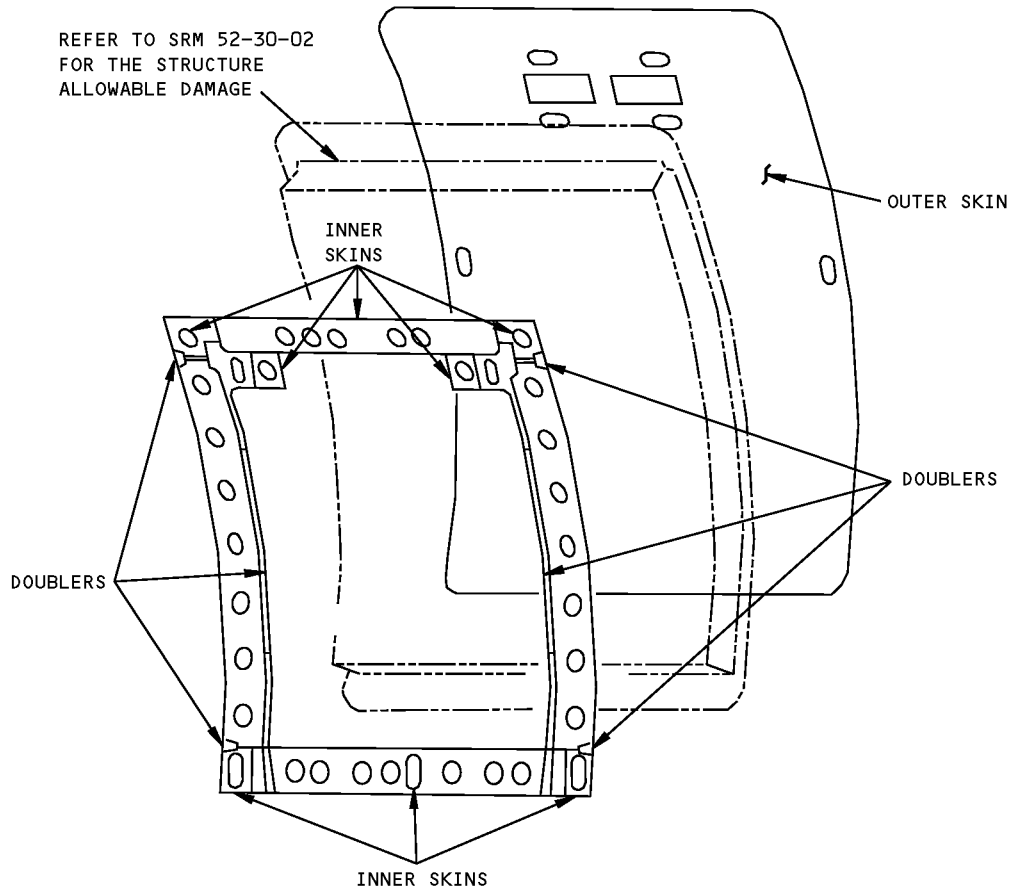
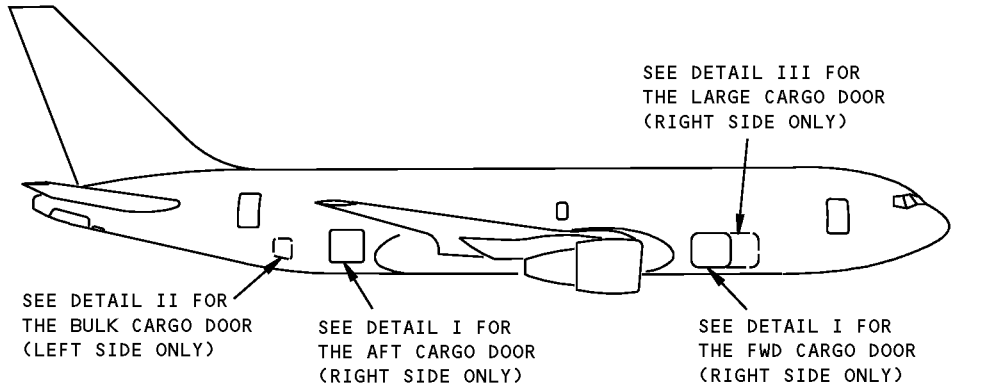
LIST OF MATERIALS

**Large Cargo Door Skin Identification  
Figure 1**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 1 - CARGO DOORS SKIN**

REF DWG  
140T2600



MATERIAL: ALUMINUM

FORWARD/AFT CARGO DOOR  
DETAIL I

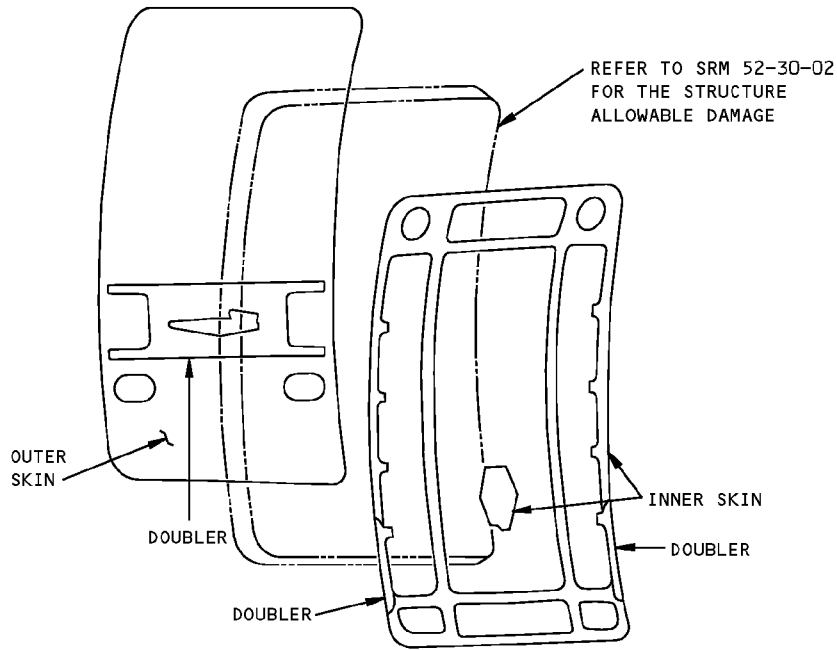
**Cargo Doors Skin Allowable Damage  
Figure 101 (Sheet 1 of 5)**

D634T210

ALLOWABLE DAMAGE 1  
Page 101  
**52-30-01**  
Dec 15/2007

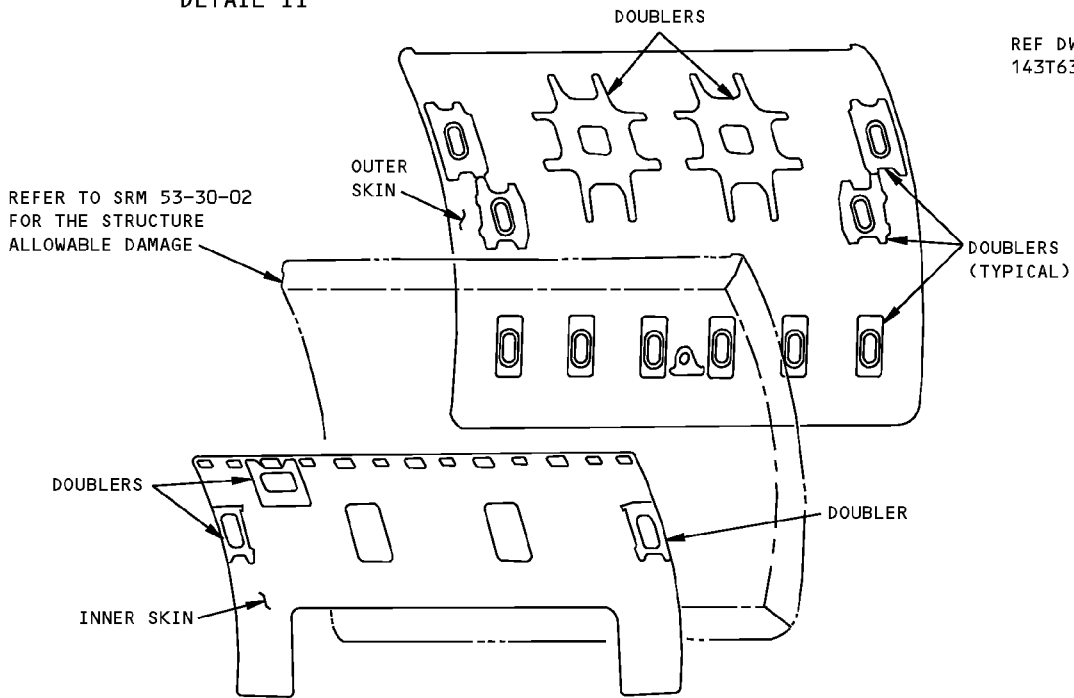
**767-300  
STRUCTURAL REPAIR MANUAL**

REF DWG  
146T6301



MATERIAL: ALUMINUM

**BULK CARGO DOOR  
DETAIL II**



REF DWG  
143T6309

MATERIAL: ALUMINUM

**LARGE CARGO DOOR  
DETAIL III**

**Cargo Doors Skin Allowable Damage  
Figure 101 (Sheet 2 of 5)**

**STRUCTURAL REPAIR MANUAL**

DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
OUTER SKIN <b>A</b>	<b>B H</b>	<b>H I</b>	<b>J</b>	<b>E H</b>
INNER SKIN	<b>C</b>	<b>D</b>	<b>J</b>	<b>F</b>
DOUBLERS	<b>B</b>	<b>D</b>	SEE DETAIL VI	<b>F</b>

**NOTES**

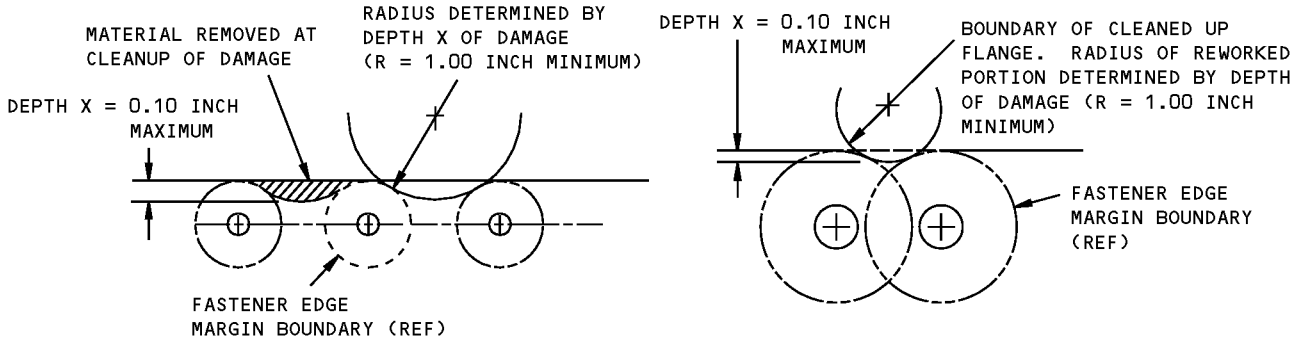
- WHEN YOU USE THIS REPAIR, REFER TO:
  - AMM 51-21-01 FOR APPLICATION OF FINISHES
  - SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METAL.

- A** REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, THOUGHT SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE THAT MAY OCCUR.
- B** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS SHOWN IN DETAILS IV AND VIII.
- C** FOR EDGE CRACKS SEE DETAILS IV AND VIII, FOR LIGHTENING HOLE EDGE CRACKS, SEE DETAIL X. FOR OTHER CRACKS SEE DETAIL IX
- D** REMOVE DAMAGE AS SHOWN IN DETAILS IV, V, VII AND VIII.
- E** CLEAN OUT DAMAGE UP TO 0.25 INCH (6.35 mm) MAXIMUM DIAMETER AND NOT CLOSER THAN 1.0 INCH (25.4 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED.
- F** CLEAN OUT DAMAGE UP TO 0.25 INCH (6.35 mm) MAXIMUM DIAMETER AND NOT CLOSER THAN 1.0 INCH (25.4 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE.
- G** 1.50 INCHES (38.1 mm) MINIMUM TO EDGE OF INITIAL FASTENER HOLE TO EDGE OF FLANGED HOLE OR TO EDGE OF CUTOUT
- H** REFER TO ALLOWABLE DAMAGE 2 FOR THE CARGO DOOR SKIN OPERATING LIMITS AFTER DAMAGE HAS BEEN REMOVED.

- I** REMOVE DAMAGE AS SHOWN IN DETAILS IV, VII, VIII AND XI.
- J** DENTS THAT ARE MORE THAN THE LIMITS SHOWN IN DETAIL VI SHOULD BE PERMANENTLY REPAIRED. HOWEVER, A REPAIR CAN BE DELAYED IF THE CONDITIONS THAT FOLLOW ARE MET:
  - DENTS MUST BE SMOOTH AND FREE FROM SHARP CREASES, GOUGES, OR CRACKS, AND SHOW NO EVIDENCE OF PULLED, LOOSE, OR MISSING FASTENERS
  - THERE ARE NO DAMAGED OR ELONGATED FASTENER HOLES
  - THE DENT IS NOT FILLED
  - A PERMANENT REPAIR IS MADE AT THE SUBSEQUENT C-CHECK OR BEFORE 24 MONTHS
  - THE DAMAGE IS A MINIMUM OF 1.0 INCH (25.4 mm) FROM ANY PART OF A BEAM, SKIN DOUBLER, STRAP, FRAME, INTERCOSTAL, OR STIFFENER
  - THE DAMAGE IS A MINIMUM OF 10.0 INCHES (254 mm) FROM A SKIN SPLICE OR CUTOUT, INCLUDING A HINGE CUTOUT OR A HANDLE PAN CUTOUT.
  - A DETAILED VISUAL INSPECTION OF ALL ADJACENT STRUCTURE WITHIN A 20 INCHES (508 mm) RADIUS IS PERFORMED TO MAKE SURE THERE IS NO DAMAGE TO ANY FRAME, STRINGER OR DOUBLER. IF THERE IS DAMAGE TO ANY STRUCTURE OTHER THAN THE SKIN, MAKE THE REPAIRS IMMEDIATELY.
  - AN INITIAL HIGH FREQUENCY EDDY CURRENT INSPECTION OF THE DENT IS PERFORMED. CONTINUE TO PERFORM DETAILED VISUAL INSPECTIONS OF THE DENT EVERY 300 FLIGHT CYCLES.

**Cargo Doors Skin Allowable Damage  
Figure 101 (Sheet 3 of 5)**

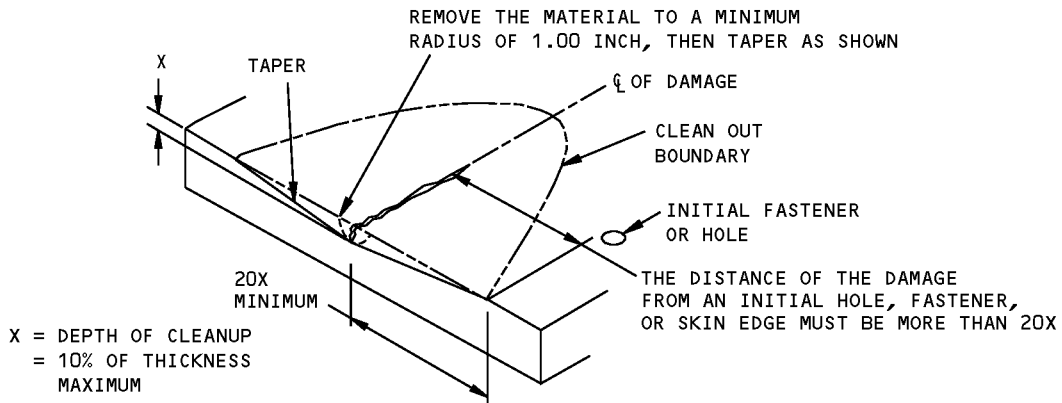
**STRUCTURAL REPAIR MANUAL**



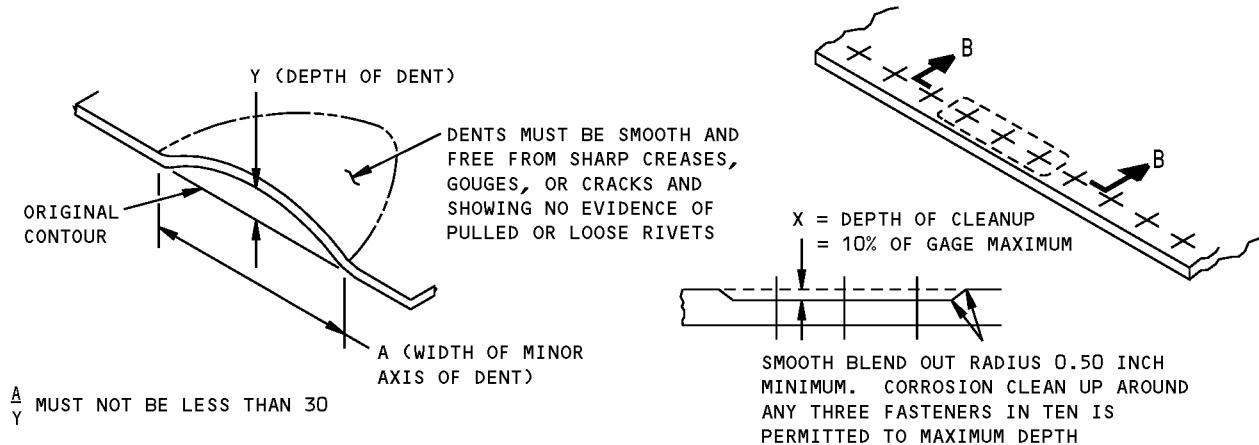
**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**

**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL IV**



**REMOVAL OF NICK, GOUGE, CORROSION, AND SCRATCH DAMAGE ON A SURFACE**  
**DETAIL V**



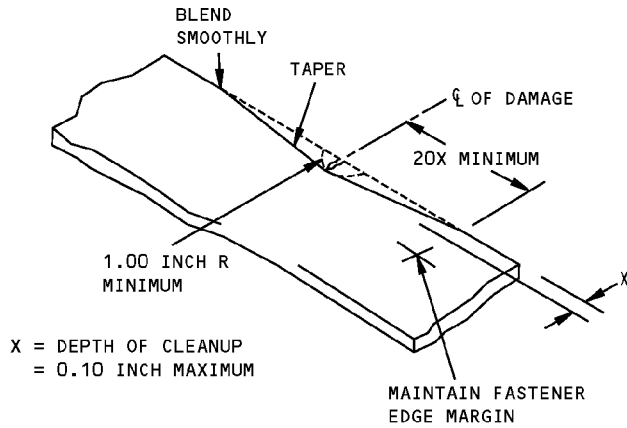
**ALLOWABLE DAMAGE FOR DENT**  
**DETAIL VI**

**SECTION B-B**  
**CORROSION CLEANUP**  
**DETAIL VII**

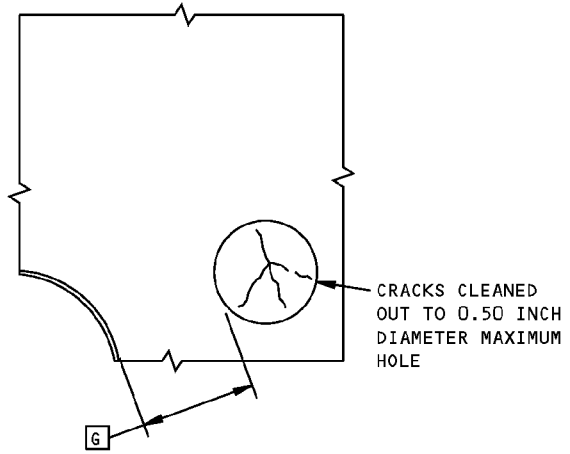
**Cargo Doors Skin Allowable Damage**  
**Figure 101 (Sheet 4 of 5)**



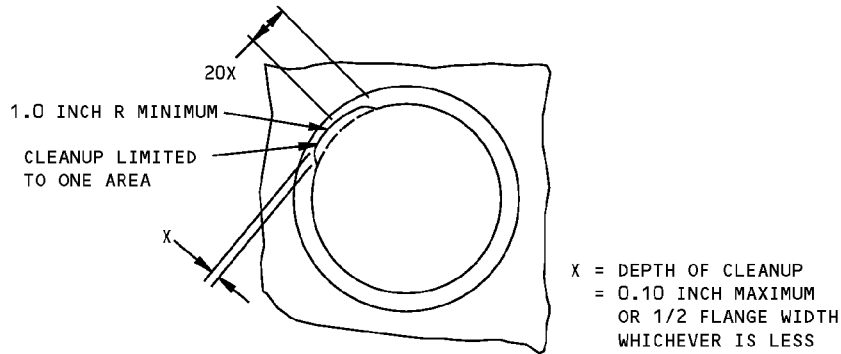
**767-300  
STRUCTURAL REPAIR MANUAL**



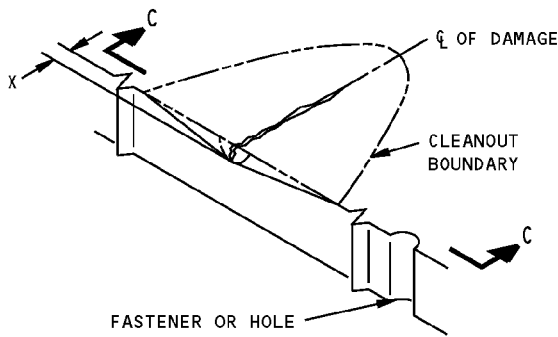
**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL VIII**



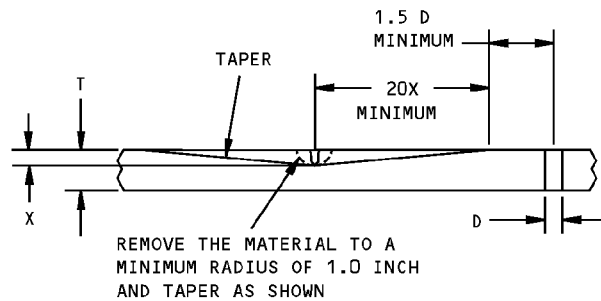
**FIELD CRACK CLEAN UP  
DETAIL IX**



**FLANGED HOLE EDGE DAMAGE CLEAN UP  
DETAIL X**



**REMOVAL OF NICK, GOUGE AND SCRATCH  
DAMAGE ON AN OUTER SKIN SURFACE  
DETAIL XI**



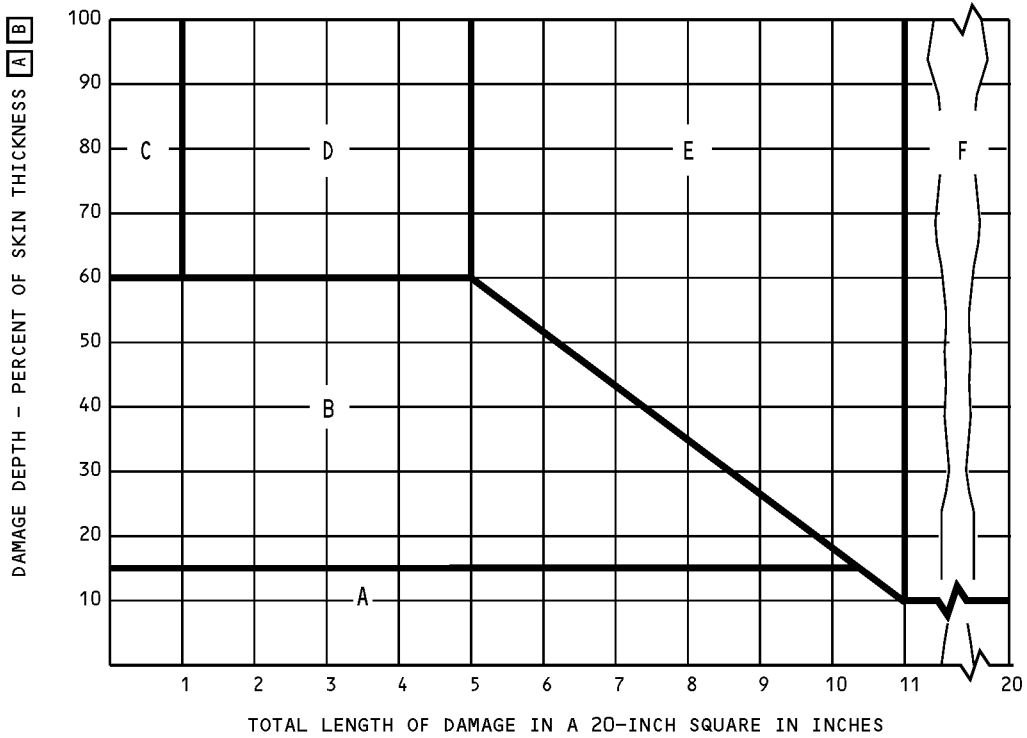
X = THE DEPTH OF THE MATERIAL THAT IS REMOVED.  
T = THICKNESS OF THE MATERIAL

**SECTION C-C**

**Cargo Doors Skin Allowable Damage  
Figure 101 (Sheet 5 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 2 - OPERATING LIMITS FOR CARGO DOORS OUTER SKIN**



**NOTES**

- [A]** SKIN THICKNESS DOES NOT INCLUDE THE THICKNESS OF THE DOUBLERS, TRIPLERS, OR STRAPS.
- [B]** DAMAGE INCLUDES HOLES, PUNCTURES, NICKS, GOUGES, SCRATCHES, CORROSION AND CRACKS  
DAMAGE DOES NOT INCLUDE DENTS
- [C]** CABIN PRESSURE LIMITS ARE FOR SKIN DAMAGE IN THE PRESSURIZED FUSELAGE CAVITY ONLY.

**Operating Limits for Cargo Doors Outer Skin  
Figure 101 (Sheet 1 of 2)**



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**STRUCTURAL REPAIR MANUAL**

CHART AREA	DAMAGE TREATMENT	ALLOWABLE AIRPLANE OPERATIONS
A	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1	NO FLIGHT RESTRICTIONS
B	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH.	LIMITED TO 50 HOURS OF FLIGHT INCLUDING REVENUE FLIGHTS.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-30-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
C	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	A NON-REVENUE FLIGHT TO A REPAIR STATION IS PERMITTED IF THE APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL BEFORE THE FLIGHT. IT IS RECOMMENDED THAT THE PROPOSED REPAIR PROCEDURE BE PROVIDED TO BOEING.  THE MAXIMUM CABIN PRESSURE DIFFERENTIAL LIMIT <b>C</b> TO 6.0 PSIG UNLESS REPAIRED.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-30-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
D	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	A NON-REVENUE FLIGHT TO A REPAIR STATION IS PERMITTED IF THE APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL BEFORE THE FLIGHT. IT IS RECOMMENDED THAT THE PROPOSED REPAIR PROCEDURE BE PROVIDED TO BOEING.  THE MAXIMUM CABIN PRESSURE DIFFERENTIAL LIMIT <b>C</b> TO 6.0 PSIG UNLESS REPAIRED.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-30-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
E	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	A NON-REVENUE FLIGHT TO A REPAIR STATION IS PERMITTED IF THE APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL BEFORE THE FLIGHT. IT IS RECOMMENDED THAT THE PROPOSED REPAIR PROCEDURE BE PROVIDED TO BOEING.  THE MAXIMUM CABIN PRESSURE DIFFERENTIAL LIMIT <b>C</b> IS NOT MORE THAN ZERO PSIG.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-30-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.
F	CLEAN UP AS SPECIFIED IN ALLOWABLE DAMAGE 1 TO DAMAGE DEPTH. STOP DRILL 0.25 INCH (6 mm) DIAMETER HOLES AT THE ENDS OF CRACKS.	OPERATION IS NOT PERMITTED BEFORE BOEING AND APPLICABLE REGULATORY AUTHORITY GIVES APPROVAL.
	DO AN APPLICABLE REPAIR AS GIVEN IN SRM 52-30-01.	REFER TO THE APPLICABLE REPAIR FOR THE LIMITS.

**Operating Limits for Cargo Doors Outer Skin  
Figure 101 (Sheet 2 of 2)**

ALLOWABLE DAMAGE 2

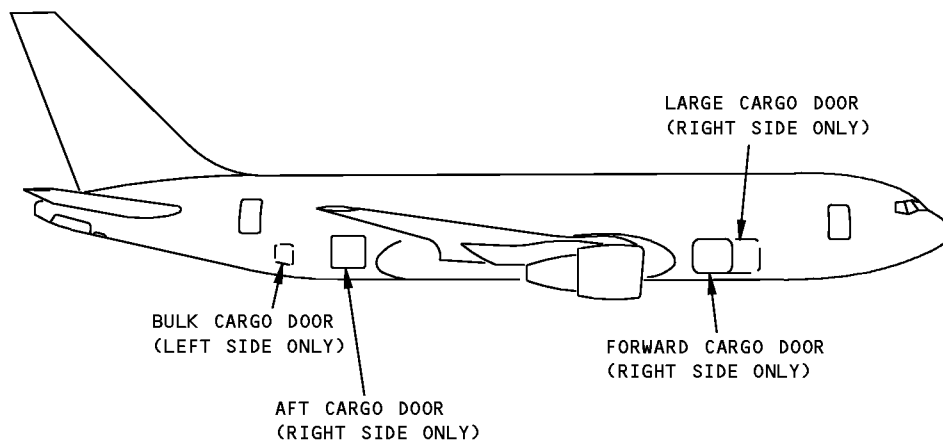
**52-30-01**

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767-300  
STRUCTURAL REPAIR MANUAL

REPAIR GENERAL - CARGO DOOR OUTER SKIN



NOTES

- FOR TYPICAL FORWARD/AFT/BULK CARGO DOOR OUTER SKIN REPAIRS:
  - REFER TO REPAIR 1 FOR FLUSH SKIN REPAIR BETWEEN BEAMS
  - REFER TO REPAIR 4 FOR SMALL HOLE-FLUSH REPAIR
  - REFER TO REPAIR 5 FOR SMALL HOLE-EXTERNAL REPAIR
  - REFER TO REPAIR 6 FOR EXTERNAL REPAIR
- FOR TYPICAL LARGE CARGO DOOR OUTER SKIN REPAIRS:
  - REFER TO REPAIR 2 FOR FLUSH SKIN REPAIR BETWEEN BEAMS
  - REFER TO REPAIR 4 FOR SMALL HOLE-FLUSH REPAIR
  - REFER TO REPAIR 5 FOR SMALL HOLE-EXTERNAL REPAIR
  - REFER TO REPAIR 6 FOR EXTERNAL REPAIR

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**Cargo Door Outer Skin Repair References**  
**Figure 201**

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REPAIR GENERAL  
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**STRUCTURAL REPAIR MANUAL****REPAIR 1 - FORWARD / AFT / BULK CARGO DOOR - FLUSH SKIN REPAIR BETWEEN BEAMS****REPAIR INSTRUCTIONS**

1. Remove the inner skin panel for access if required.
2. Clean out the damage to the skin to a rectangular shape with a minimum of 0.50 inch (13 mm) radius at the corners. The cutout should be parallel to the centerline of the adjacent beam.
3. Make repair parts 1 and 2.

**NOTE:** Fwd/Aft/Bulk cargo door outer skin is chem-milled. Fabricate repair parts as required to repair chem-milled pockets

4. Assemble repair parts in installed positions and drill fastener holes.
5. Remove repair parts.
6. Break the sharp edges of the initial and the repair parts 0.015 to 0.030 inch (0.38 to 0.76 mm).
7. Remove all nicks, scratches, burrs, sharp edges and corners from initial and repair parts.
8. Apply a chemical conversion coating to the repair parts and to the bare surfaces of the door skin. Refer to SRM 51-20-01.
9. Apply one coat of BMS 10-11, type 1, primer to all of part 1 and to the edges and inner surface of part 2 as shown in AMM 51-21.
10. Install repair parts. Make a faying surface seal with BMS 5-95 sealant as shown in SRM 51-20-05.
11. Make a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
12. Reinstall inner skin panel if removed for access.
13. Restore the surface finish as shown in AMM 51-20.

**NOTES**

- THIS IS A CATEGORY A REPAIR. THIS REPAIR HAS FAA APPROVAL IF YOU DO THE INSPECTIONS GIVEN IN THE MAINTENANCE PLANNING DATA (MPD). REFER TO SRM 51-00-06 FOR REPAIR CATEGORIES AND DEFINITIONS.
- REFER TO THE FOLLOWING WHEN USING THESE REPAIRS:
  - AMM 51-21 FOR INTERIOR AND EXTERIOR FINISHES
  - SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
  - SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METAL
  - SRM 51-30 FOR SOURCE OF REPAIR MATERIALS
  - SRM 51-40 FOR FASTENER CODE, INSTALLATION AND REMOVAL, HOLE SIZES AND EDGE MARGINS
  - SRM 51-40-08 FOR COUNTERSINKING AND USE OF COUNTERSINK REPAIR WASHERS.

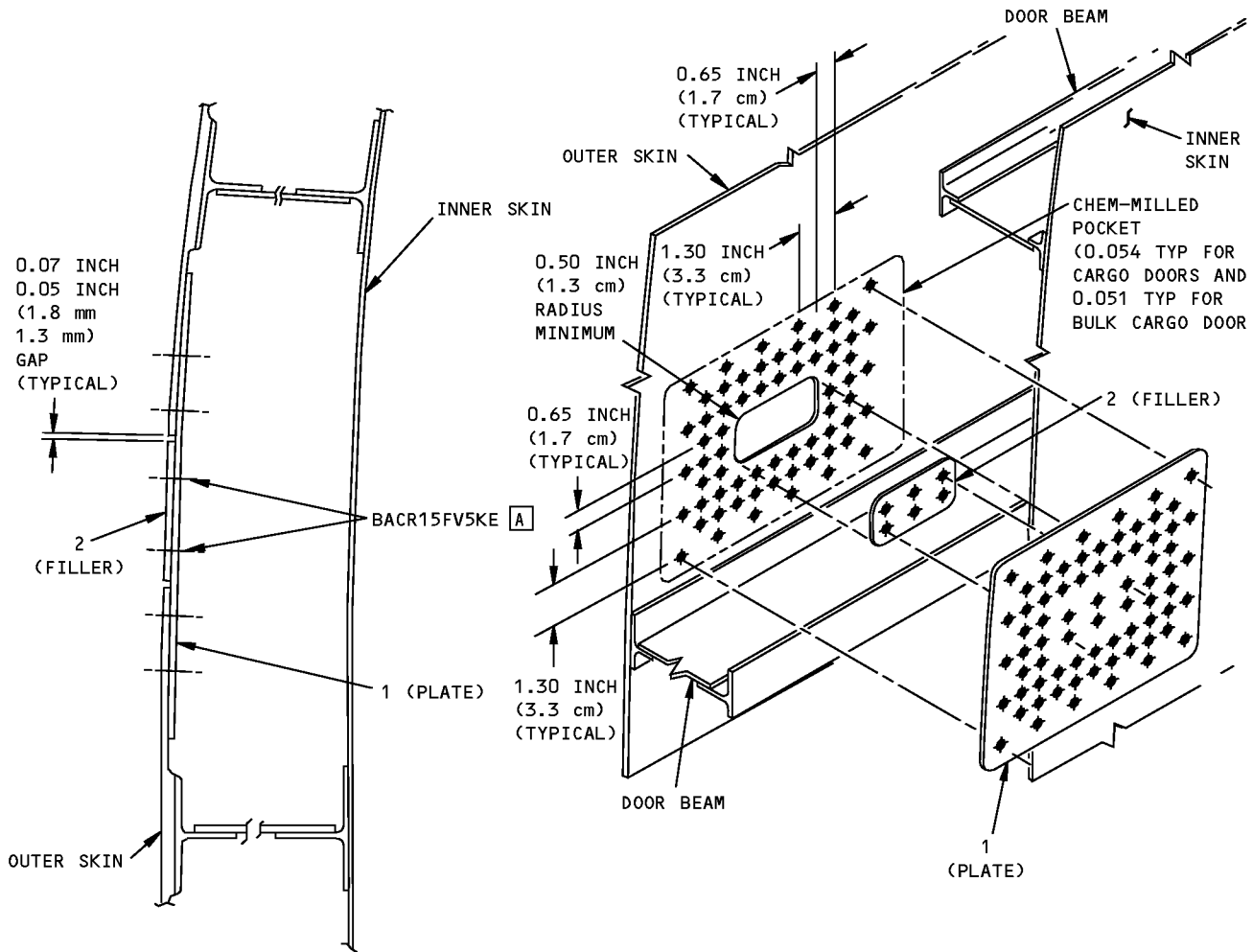
**A** WHERE RIVET SUBSTITUTIONS ARE MADE THE COUNTERSINK DEPTH FOR BACR15FV RIVETS MUST BE MAINTAINED AND THE EXCESS PORTION OF THE SUBSTITUTE RIVET HEAD SHAVED OFF AFTER INSTALLATION AS SHOWN IN SRM 51-10-01

**FASTENER SYMBOLS**

✦ REPAIR FASTENER LOCATION

**Forward / Aft / Bulk Cargo Door - Flush Skin Repair Between Beams  
Figure 201 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



SECTION THRU REPAIR

REPAIR MATERIAL				
PART	QTY	GAGE	MATERIAL	
1	PLATE	1	0.063	CLAD 2024-T3
2	FILLER	1	0.054	CLAD 2024-T3

TABLE I

**Forward / Aft / Bulk Cargo Door - Flush Skin Repair Between Beams  
Figure 201 (Sheet 2 of 2)**

## STRUCTURAL REPAIR MANUAL

**REPAIR 2 - LARGE CARGO DOOR - FLUSH SKIN REPAIR BETWEEN BEAMS**

## REPAIR INSTRUCTIONS

1. Remove the inner skin panel for access if required.
2. Clean out the damage to the skin to a rectangular shape with a minimum of 0.50 inch (13 mm) radius at the corners. The cutout should be parallel to the centerline of the adjacent beam.
3. Make repair parts 1 and 2.  
  
**NOTE:** Door outer skin is chem-milled. Fabricate repair parts as required to repair chem-milled pockets
4. Assemble repair parts in installed positions and drill fastener holes.
5. Remove repair parts.
6. Break the sharp edges of the initial and the repair parts 0.015 to 0.030 inch (0.38 to 0.76 mm).
7. Remove all nicks, scratches, burrs, sharp edges and corners from initial and repair parts.
8. Apply a chemical conversion coating to the repair parts and to the bare surfaces of the door skin. Refer to SRM 51-20-01.
9. Apply one coat of BMS 10-11, type 1, primer to all of part 1 and to the edges and inner surface of part 2 as shown in AMM 51-21.
10. Install repair parts. Make a faying surface seal with BMS 5-95 sealant as shown in SRM 51-20-05.
11. Make a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
12. Reinstall inner skin panel if removed for access.
13. Restore the surface finish as shown in AMM 51-20.

## NOTES

- THIS IS A CATEGORY A REPAIR. THIS REPAIR HAS FAA APPROVAL IF YOU DO THE INSPECTIONS GIVEN IN THE MAINTENANCE PLANNING DATA (MPD). REFER TO SRM 51-00-06 FOR REPAIR CATEGORIES AND DEFINITIONS.
- REFER TO THE FOLLOWING WHEN USING THESE REPAIRS:
  - AMM 51-21 FOR INTERIOR AND EXTERIOR FINISHES
  - SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
  - SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METAL
  - SRM 51-30 FOR SOURCE OF REPAIR MATERIALS
  - SRM 51-40 FOR FASTENER CODE, INSTALLATION AND REMOVAL, HOLE SIZES AND EDGE MARGINS
  - SRM 51-40-08 FOR COUNTERSINKING AND USE OF COUNTERSINK REPAIR WASHERS.

- A** WHERE RIVET SUBSTITUTIONS ARE MADE THE COUNTERSINK DEPTH FOR BACR15FV RIVETS MUST BE MAINTAINED AND THE EXCESS PORTION OF THE SUBSTITUTE RIVET HEAD SHAVED OFF AFTER INSTALLATION AS SHOWN IN SRM 51-10-01
- B** MATERIAL THICKNESS TO BE ONE GAGE THICKER THAN INITIAL SKIN IN CHEM-MILLED POCKETS
- C** MATERIAL THICKNESS TO BE THE SAME GAGE AS INITIAL SKIN IN CHEM-MILLED POCKETS

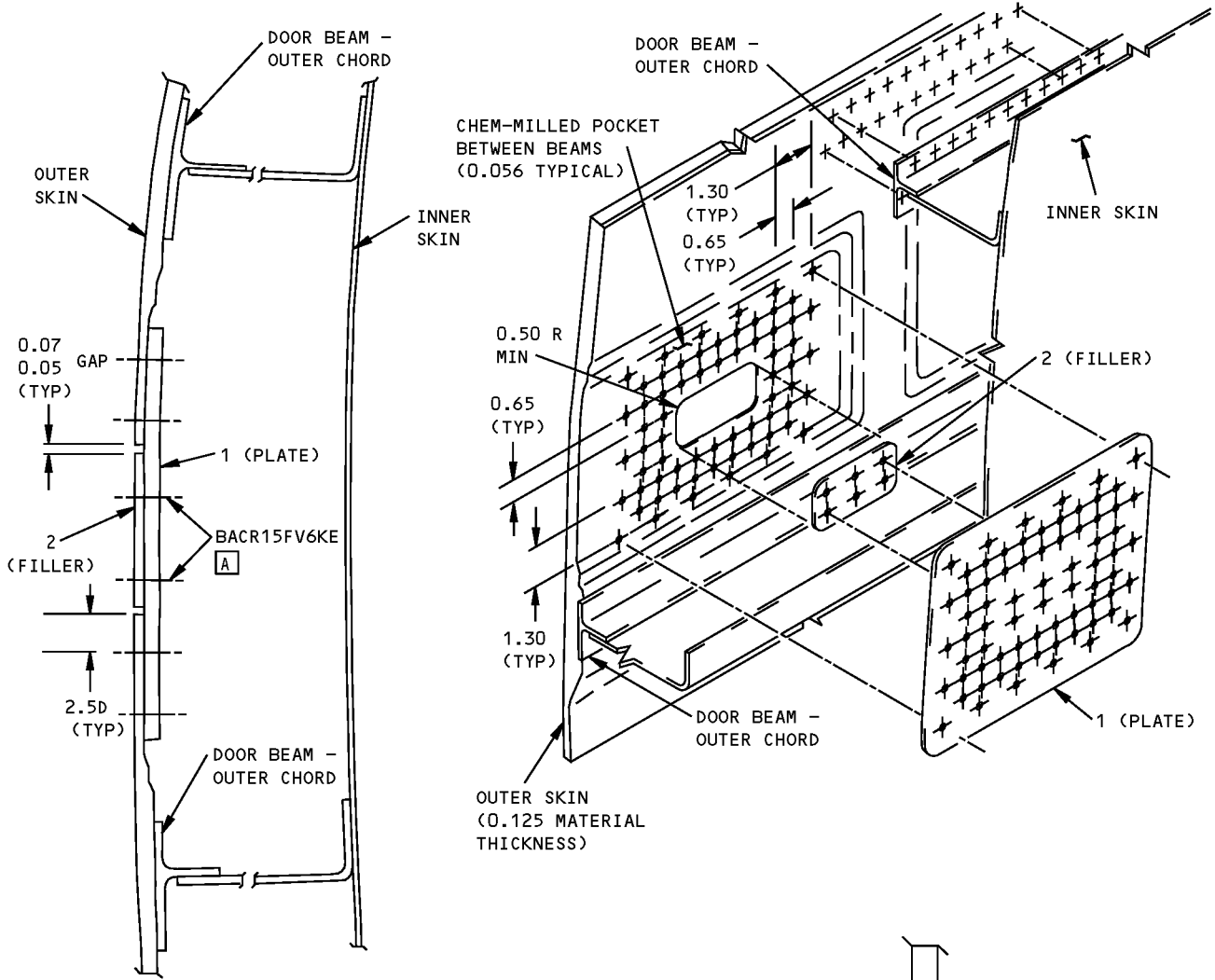
## FASTENER SYMBOLS

 REPAIR FASTENER LOCATION

 INITIAL FASTENER LOCATION

Large Cargo Door - Flush Skin Repair Between Beams  
Figure 201 (Sheet 1 of 2)

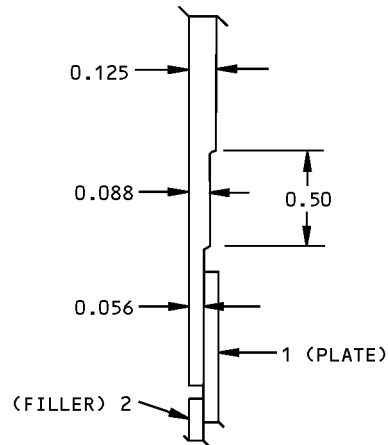
STRUCTURAL REPAIR MANUAL



SECTION THRU REPAIR

REPAIR MATERIAL			
PART	QTY	GAGE	MATERIAL
1	PLATE	1	[B] CLAD 2024-T3
2	FILLER	1	[C] CLAD 2024-T3

TABLE I



SECTION THRU CHEM-MILLED SKIN  
(TYPICAL FOR ALL 0.056 CHEM-MILLED POCKETS)

Large Cargo Door - Flush Skin Repair Between Beams  
Figure 201 (Sheet 2 of 2)





**767-300**  
**STRUCTURAL REPAIR MANUAL**

**REPAIR 3 - DELETED - CARGO DOORS - FLUSH SKIN REPAIR AT BEAM**

**1. General**

A. This repair is obsolete. Do not use after April 15th, 2007.

**STRUCTURAL REPAIR MANUAL****REPAIR 4 - CARGO DOORS - SMALL HOLE - FLUSH REPAIR****REPAIR INSTRUCTIONS**

1. Remove the inner skin panel for access if required.
2. Clean out the damaged hole to 1-inch diameter maximum. The center of the hole to an edge or cutout must not be less than 1.90 inch (4.8 mm).
3. Make the repair parts. See table I.
4. Assemble the repair parts and drill the fastener holes.
5. Disassemble the repair parts.
6. Break sharp edges of the initial and repair parts 0.015 to 0.030 inches (0.38 to 0.76 mm).
7. Remove all nicks, scratches, burrs, sharp edges and corners from the initial and repair parts.
8. Apply a chemical conversion coating to the repair parts and to the bare surfaces of the door skin. Refer to SRM 51-20-01
9. Apply one coat of BMS 10-11, type 1, primer to all of part 2 and to the edges and inner surface of part 1 as shown in AMM 51-21-00.
10. Install repair parts with BMS 5-95 sealant between the mating surfaces as shown in SRM 51-20-05.
11. Make a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
12. Reinstall inner skin panel if removed for access.
13. Restore the surface finish as shown in AMM 51-20-00.

**NOTES**

- THIS IS A CATEGORY A REPAIR. THIS REPAIR HAS FAA APPROVAL IF YOU DO THE INSPECTIONS GIVEN IN THE MAINTENANCE PLANNING DATA (MPD). REFER TO SRM 51-00-06 FOR REPAIR CATEGORIES AND DEFINITIONS.
- NOT TO BE USED IN AREAS WITH DOUBLERS AND THE SKIN GAGE MUST BE CONSTANT
- REFER TO SRM 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS

**A** SEE SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS

**B** WHERE RIVET SUBSTITUTIONS ARE MADE THE COUNTERSINK DEPTH FOR BACR15FV RIVETS MUST BE MAINTAINED AND THE EXCESS PORTION OF THE SUBSTITUTE RIVET HEAD SHAVED OFF AFTER INSTALLATION AS GIVEN IN SRM 51-10-01

**C** REPAIR MATERIAL TO BE ONE GAGE THICKER THAN SKIN IN REPAIR AREA

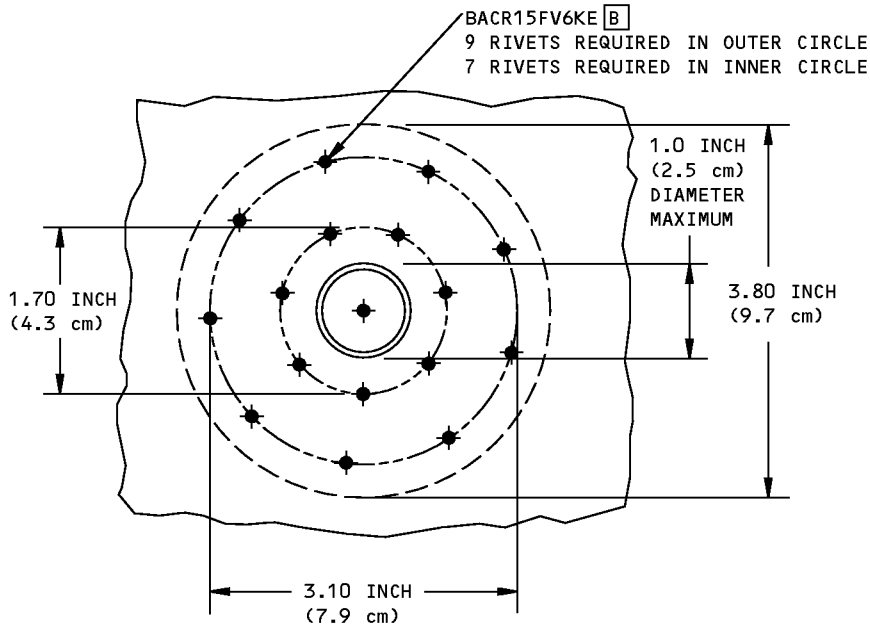
**D** REPAIR MATERIAL TO BE THE SAME GAGE AS SKIN IN REPAIR AREA

**SYMBOLS**

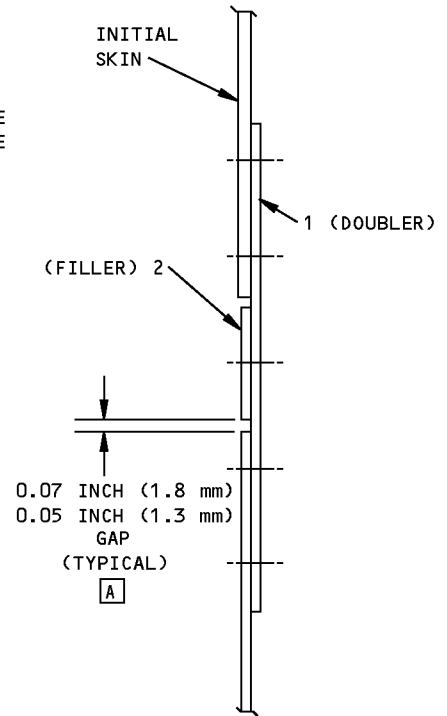
 REPAIR FASTENER LOCATION

**Cargo Doors - Small Hole - Flush Repair  
Figure 201 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



EXTERIOR VIEW



SECTION THROUGH REPAIR

REPAIR MATERIAL				
PART		QTY	GAGE	MATERIAL
1	DOUBLER	1	[C]	CLAD 2024-T3
2	FILLER	1	[D]	CLAD 2024-T3

TABLE I

**Cargo Doors - Small Hole - Flush Repair  
Figure 201 (Sheet 2 of 2)**



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## STRUCTURAL REPAIR MANUAL

### REPAIR 5 - CARGO DOORS - SMALL HOLE - EXTERNAL REPAIR

#### REPAIR INSTRUCTIONS

1. Remove the inner skin panel for access if required.
2. Clean out the damaged hole to 1.00 inch (25 mm) diameter maximum. The center of the hole to an edge or cutout must not be less than 4D.
3. Fabricate repair parts.
4. Break sharp edges of initial and repair parts 0.015 to 0.030 inch (0.38 to 0.76 mm).
5. Remove all nicks, scratches, burrs, sharp edges and corners from initial and repair parts.
6. Apply a chemical conversion coating to the repair part and to the bare surfaces of the door skin. Refer to SRM 51-20-01.
7. Apply one coat of BMS 10-11, type 1, primer to all of part 1 and to the edges and inner surface of part 2 as shown in AMM 51-21.
8. Install repair parts. Make a faying surface seal with BMS 5-95 sealant as shown in SRM 51-20-05.
9. Make a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
10. Reinstall inner skin panel if removed for access.
11. Restore the surface finish as shown in AMM 51-21.

#### NOTES

- THIS IS A CATEGORY C REPAIR. THIS REPAIR HAS FAA APPROVAL IF YOU DO THE INSPECTIONS AT THE SPECIFIED THRESHOLD AND INTERVALS, AND REPLACE THE REPAIR AT THE SPECIFIED TIME LIMIT AS GIVEN IN TABLE II.
- REFER TO SRM 53-00-01, REPAIR 7 FOR THE METHOD OF USING BRILES RIVET AS A REPAIR WASHER
- REFER TO SRM 51-10-01 FOR THE AERODYNAMIC SMOOTHNESS REQUIREMENTS
- REFER TO SRM 51-40 FOR THE FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS

**A** THIS REPAIR IS NOT TO BE USED IN AREAS WITH DOUBLERS. THE AREA UNDER REPAIR PART 1 MUST NOT HAVE ANY FASTENERS, AND THE SKIN GAGE MUST BE CONSTANT

**B** REPAIR MATERIAL TO BE TWICE THE THICKNESS OF SKIN IN REPAIR AREA

**C** REPAIR MATERIAL TO BE THE SAME THICKNESS AS SKIN IN REPAIR AREA

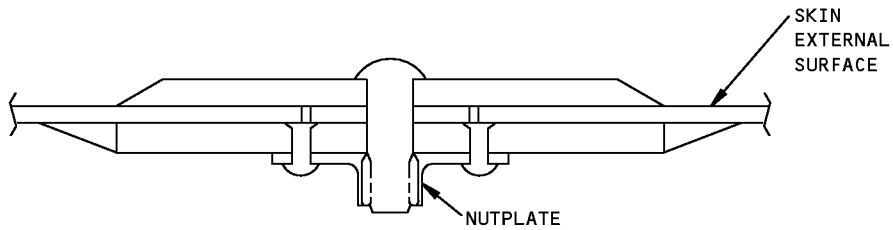
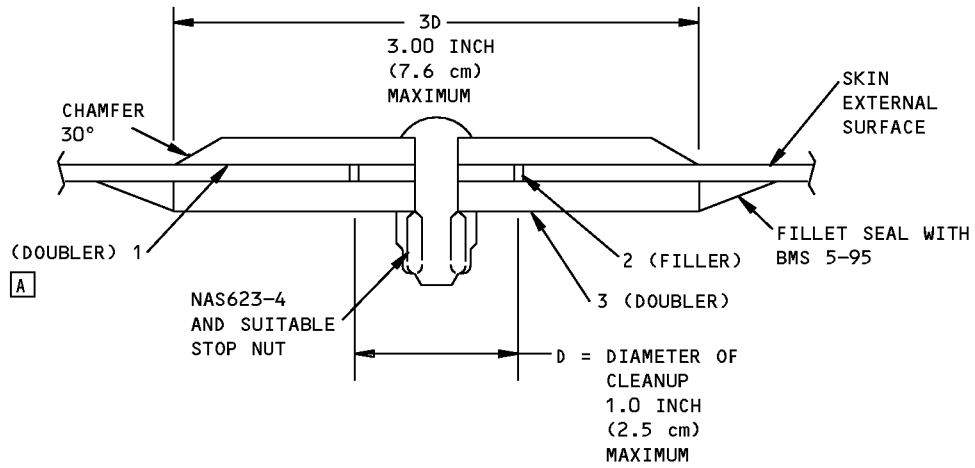
**Cargo Doors - Small Hole - External Repair  
Figure 201 (Sheet 1 of 3)**

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REPAIR 5  
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STRUCTURAL REPAIR MANUAL**



**OPTIONAL METHOD**

REPAIR MATERIAL				
PART	QTY	GAGE	MATERIAL	
1	DOUBLER	1	A	CLAD 2024-T3
2	FILLER	1	B	CLAD 2024-T3
3	DOUBLER	1	A	CLAD 2024-T3

TABLE I

**Cargo Doors - Small Hole - External Repair  
Figure 201 (Sheet 2 of 3)**



**767-300**  
**STRUCTURAL REPAIR MANUAL**

CATEGORY C REPAIR REPLACEMENT REQUIREMENTS		
INSPECTION THRESHOLD	REPEAT INSPECTION	TIME LIMIT
300 FLIGHT CYCLES AFTER REPAIR INSTALLATION	EXTERNAL DETAILED INSPECTION	2500 FLIGHT CYCLES OR AT THE NEXT "C" CHECK
<b>NOTES</b> <ul style="list-style-type: none"><li>• INSPECT THE BOLT, DOUBLER, AND SURROUNDING SKIN.</li><li>• RELACE THIS REPAIR WITH A PERMENANT REPAIR IF THERE IS DETERIORATION.</li></ul>		

TABLE II

**Cargo Doors - Small Hole - External Repair**  
**Figure 201 (Sheet 3 of 3)**

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**52-30-01**

REPAIR 5  
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**STRUCTURAL REPAIR MANUAL**

**REPAIR 6 - CARGO DOORS - EXTERNAL SKIN REPAIR AT A BEAM**

**APPLICABILITY**

THIS REPAIR IS APPLICABLE TO THE DAMAGE THAT IS IN THE AREA WHERE THE OUTER SKIN ATTACHES TO THE BEAM.

**REPAIR INSTRUCTIONS**

1. Remove the inner skin panel for access to damage area if it is necessary.
2. Cut and remove the damaged part of the door skin. Make a rectangular shape with a minimum of 0.50 inch (12.7 mm) radius at the corners.  
**NOTE:** WHEN CUTTING THE DAMAGED SKIN DO NOT CUT THE ADJACENT BEAMS.
3. Do a high frequency eddy current (HFEC) inspection of the repair to make sure all of the damage has been removed. Refer to NDT part 6, 51-00-01.
4. Make the repair parts.
5. Assemble the repair parts and drill the fastener holes.
6. Disassemble the repair parts.
7. Break the sharp edges of the initial and repair parts 0.015 inch to 0.030 inch (0.38 mm to 0.76 mm).
8. Remove all nicks, scratches, burrs, sharp edges and corners from the initial and repair part.
9. Apply a chemical conversion coating to the repair parts and to the bare surfaces of the door skin. Refer to SRM 51-20-01.
10. Apply one layer of BMS 10-79, Type II primer to the external surfaces of the repair parts and to the bare external surfaces of the door skin. Refer to SOPM 20-44-04.
11. Use countersink repair washers in the initial countersink holes between the doubler and the skin. Refer to SRM 51-40-08.
12. Install the repair parts with BMS 5-95 sealant between the mating surfaces. Refer to SRM 51-20-05
13. Install the fasteners. Fasteners that are not made of aluminium must be installed wet with BMS 5-95 sealant.
14. Form a fillet seal around the edges of the repair parts. Use the sealant that is squeezed out during installation. Apply additional sealant where necessary.
15. Install the inner skin panel that was removed in step 1.
16. Put back the initial finish. Refer to AMM 51-24.

**NOTES**

- THIS IS A CATEGORY B REPAIR. THIS REPAIR HAS FAA APPROVAL IF YOU DO THE SUPPLEMENTAL INSPECTIONS GIVEN IN TABLE II AND III AS NECESSARY. INCORPORATE THESE INSPECTION REQUIREMENTS INTO THE AIRPLANES MAINTENANCE PROGRAM TO SATISFY THE DAMAGE TOLERANCE ASSESMENT OF THE REPAIR. REFER TO SRM 51-00-06 FOR THE REPAIR CATEGORIES AND DEFINITIONS.

• D = FASTENER DIAMETER

• WHEN YOU USE THIS REPAIR, REFER TO:

- AMM 51-21 FOR INTERIOR AND EXTERIOR FINISHES
- SOPM 20-44-04 FOR APPLICATION OF URETHANE COMPATIBLE PRIMERS
- SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS
- SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METALLIC AND GRAPHITE MATERIALS
- SRM 51-20-05 FOR SEALING PROCEDURES AND ALTERNATE SEALANTS
- SRM 51-40 FOR FASTENER CODE, INSTALLATION AND REMOVAL, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS.

**[A]** WHEN A RIVET SUBSTITUTION IS MADE KEEP THE SAME COUNTERSINK DEPTH AS THE BACR15CE FASTENER. REMOVE THE EXCESS PORTION OF THE RIVET HEAD AFTER INSTALLATION. REFER TO SRM 51-10-01.

**[B]** DO NOT END THE FINAL ROW OF FASTENERS ON A BEAM OR INTERCOSTAL. EXTENDED THE DOUBLER BY ONE ROW OF FASTENERS IF IT ENDS ON A BEAM OR INTERCOSTAL.

**[C]** IF THE TOTAL NUMBER OF DOOR FLIGHT CYCLES IS NOT KNOWN, START THE REPEAT INSPECTIONS 3,000 FLIGHT CYCLES AFTER THE REPAIR INSTALLATION.

**Cargo Doors - External Skin Repair at a Beam  
Figure 201 (Sheet 1 of 5)**

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STRUCTURAL REPAIR MANUAL**

**FASTENER SYMBOLS**

- ✦ REPAIR FASTENER LOCATION. INSTALL A BACR15CE5KE().
- ✚ INITIAL FASTENER LOCATION. INSTALL THE SAME SIZE AND TYPE AS THE INITIAL FASTENER. OVERSIZE 1/32 AS REQUIRED.

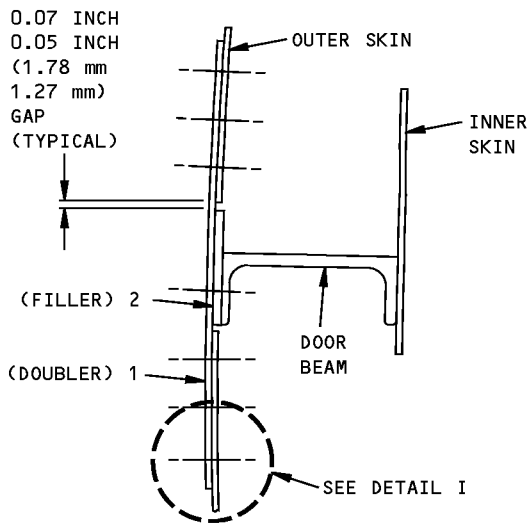
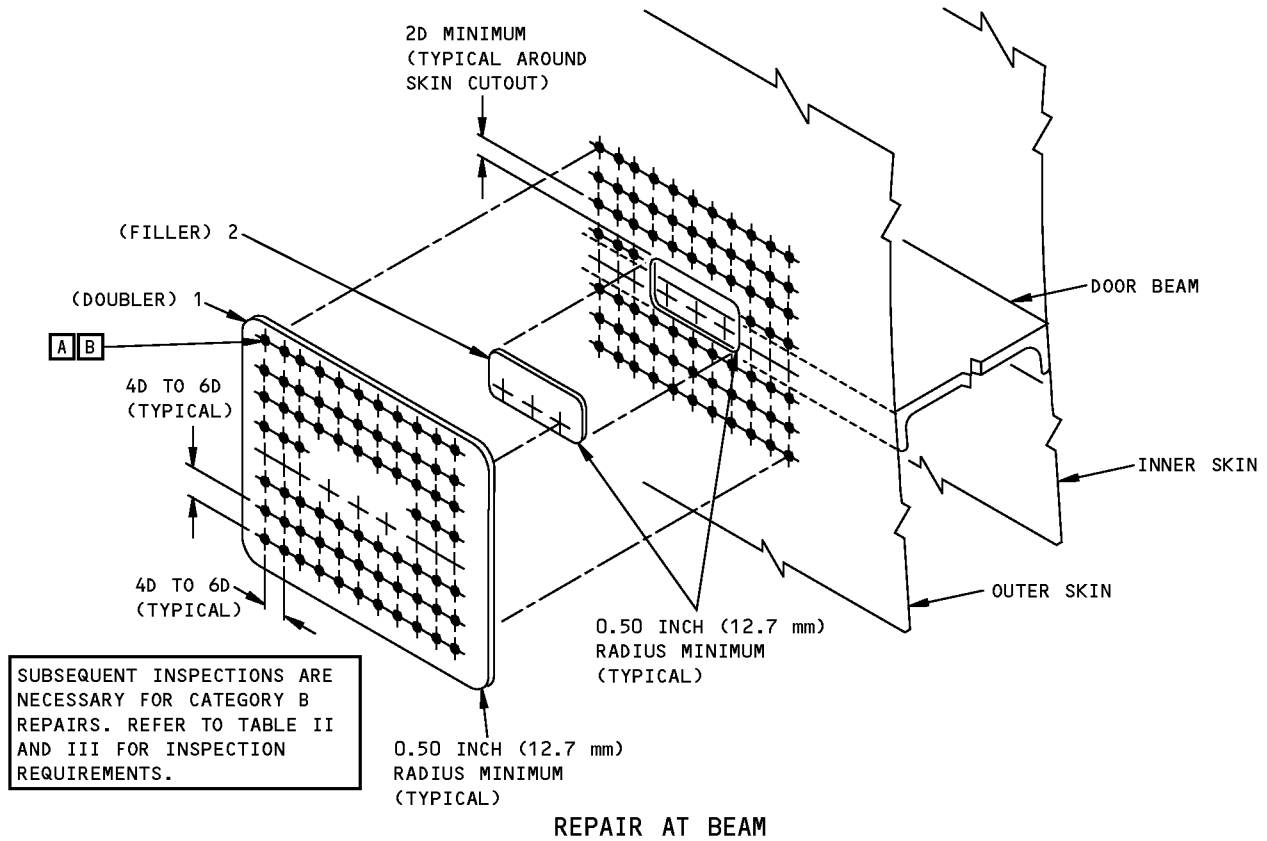
REPAIR MATERIAL			
PART		QTY	MATERIAL
1	DOUBLER	1	SAME MATERIAL AND ONE GAGE THICKER THAN THE INITIAL SKIN
2	FILLER	1	USE THE SAME MATERIAL AND THICKNESS AS THE INITIAL SKIN
3	REPAIR WASHER	AS REQD	2024-T3 OR 2024-T4

TABLE I

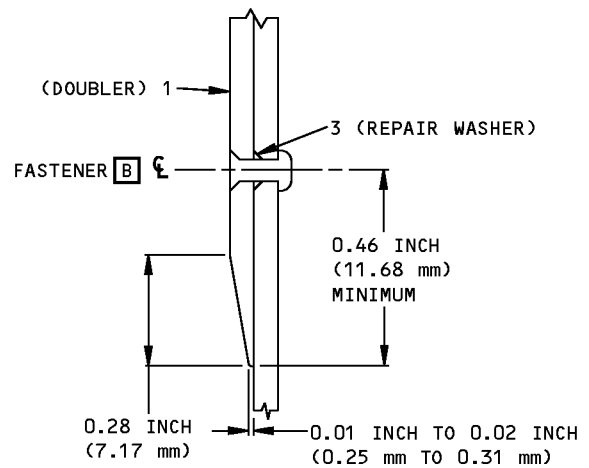
**Cargo Doors - External Skin Repair at a Beam  
Figure 201 (Sheet 2 of 5)**



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STRUCTURAL REPAIR MANUAL**



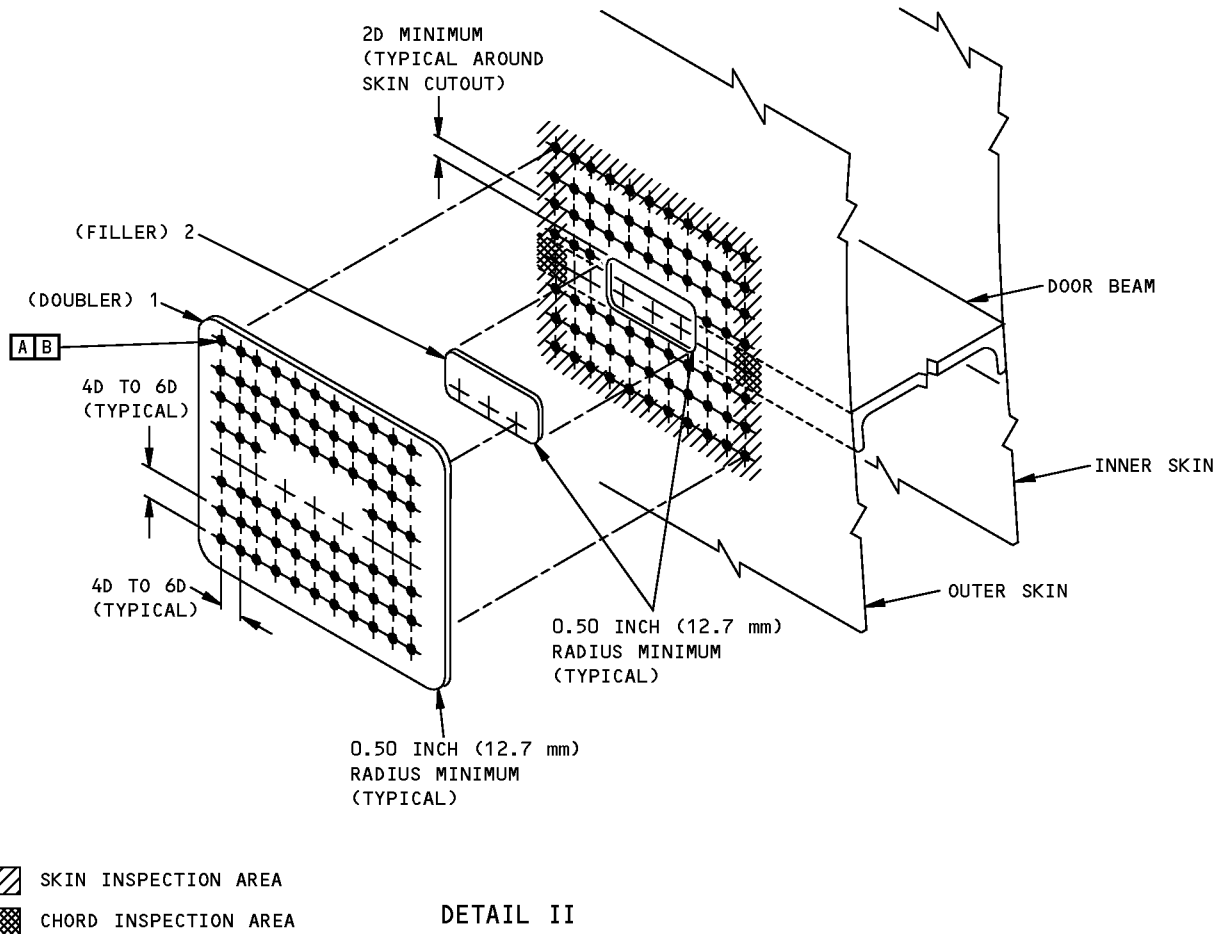
**SECTION THRU REPAIR**



**DETAIL I  
(TYPICAL ALL EDGES)**

**Cargo Doors - External Skin Repair at a Beam  
Figure 201 (Sheet 3 of 5)**

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STRUCTURAL REPAIR MANUAL**



**Cargo Doors - External Skin Repair at a Beam  
Figure 201 (Sheet 4 of 5)**



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STRUCTURAL REPAIR MANUAL**

CATEGORY B REPAIR INSPECTION REQUIREMENTS FOR FWD/AFT AND BULK CARGO DOORS			
INSPECTION THRESHOLD	REPEAT INSPECTION		
	METHOD	INTERVAL	REFERENCE
30,000 DOOR FLIGHT CYCLES AFTER AIRPLANE DELIVERY C	LOW FREQUENCY EDDY CURRENT (LFEC)	3000 FLIGHT CYCLES	NDT PART 6, 53-00-06
<p><b>NOTE:</b> USE LFEC TO INSPECT THE SKIN AND CHORD EXTERNALLY THROUGH THE REPAIR DOUBLER. REFER TO DETAIL II FOR THE INSPECTION AREAS.</p>			

TABLE II

CATEGORY B REPAIR INSPECTION REQUIREMENTS FOR LARGE CARGO DOOR AND MAIN DECK CARO DOOR			
INSPECTION THRESHOLD	REPEAT INSPECTION		
	METHOD	INTERVAL	REFERENCE
30,000 DOOR FLIGHT CYCLES AFTER AIRPLANE DELIVERY C	LOW FREQUENCY EDDY CURRENT (LFEC)	3000 FLIGHT CYCLES	NDT PART 6, 53-00-06
	INTERNAL DETAILED INSPECTION	6000 FLIGHT CYCLES	
<p><b>NOTE:</b> USE LFEC TO INSPECT THE SKIN AND CHORD EXTERNALLY THROUGH THE REPAIR DOUBLER. REFER TO DETAIL II FOR THE INSPECTION AREAS.</p>			

TABLE III

**Cargo Doors - External Skin Repair at a Beam  
Figure 201 (Sheet 5 of 5)**

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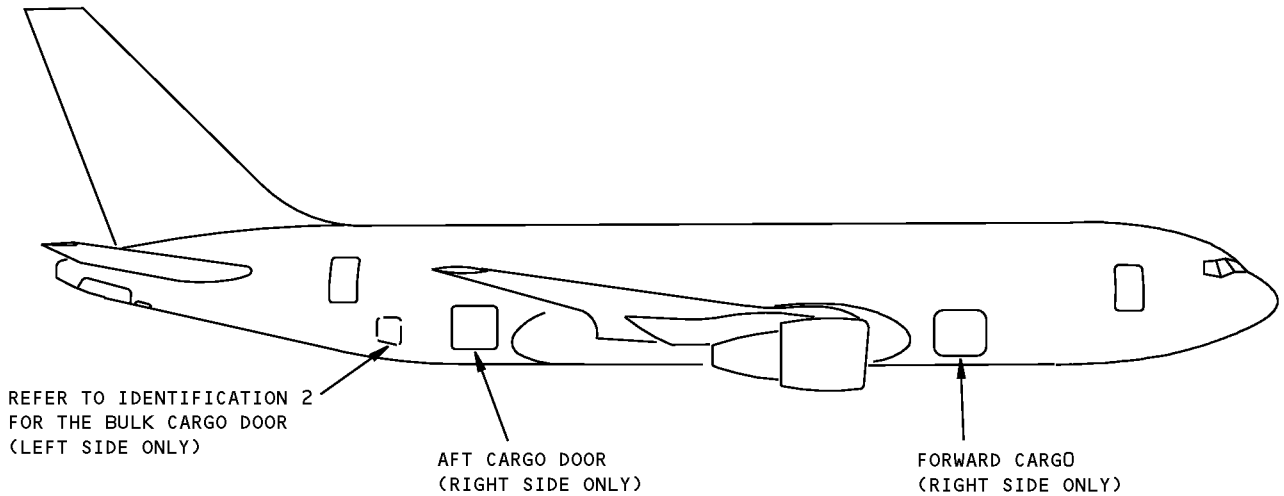
**52-30-01**

REPAIR 6  
Page 205  
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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - FORWARD / AFT CARGO DOOR STRUCTURE**



**Forward / Aft Cargo Door Structure Identification  
Figure 1 (Sheet 1 of 3)**

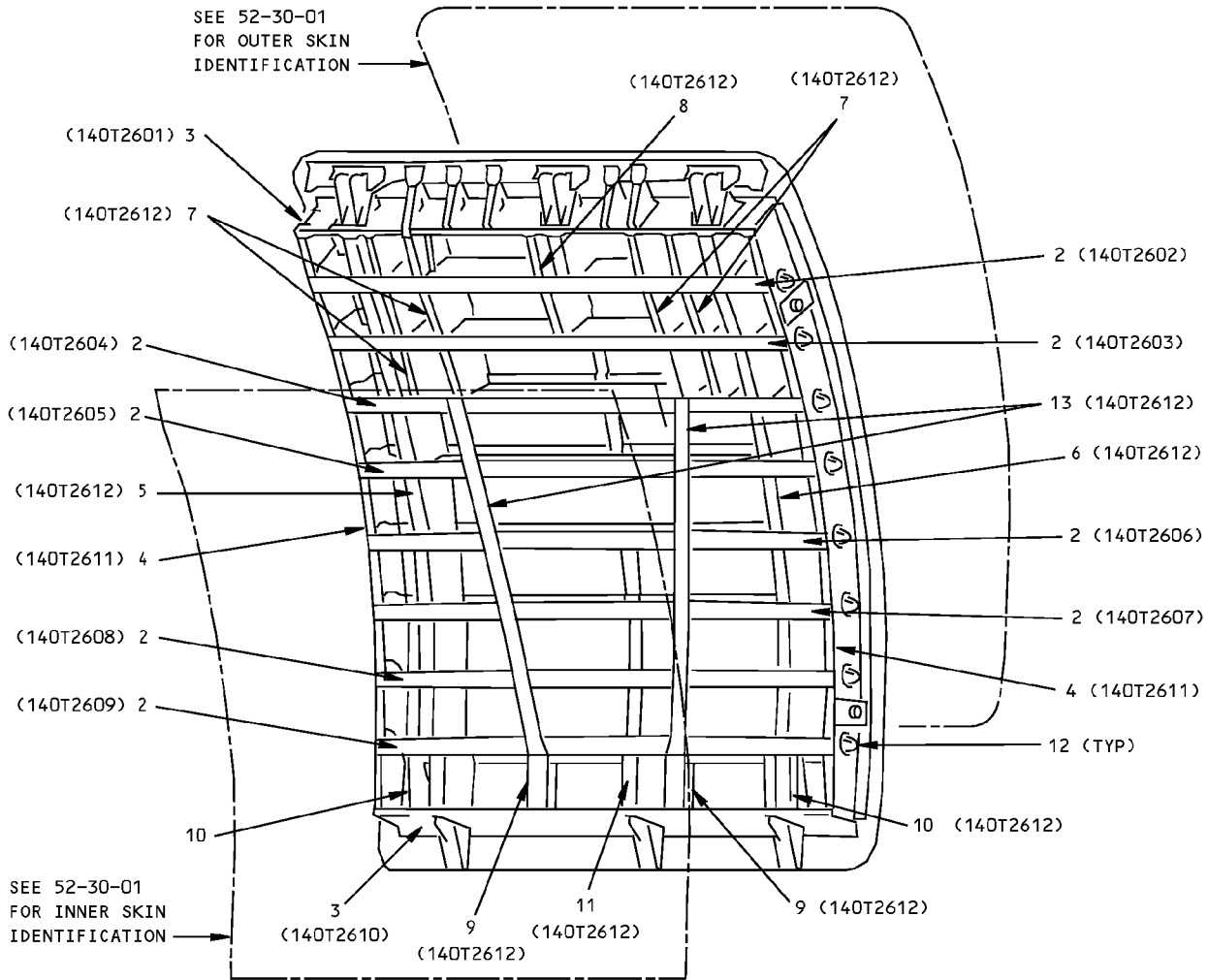
D634T210

**52-30-02**

IDENTIFICATION 1  
Page 1  
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**767-300  
STRUCTURAL REPAIR MANUAL**

REF DWG  
140T2600



DETAIL I



**Forward / Aft Cargo Door Structure Identification  
Figure 1 (Sheet 2 of 3)**

IDENTIFICATION 1  
Page 2  
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**767-300  
STRUCTURAL REPAIR MANUAL**

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	BEAM OUTER CHORD INNER CHORD WEB	0.063	BAC1505-2451 7075-T6511 BAC1514-2451 7075-T6511 CLAD 7075-T6	
2	BEAM OUTER CHORD INNER CHORD WEB	0.063	BAC1505-101147 7075-T3511 BAC1505-101148 7075-T6511 CLAD 7075-T6	
3	BEAM OUTER CHORD INNER CHORD WEB	0.063	BAC1505-101147 2024-T3511 BAC1514-2451 7075-T6511 CLAD 7075-T6	
4	SIDE FRAME WEB AND ANGLE	0.080	CLAD 7075-T62	
5	INTERCOSTAL WEB TEE	0.050	CLAD 7075-T62 AND10136-2001 2024-T42	
6	INTERCOSTAL WEB WEB TEE	0.050 0.056	CLAD 7075-T62 CLAD 7075-T62 AND10136-2001 2024-T42	
7	INTERCOSTAL WEB TEE	0.050	CLAD 7075-T62 AND10136-2001 2024-T42	
8	INTERCOSTAL WEB TEE TEE	0.056	CLAD 7075-T62 AND10136-2001 2024-T42 AND10136-2001 7075-T6511	
9	INTERCOSTAL		AND10136-2001 2024-T42	
10	INTERCOSTAL WEB	0.080	CLAD 7075-T62	
11	INTERCOSTAL WEB TEE TEE	0.056	CLAD 7075-T62 AND10136-2001 2024-T42 AND10136-2001 7075-T6511	
12	DOOR STOP		FORGING 7075-T73	
13	TENSION STRAP TEE TEE		AND10136-2001 7075-T6511 BAC1505-100274 7075-T6511	

LIST OF MATERIALS FOR DETAIL I

**Forward / Aft Cargo Door Structure Identification  
Figure 1 (Sheet 3 of 3)**

IDENTIFICATION 1

Page 3

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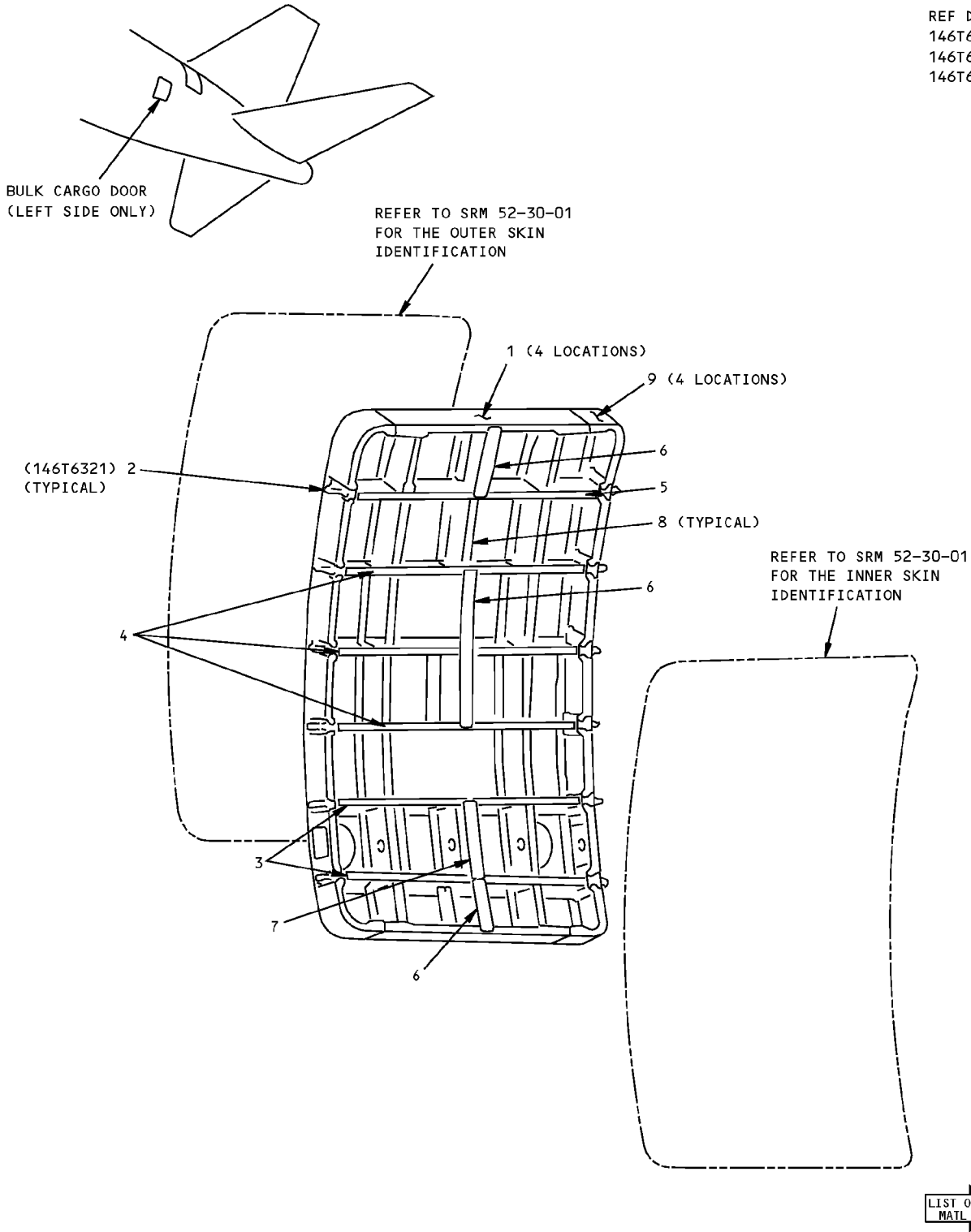
**52-30-02**

D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 2 - BULK CARGO DOOR STRUCTURE**

REF DWGS  
146T6301  
146T6343  
146T6344



**Bulk Cargo Door Structure Identification  
Figure 1 (Sheet 1 of 2)**



**767-300  
STRUCTURAL REPAIR MANUAL**

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	FRAME	0.063	CLAD 7075-T62	
2	DOOR STOP		7075-T73 FORGING	
3	BEAM			
	WEB	0.050	CLAD 7075-T6	
	OUTER CHORD		BAC1505-100274 2024-T42	
	INNER CHORD		BAC1505-100274 7075-T62	
4	BEAM			
	WEB	0.050	CLAD 7075-T6	
	OUTER CHORD		BAC1505-100274 2024-T42	
	INNER CHORD		BAC1505-100274 7075-T6511	
5	BEAM			
	WEB	0.056	CLAD 7075-T6	
	OUTER CHORD		BAC1505-100274 2024-T42	
	INNER CHORD		BAC1505-100274 7075-T62	
			BAC1505-18721 7075-T62	
6	CHORD		BAC1505-100274 7075-T62	
7	CHORD			
8	INTERCOSTAL			
	WEB	0.063	CLAD 7075-T62	
	CHORD		BAC1505-100274 2024-T42	
9	CORNER	0.063	7075-T62	

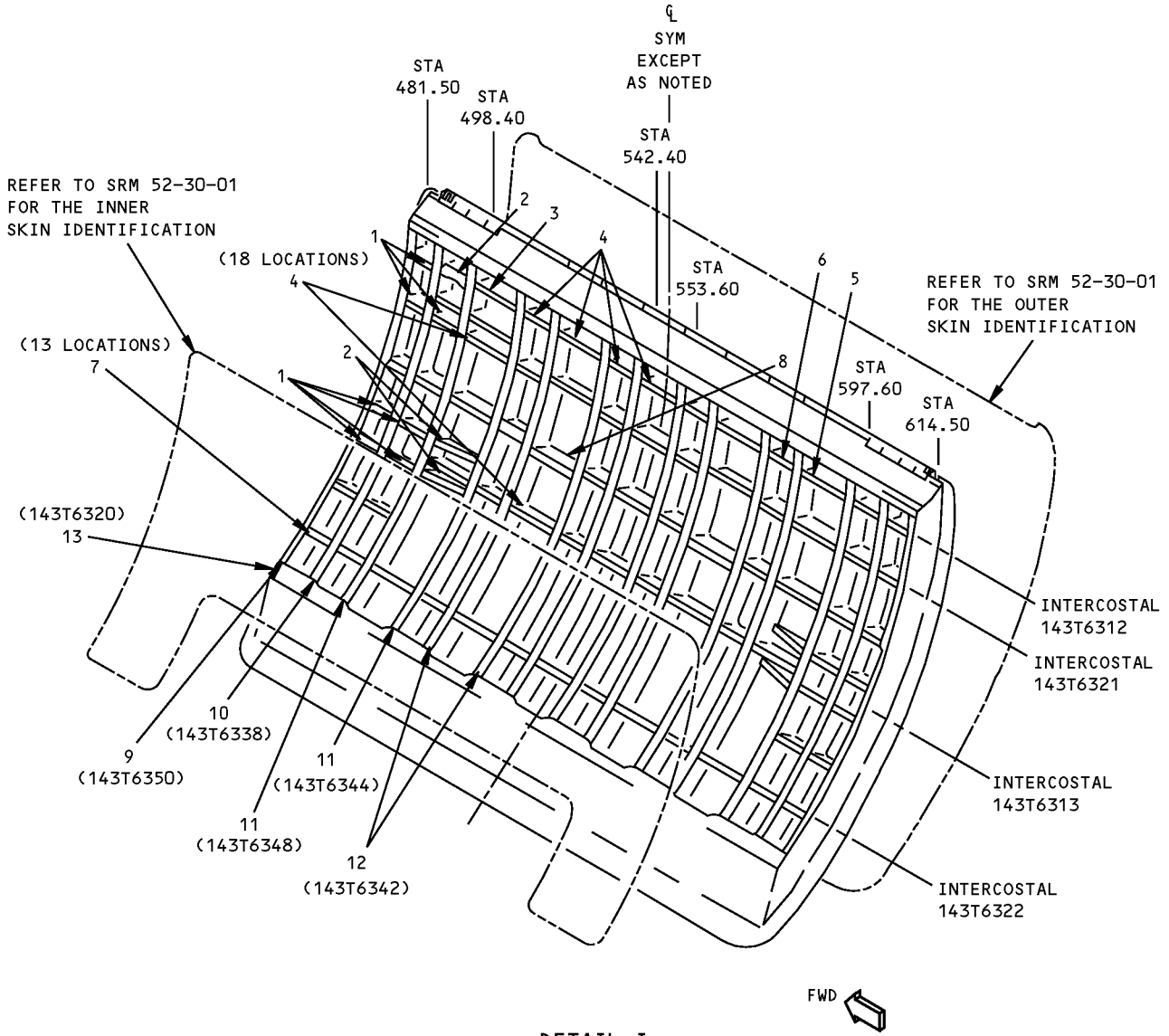
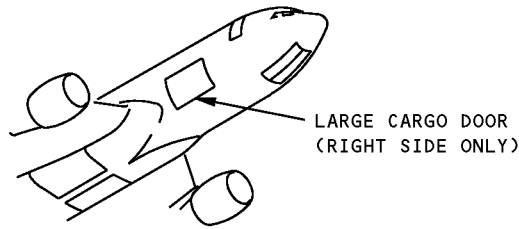
**Bulk Cargo Door Structure Identification  
Figure 1 (Sheet 2 of 2)**



**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 3 - LARGE CARGO DOOR STRUCTURE**

REFERENCE DRAWING  
143T6309



**Large Cargo Door Structure Identification  
Figure 1 (Sheet 1 of 4)**



**767-300  
STRUCTURAL REPAIR MANUAL**

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	INTERCOSTAL OUTER CHORD WEB	0.063	AND10136-2004 7075-T6511 CLAD 7075-T62	
2	INTERCOSTAL OUTER CHANNEL WEB INNER CHORD	0.100 0.040	CLAD 7075-T62 CLAD 7075-T62 AND10136-2407 7075-T6511	
3	INTERCOSTAL OUTER CHORD WEB INNER CHORD	0.040	AND10136-2407 7075-T6511 CLAD 7075-T6 AND10134-1205 7075-T6511	
4	INTERCOSTAL OUTER CHORD WEB	0.040	AND10136-2004 7075-T6511 CLAD 7075-T62	
5	INTERCOSTAL OUTER CHORD WEB INNER CHORD	0.040	AND10136-2004 7075-T6511 CLAD 7075-T6 AND10134-1205 7075-T6511	
6	INTERCOSTAL OUTER CHORD WEB	0.063	AND10136-2004 7075-T6511 CLAD 7075-T62	
7	INTERCOSTAL OUTER CHORD WEB	0.050	AND10136-2004 7075-T6511 CLAD 7075-T62	
8	INTERCOSTAL OUTER TEE WEB	0.040	BAC1506-1922 2024-T3511 CLAD 7075-T62	
9	FRAME OUTER CHORD ANGLE WEB INNER ANGLE	0.050	BAC1505-101109 2024-T3511 OR 2024-T42 BAC1490-2735 CLAD 7075-T62 CLAD 7075-T62 BAC1490-2739 CLAD 7075-T62	
10	FRAME OUTER CHORD ANGLE WEB INNER CHORD	0.063	BAC1505-101109 2024-T3511 OR 2024-T42 BAC1490-2773 7075-T62 CLAD 7075-T6 BAC1505-101273 7075-T6511 OR BAC1505-101120 7075-T6511	
11	FRAME OUTER CHORD ANGLE WEB INNER CHORD	0.063	BAC1505-101109 2024-T3511 OR 2024-T42 BAC1490-2773 CLAD 7075-T62 CLAD 7075-T6 BAC1505-100438 7075-T6511	
12	FRAME OUTER CHORD ANGLE WEB INNER CHORD	0.063	BAC1505-101109 2024-T3511 OR 2024-T42 BAC1490-63 7075-T62 CLAD 7075-T6 BAC1505-100438 7075-T6511	
13	LOWER BEAM BEAM ANGLE	0.125	CLAD 7075-T62 AND10133-1001 7075-T6511	

LIST OF MATERIALS FOR DETAIL I

**Large Cargo Door Structure Identification  
Figure 1 (Sheet 2 of 4)**

IDENTIFICATION 3

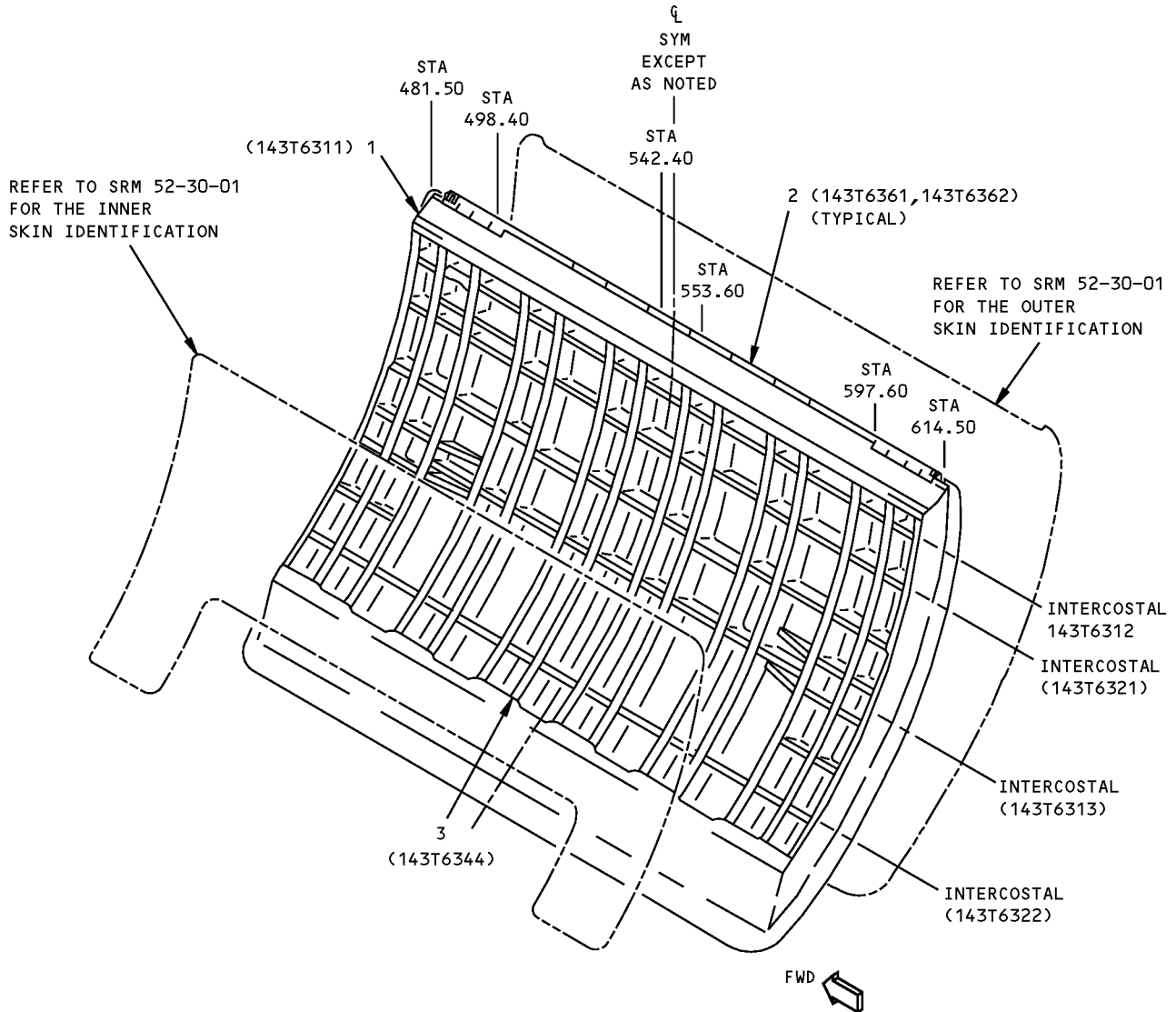
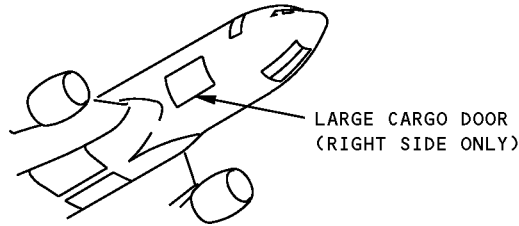
**52-30-02**

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**767-300  
STRUCTURAL REPAIR MANUAL**

REFERENCE DRAWING  
143T6309



DETAIL II



**Large Cargo Door Structure Identification  
Figure 1 (Sheet 3 of 4)**

IDENTIFICATION 3  
Page 3  
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**52-30-02**

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**767-300  
STRUCTURAL REPAIR MANUAL**

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	UPPER BEAM OUTER CHORD WEB INNER CHORD SEAL ANGLE	0.063	BAC1514-2579 2024-T3511 7075-T6 BAC1514-2584 7075-T6511 BAC1489-119 7075-T62	
2	HINGE HALF		FORGING OR BAR 15-5PH CRES HT TR 180-200 KSI	
3	FRAME WEB ANGLE OUTER CHORD INNER CHORD	0.063	CLAD 7075-T6 BAC1490-2815 7075-T62 BAC1505-100370 2024-T3511 (OPTIONAL: T42) BAC1505-100438 7075-T6511	

**LIST OF MATERIALS FOR DETAIL II**

**Large Cargo Door Structure Identification  
Figure 1 (Sheet 4 of 4)**

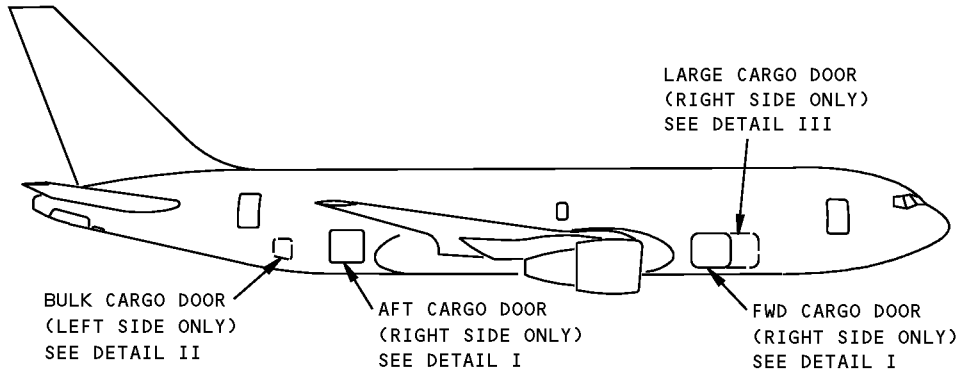
D634T210

**52-30-02**

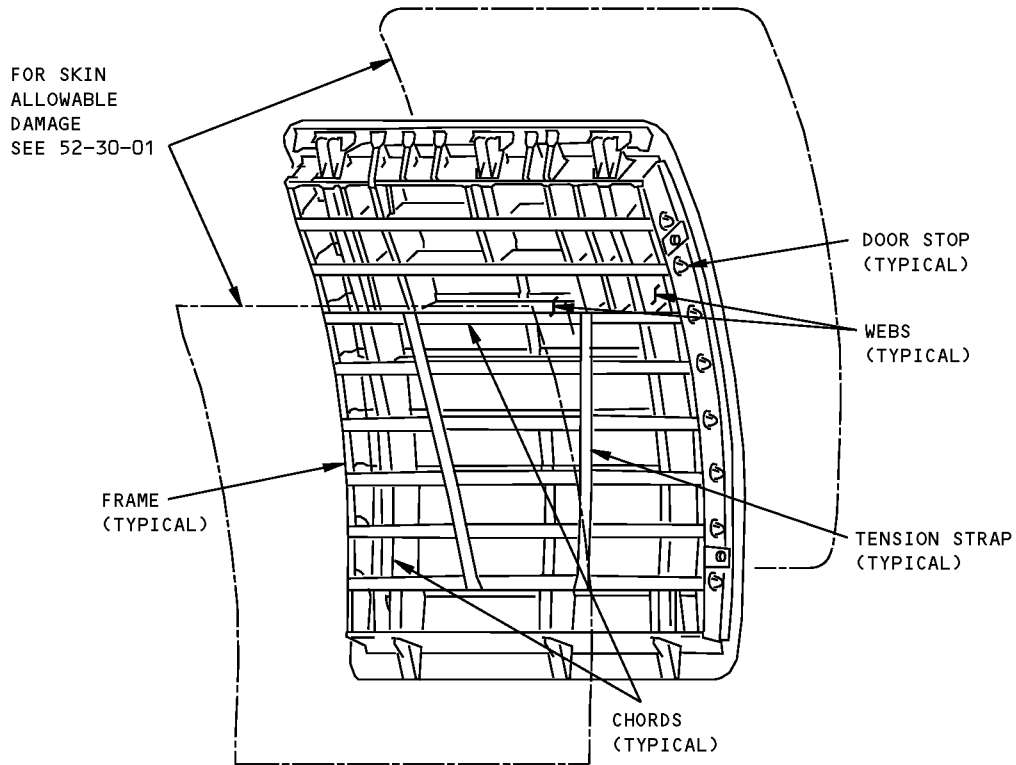
IDENTIFICATION 3  
Page 4  
Apr 01/2005

**STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 1 - CARGO DOORS STRUCTURE**



REF DWG  
140T2600



**FORWARD/AFT CARGO DOOR  
DETAIL I**

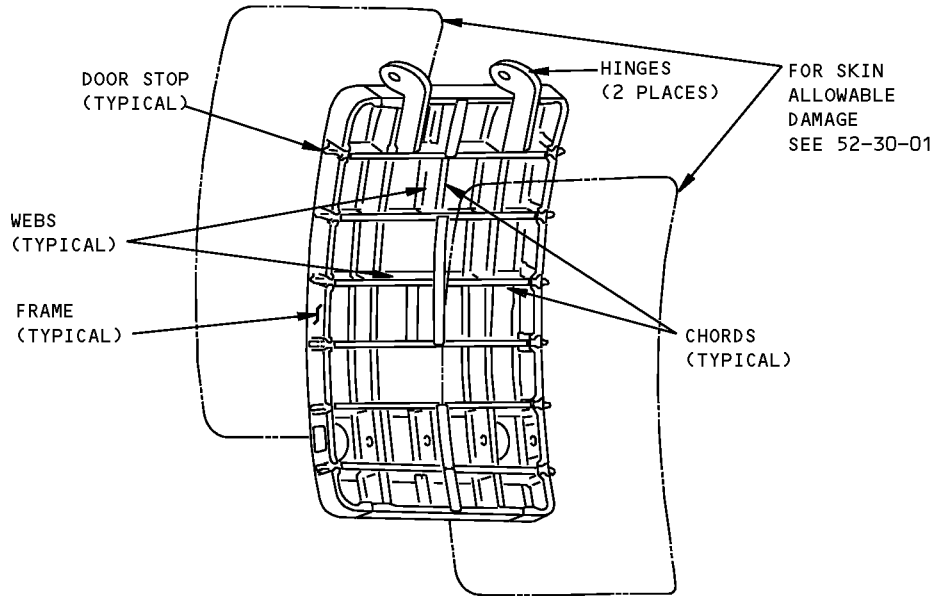
MATERIAL: ALUMINUM

**Cargo Doors Structure Allowable Damage  
Figure 101 (Sheet 1 of 5)**

D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**

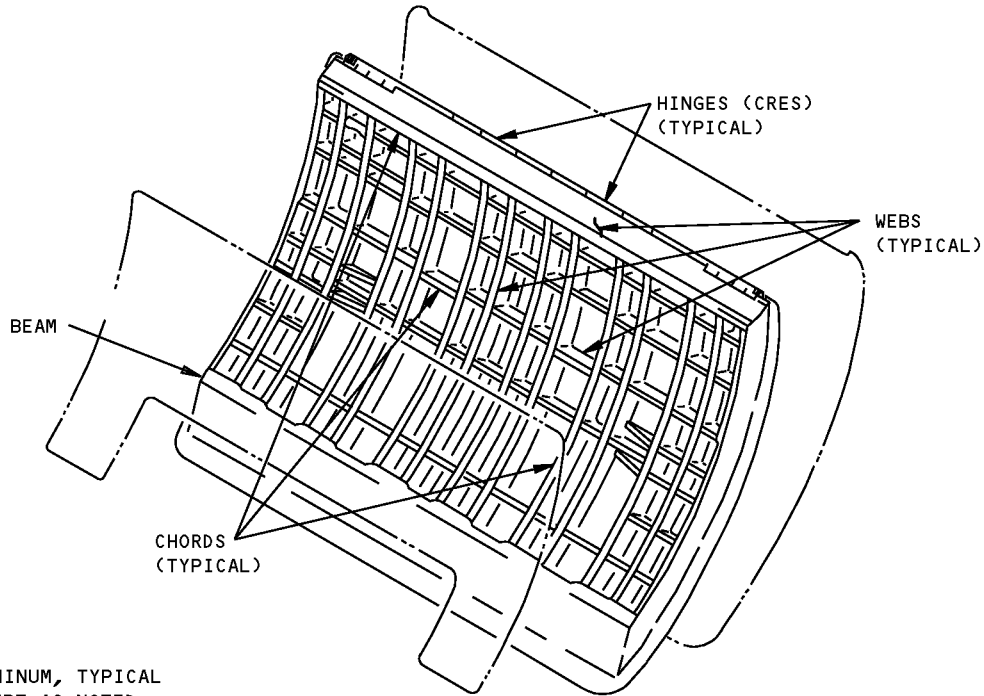
REF DWG  
146T6301



MATERIAL: ALUMINUM

**BULK CARGO DOOR  
DETAIL II**

REF DWG  
143T6309



MATERIAL: ALUMINUM, TYPICAL  
EXCEPT AS NOTED

**LARGE CARGO DOOR  
DETAIL III**

**Cargo Doors Structure Allowable Damage  
Figure 101 (Sheet 2 of 5)**



**767-300  
STRUCTURAL REPAIR MANUAL**

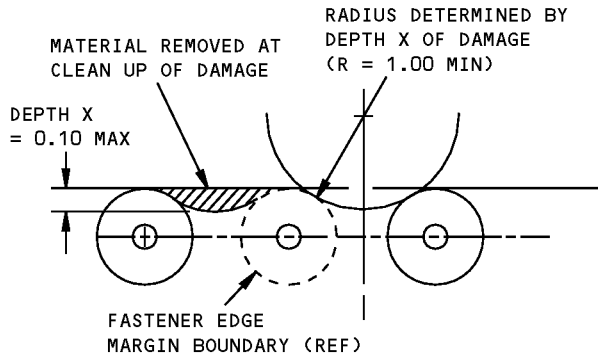
DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
CHORD	A	F	NOT ALLOWED	HOLES ALLOWED IN FREE FLANGE ONLY K
FRAME	B	G	SEE DETAIL VI	K
BEAM	B	G	SEE DETAIL VI	K
WEB	C	H	SEE DETAIL VI	K
TENSION STRAP	A	F	NOT ALLOWED	K
DOOR STOP	D	I	NOT ALLOWED	NOT ALLOWED
HINGE	E	J	NOT ALLOWED	NOT ALLOWED

**NOTES**

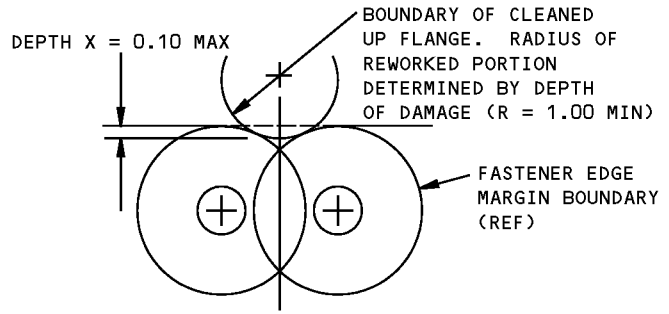
- REFINISH REWORKED AREAS PER 51-20 OF THE MAINTENANCE MANUAL
- A CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS IV AND X
- B CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS IV AND IX
- C CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS IV AND VIII
- D CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS IV AND X. EXCEPTION - NOT ALLOWED ON OUTBOARD EDGES OF STOP OVERHANGS WITHOUT BOEING APPROVAL. SHOT PEEN REWORKED AREA PER 20-10-03 OF THE COMPONENT MAINTENANCE MANUAL WITH SHOT NO. 230-550, INTENSITY .006A L
- E CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS IV AND X. SHOT PEEN REWORKED AREA PER 20-10-03 OF THE COMPONENT MAINTENANCE MANUAL WITH SHOT NO. 170-460, INTENSITY .012A L
- F REMOVE DAMAGE PER DETAILS IV,V,VII AND X
- G REMOVE DAMAGE PER DETAILS IV,V,VII AND IX
- H REMOVE DAMAGE PER DETAILS IV,V,VII AND VIII
- I FOR EDGE DAMAGE SEE DETAILS IV AND X. FOR LUG DAMAGE, SEE DETAIL XI. FOR OTHER DAMAGE, SEE DETAIL V. EXCEPTION - NOT ALLOWED ON OUTBOARD EDGES OF STOP OVERHANGS WITHOUT BOEING APPROVAL. DAMAGE NOT ALLOWED IN VICINITY OF BUSHINGS. SHOT PEEN REWORKED AREA PER 20-10-03 OF THE COMPONENT MAINTENANCE MANUAL WITH SHOT NO. 230-550, INTENSITY .006A L
- J FOR EDGE DAMAGE SEE DETAILS IV AND X. FOR LUG DAMAGE, SEE DETAIL XI. FOR OTHER DAMAGE, SEE DETAIL V. DAMAGE NOT ALLOWED IN VICINITY OF BUSHINGS. SHOT PEEN REWORKED AREA PER 20-10-03 OF THE COMPONENT MAINTENANCE MANUAL WITH SHOT NO. 170-460, INTENSITY .012A L
- K CLEAN OUT DAMAGE UP TO 0.25 MAX DIA AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- L SHOT PEEN INTENSITIES SHOWN FOR MANUFACTURED COMPONENTS. SEE 51-20-06 FOR SHOT PEEN INTENSITIES REQUIRED DUE TO THICKNESS REDUCTION RESULTING FROM REWORK.

**Cargo Doors Structure Allowable Damage  
Figure 101 (Sheet 3 of 5)**

**STRUCTURAL REPAIR MANUAL**

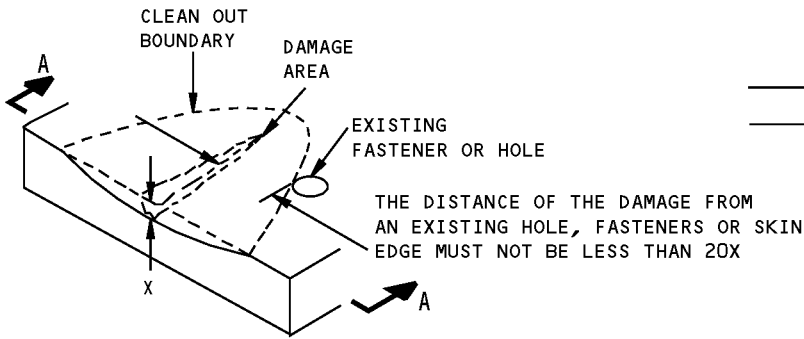


DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP

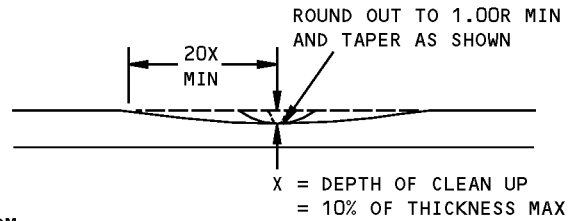


DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

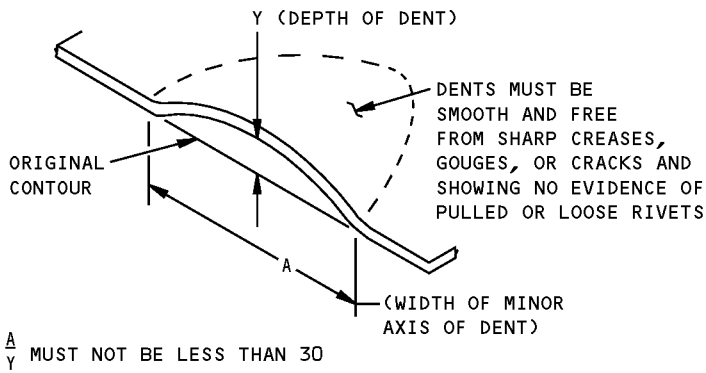
**DETAIL IV**



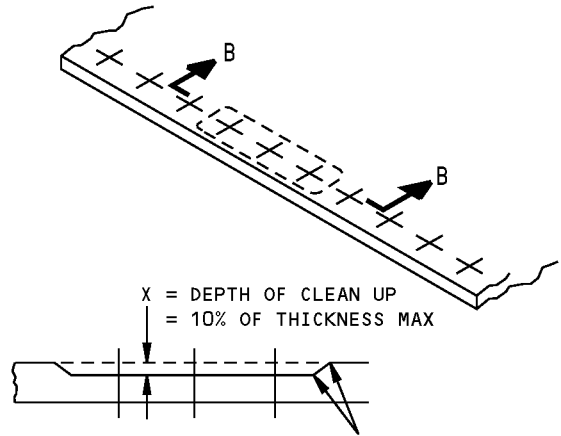
REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE  
**DETAIL V**



**SECTION A-A**



**DETAIL VI**

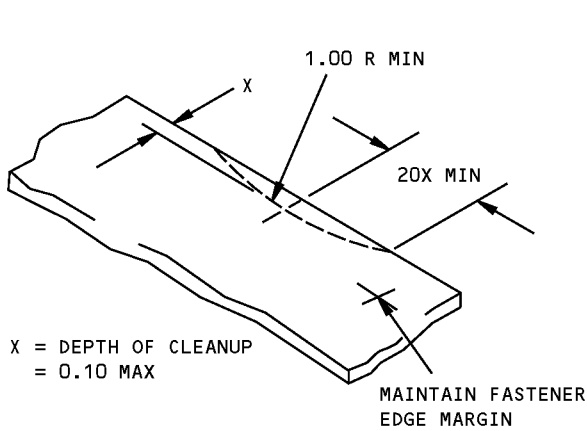


**SECTION B-B  
DETAIL VII**

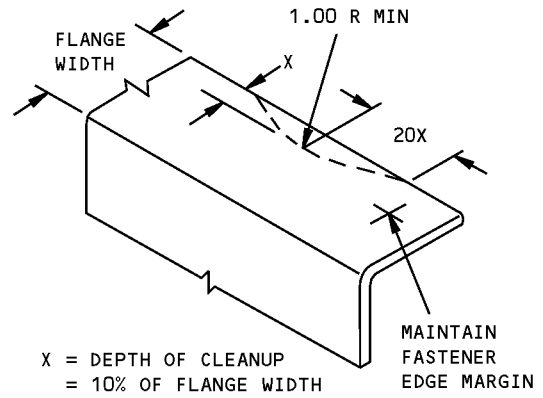
**Cargo Doors Structure Allowable Damage  
Figure 101 (Sheet 4 of 5)**



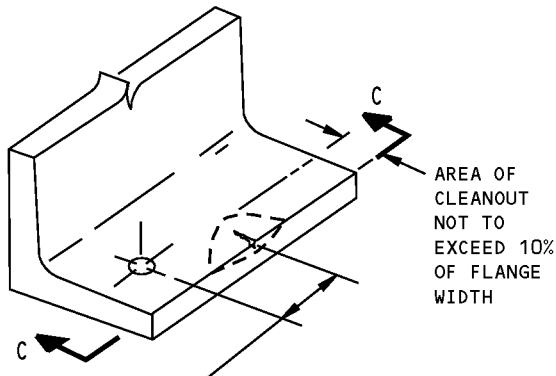
**767-300  
STRUCTURAL REPAIR MANUAL**



**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL VIII**

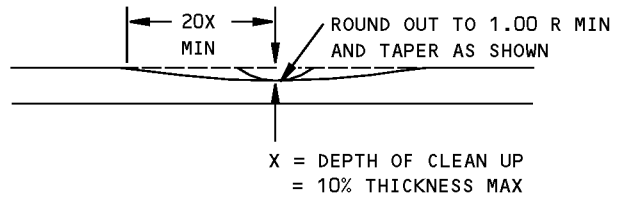


**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL IX**

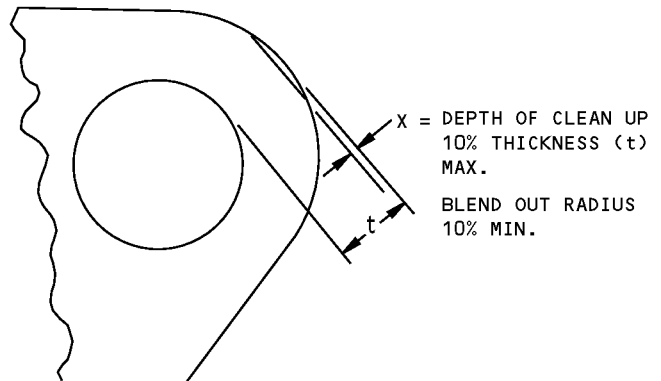


THE DISTANCE OF THE DAMAGE FROM AN  
EXISTING HOLE, FASTENERS OR EDGE  
MUST NOT BE LESS THAN 20X

**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL X**



**SECTION C-C**



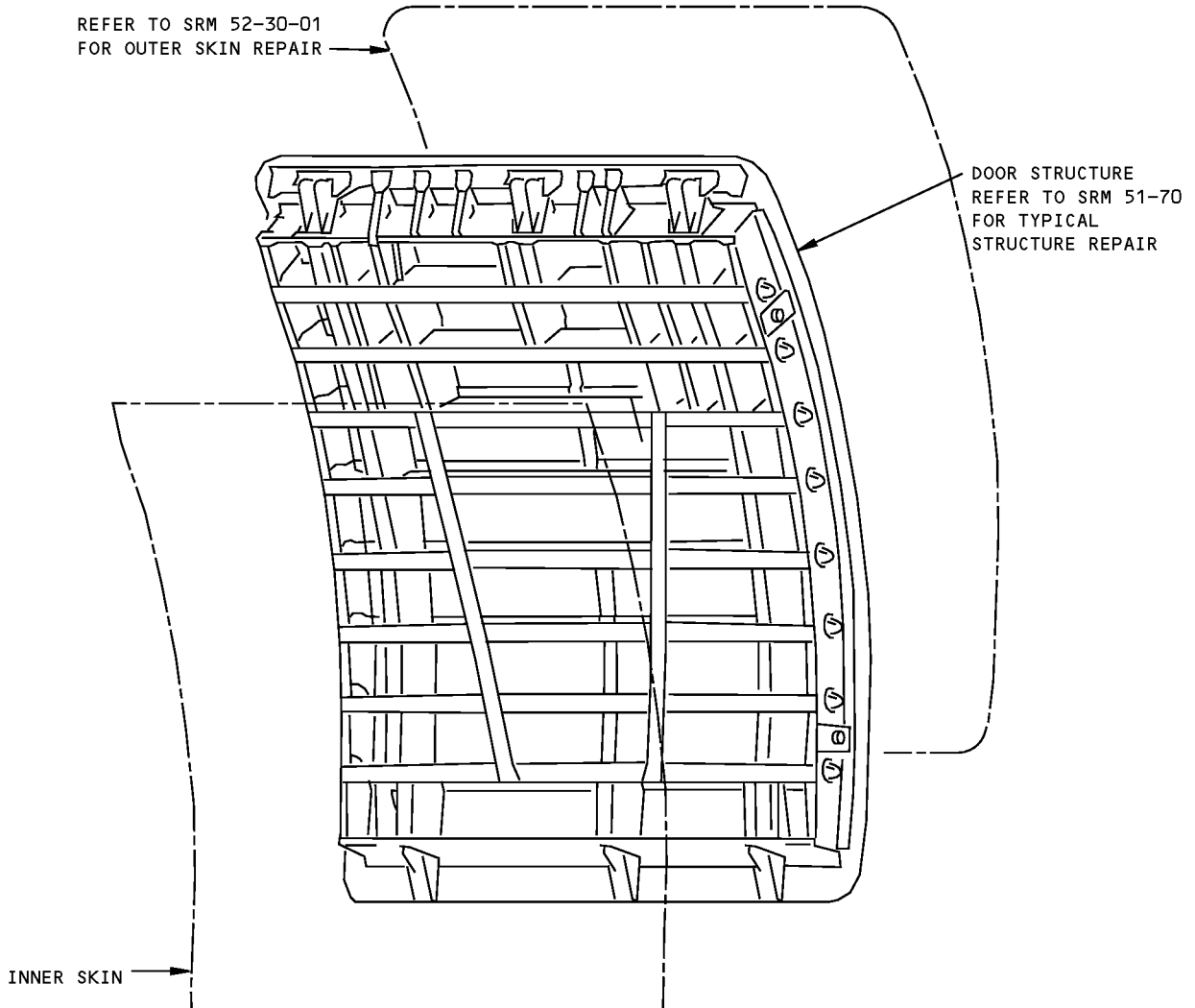
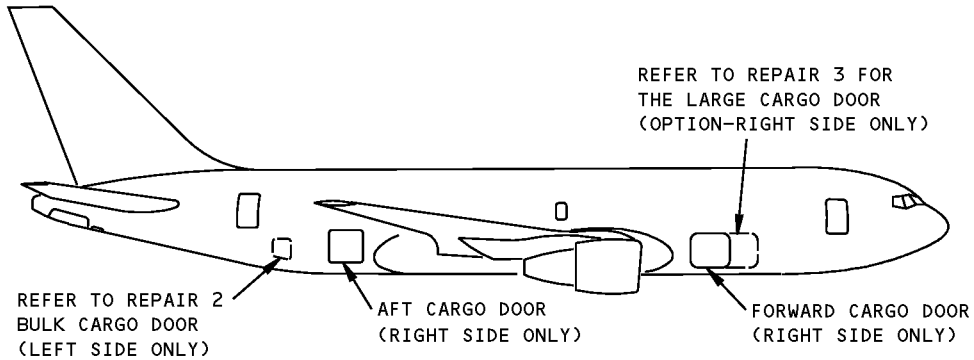
**DAMAGE CLEAN UP FOR EDGES OF LUG  
DETAIL XI**

**Cargo Doors Structure Allowable Damage  
Figure 101 (Sheet 5 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 1 - FORWARD / AFT CARGO DOOR STRUCTURE**

REF DWG  
140T2600

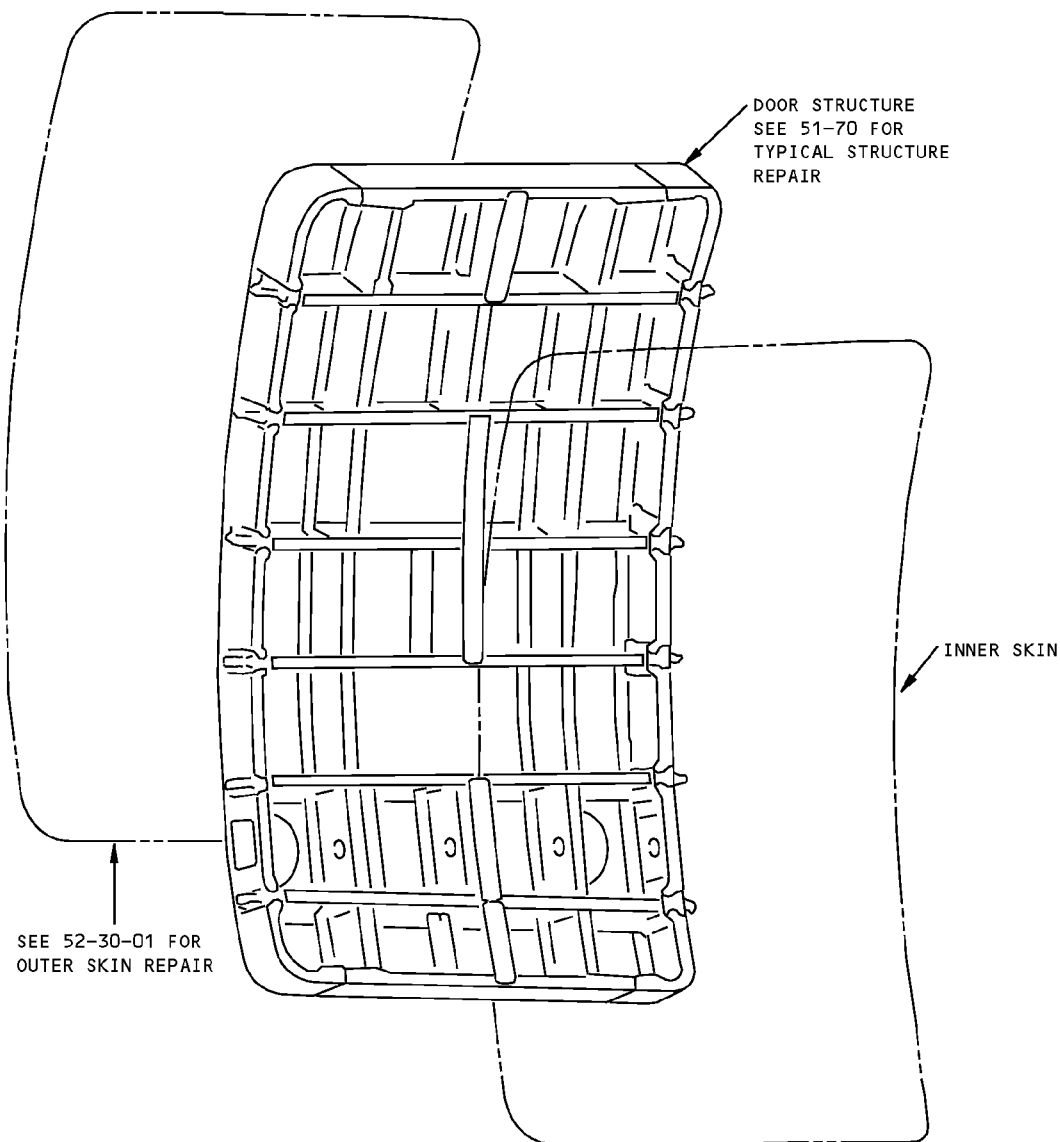
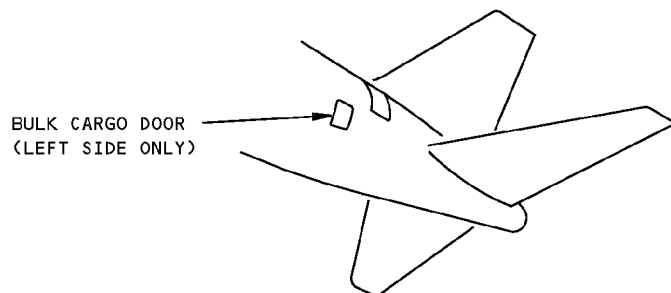


**Forward / Aft Cargo Door Structure Repair  
Figure 201**

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 2 - BULK CARGO DOOR STRUCTURE**

REF DWGS  
146T6301  
146T6343  
146T6344



**Bulk Cargo Door Structure Repair  
Figure 201**

D634T210

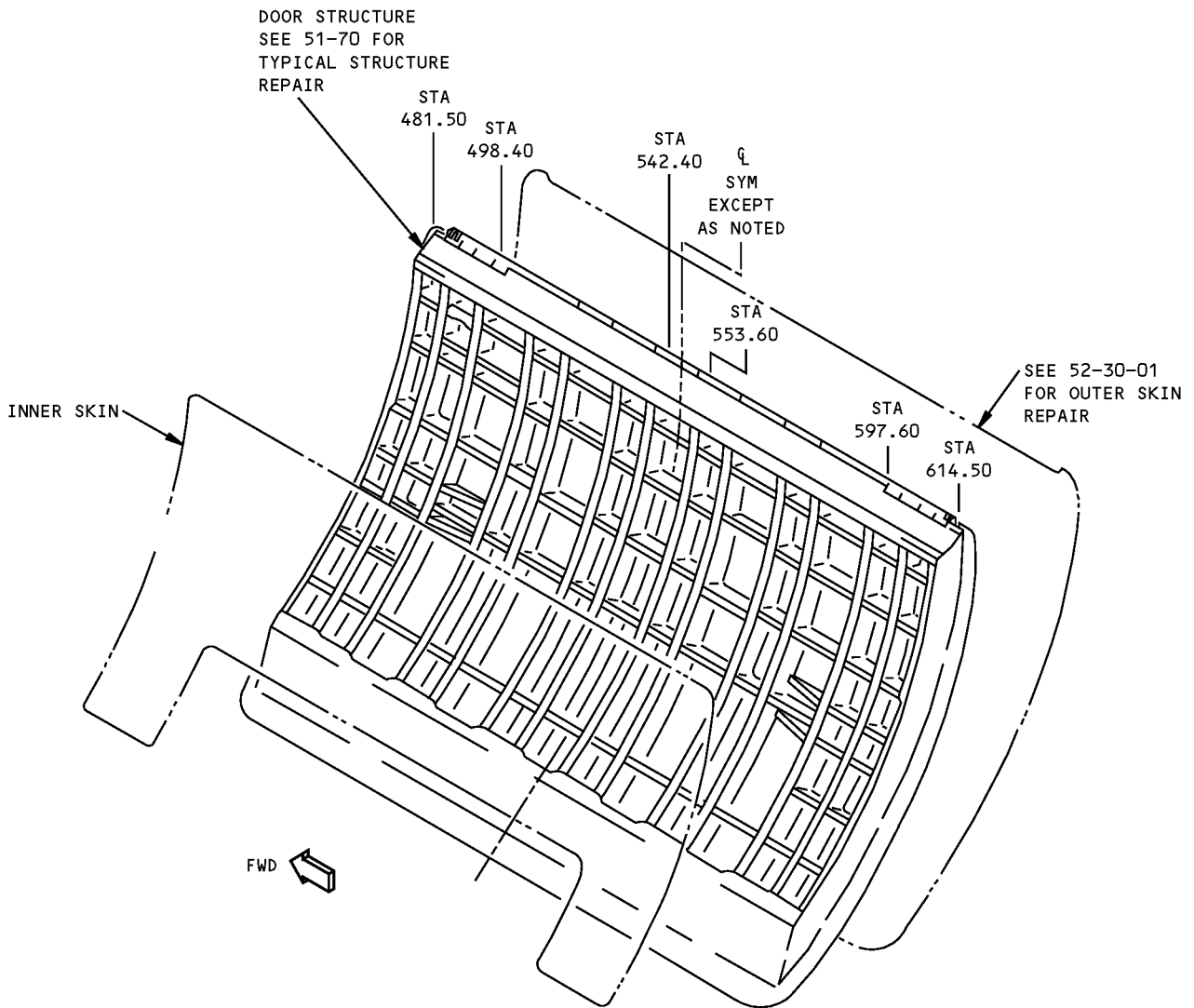
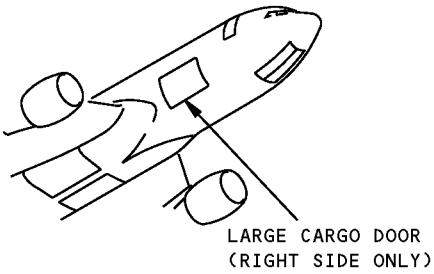
**52-30-02**

REPAIR 2  
Page 201  
Apr 01/2005

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 3 - LARGE CARGO DOOR STRUCTURE**

REF DWG  
143T6309



**Large Cargo Door Structure Repair  
Figure 201**

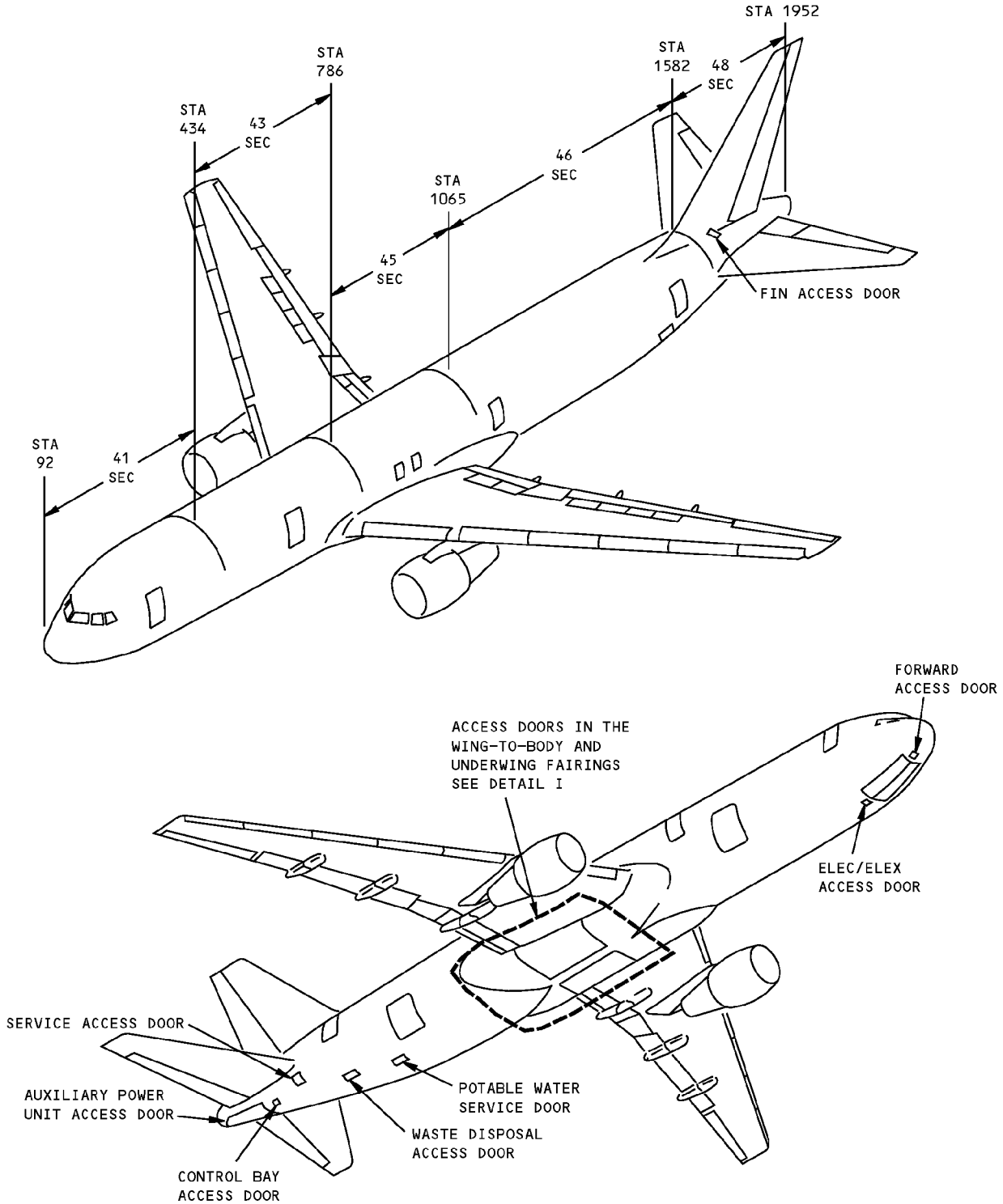
D634T210

**52-30-02**

REPAIR 3  
Page 201  
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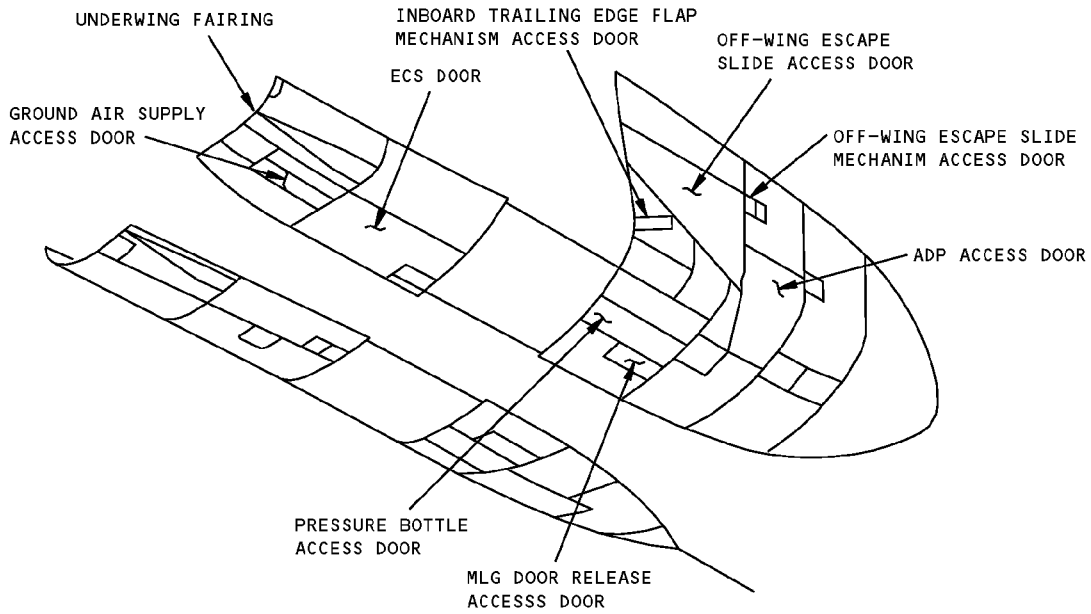
**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION GENERAL - SERVICE DOOR LOCATION DIAGRAM**

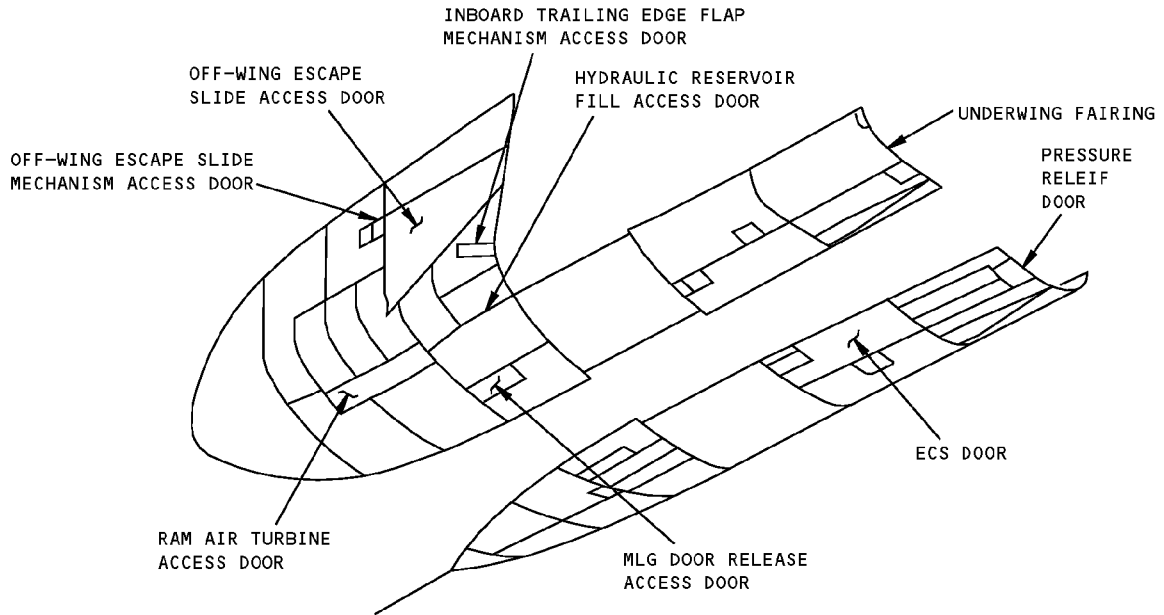


**Service Door Location Diagram  
Figure 1 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



LEFT SIDE  
SECTION 46 WING-TO-BODY FAIRING AND UNDERWING FAIRING



RIGHT SIDE  
SECTION 46 WING-TO-BODY FAIRING AND UNDERWING FAIRING

DETAIL I

**Service Door Location Diagram  
Figure 1 (Sheet 2 of 2)**

IDENTIFICATION GENERAL

**52-40-00**

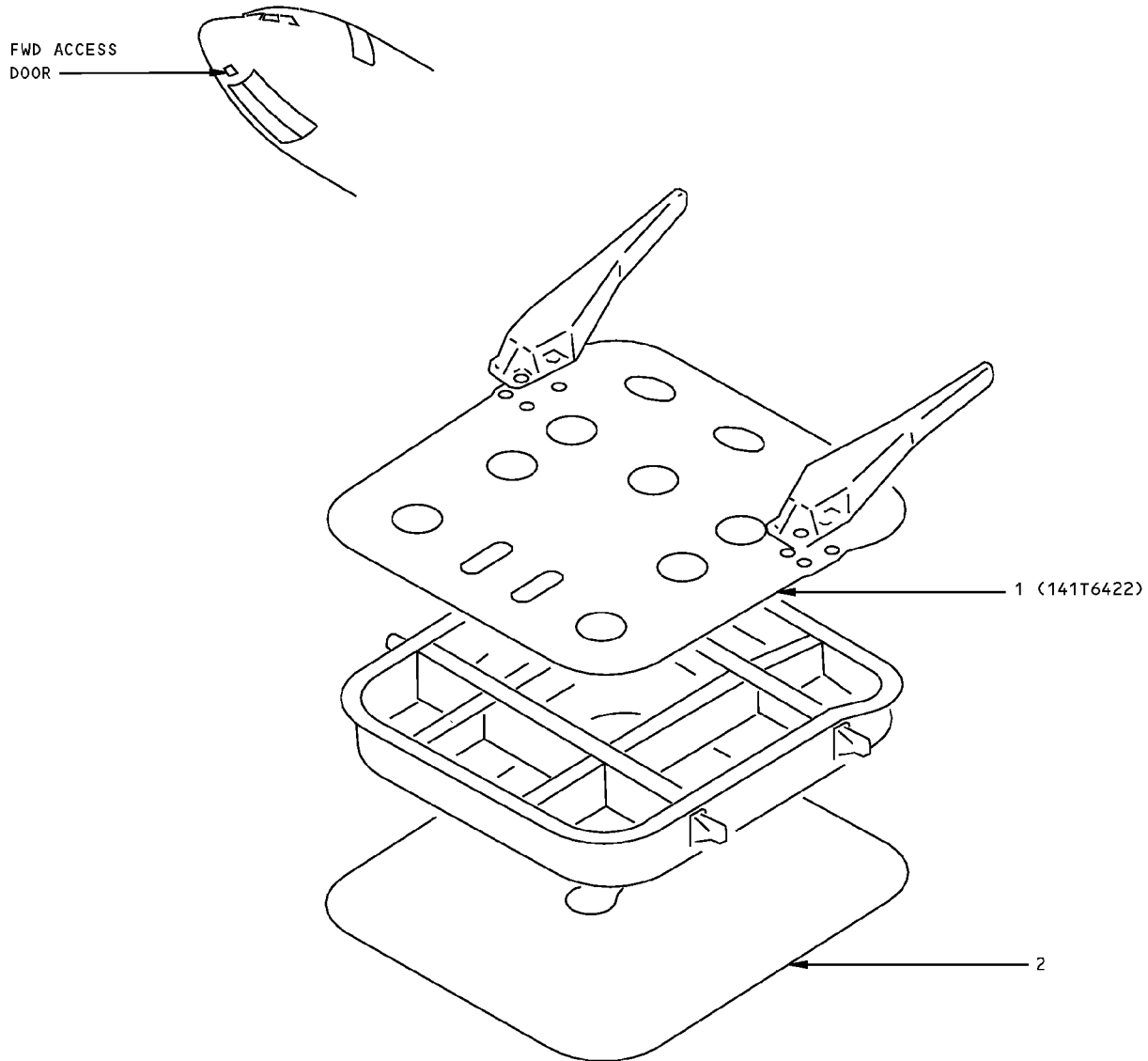
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D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - FORWARD ACCESS DOOR SKIN**

REFERENCE DRAWING  
141T6401



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	INNER SKIN	0.032	CLAD 2024-T42	
2	OUTER SKIN	0.050	CLAD 2024-T3	

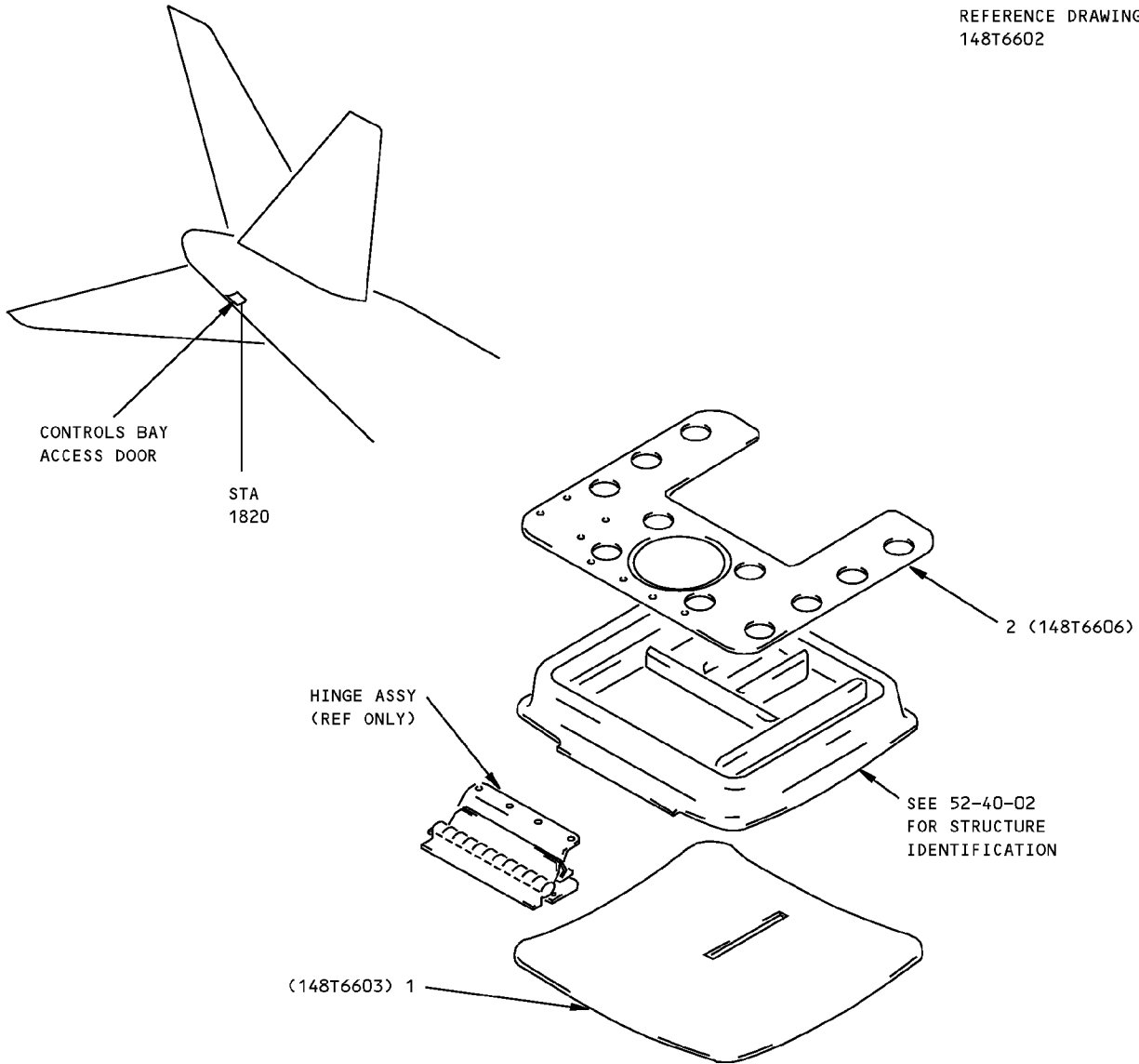
LIST OF MATERIALS

**Forward Access Door Skin Identification  
Figure 1**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 2 - CONTROLS BAY ACCESS DOOR SKIN**

REFERENCE DRAWINGS  
148T6602



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	OUTER SKIN	0.056	CLAD 7075-T6	
2	INNER SKIN	0.025	CLAD 7075-T6	

LIST OF MATERIALS

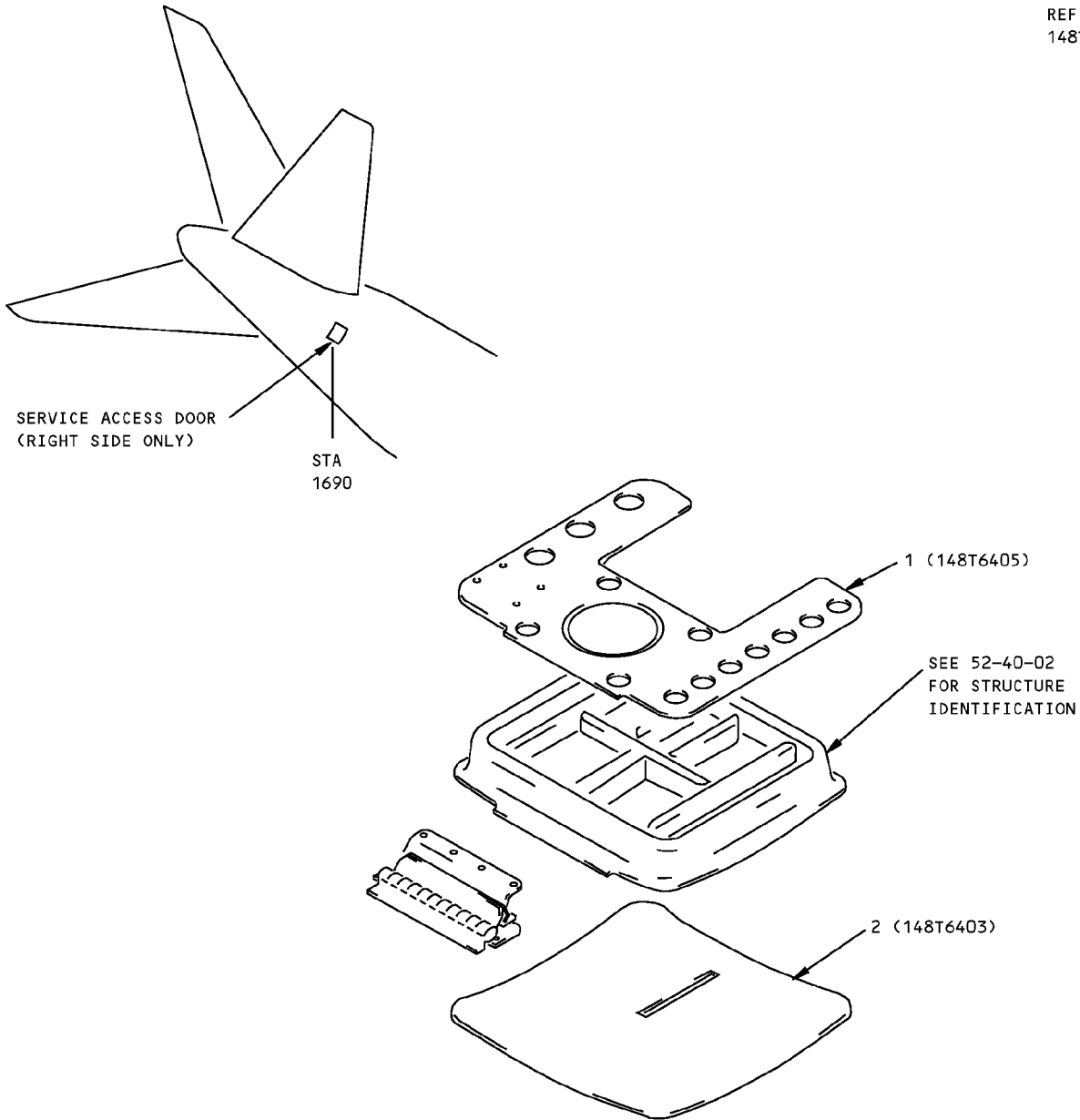
**Controls Bay Access Door Skin Identification  
Figure 1**



**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 3 - SERVICE ACCESS DOOR SKIN- STA 1690**

REF DWG  
148T6402



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	INNER SKIN	0.025	CLAD 7075-T6	
2	OUTER SKIN	0.063	CLAD 7075-T6	

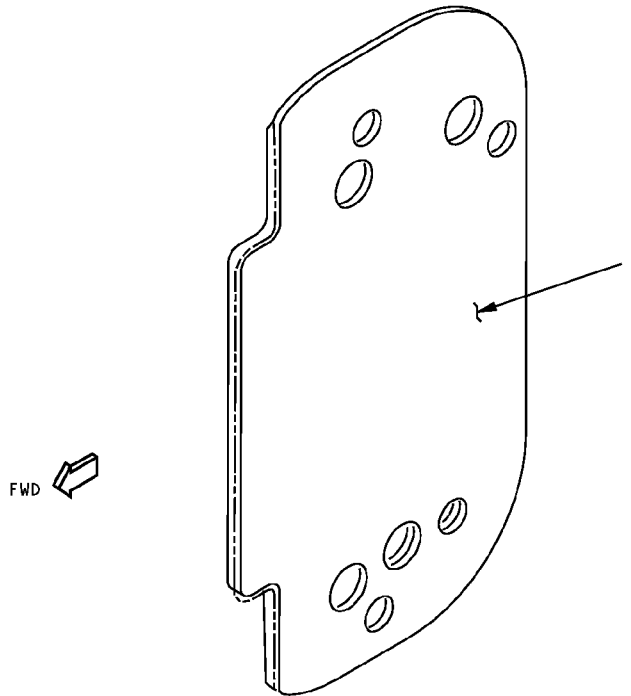
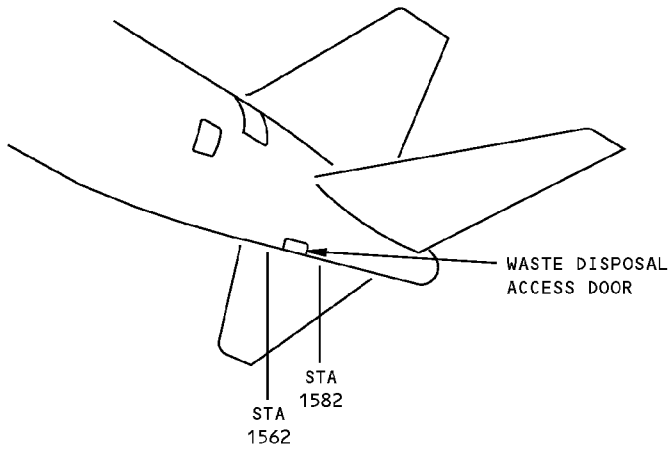
LIST OF MATERIALS

**Service Access Door Skin Identification - Sta 1690  
Figure 1**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 4 - WASTE DISPOSAL ACCESS DOOR SKIN**

REF DWG  
146T3249



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR	0.140	CLAD 2024-T3 (CHEM-MILLED TO 0.063 MIN)	

LIST OF MATERIALS

**Waste Disposal Access Door Skin Identification  
Figure 1**

D634T210

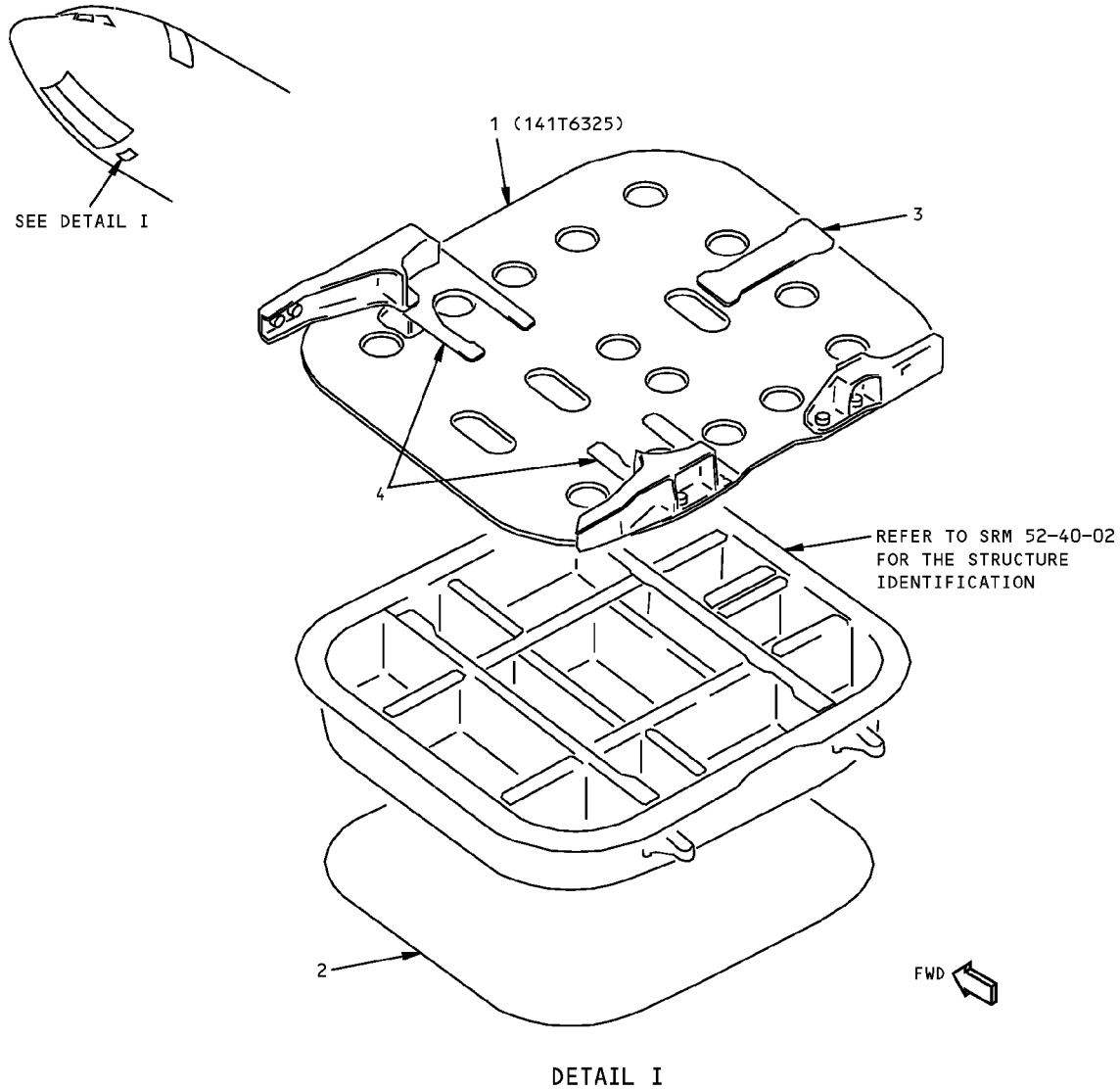
**52-40-01**

IDENTIFICATION 4  
Page 1  
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**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 5 - ELEC/ELEX ACCESS DOOR SKIN**

REF DWG  
141T6301



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	INNER SKIN	0.032	CLAD 2024-T3	
2	OUTER SKIN	0.050	CLAD 2024-T3	
3	SPACER	0.080	CLAD 2024-T3	
4	SPACER	0.050	CLAD 2024-T3	

LIST OF MATERIALS

**Elec/Elex Access Door Skin Identification  
Figure 1**

IDENTIFICATION 5  
Page 1  
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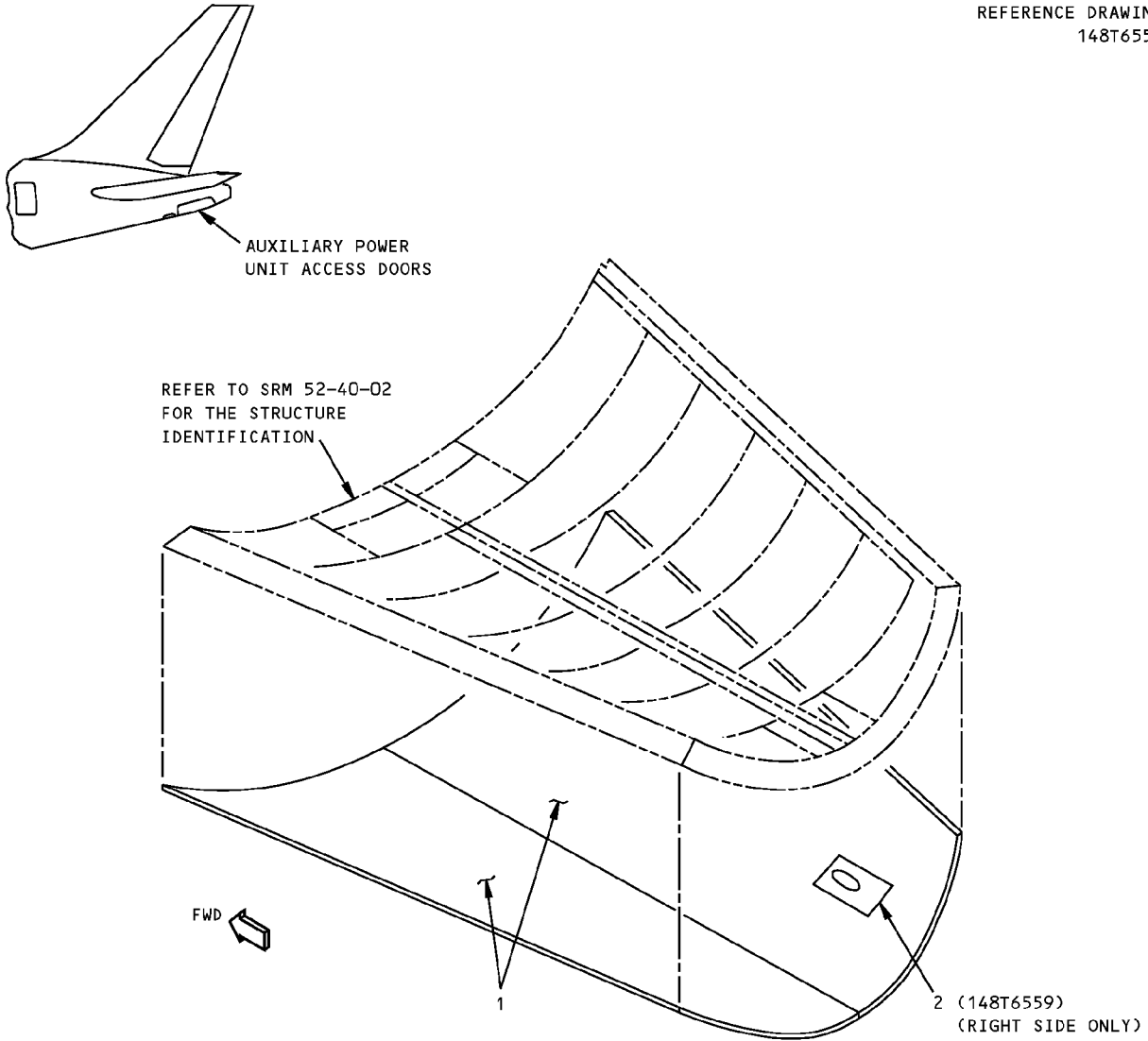
**52-40-01**

D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 6 - AUXILIARY POWER UNIT ACCESS DOOR SKIN**

REFERENCE DRAWING  
148T6551



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	BONDED SKIN PANEL ASSEMBLY	0.016 (EACH PLY)	TWO-PLY CLAD 2024-T3 LAMINATION AS GIVEN IN BMS 5-69, TYPE I, CLASS 3, GRADE B	
2	DOUBLER	0.040	CLAD 7075-T62	

LIST OF MATERIALS

**Auxiliary Power Unit Access Door Skin Identification  
Figure 1**

IDENTIFICATION 6  
Page 1  
Apr 01/2005

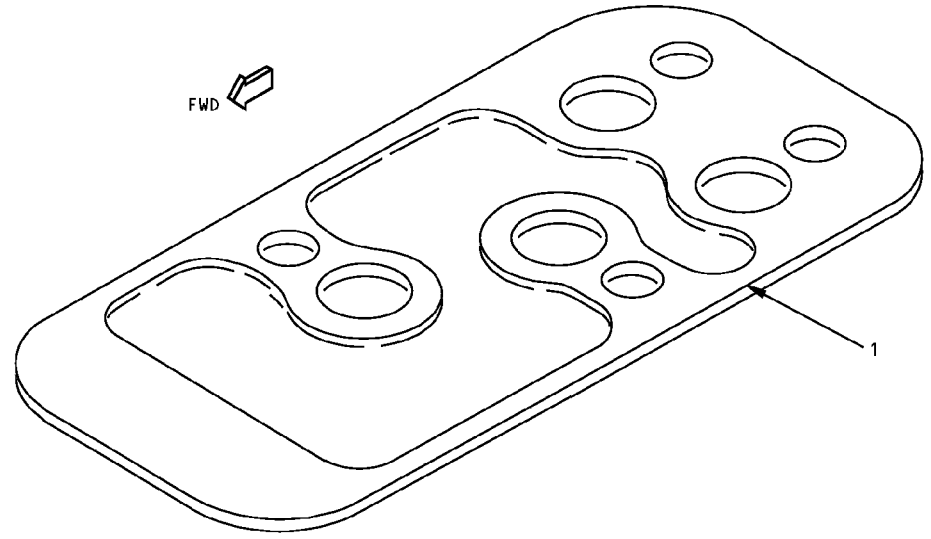
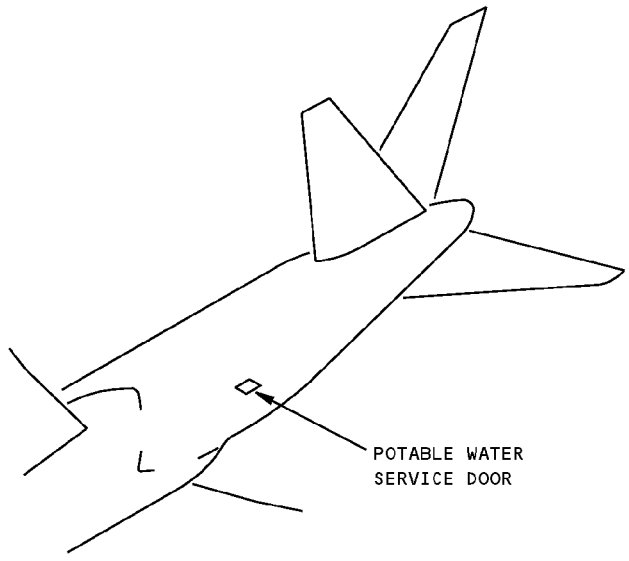
**52-40-01**

D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 7 - POTABLE WATER SERVICE DOOR SKIN**

REF DWG  
146T3256



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR	0.140	CLAD 2024-T3 (CHEM-MILLED OR MACHINE MILLED TO 0.063 MIN)	

LIST OF MATERIALS

**Potable Water Service Door Skin Identification  
Figure 1**

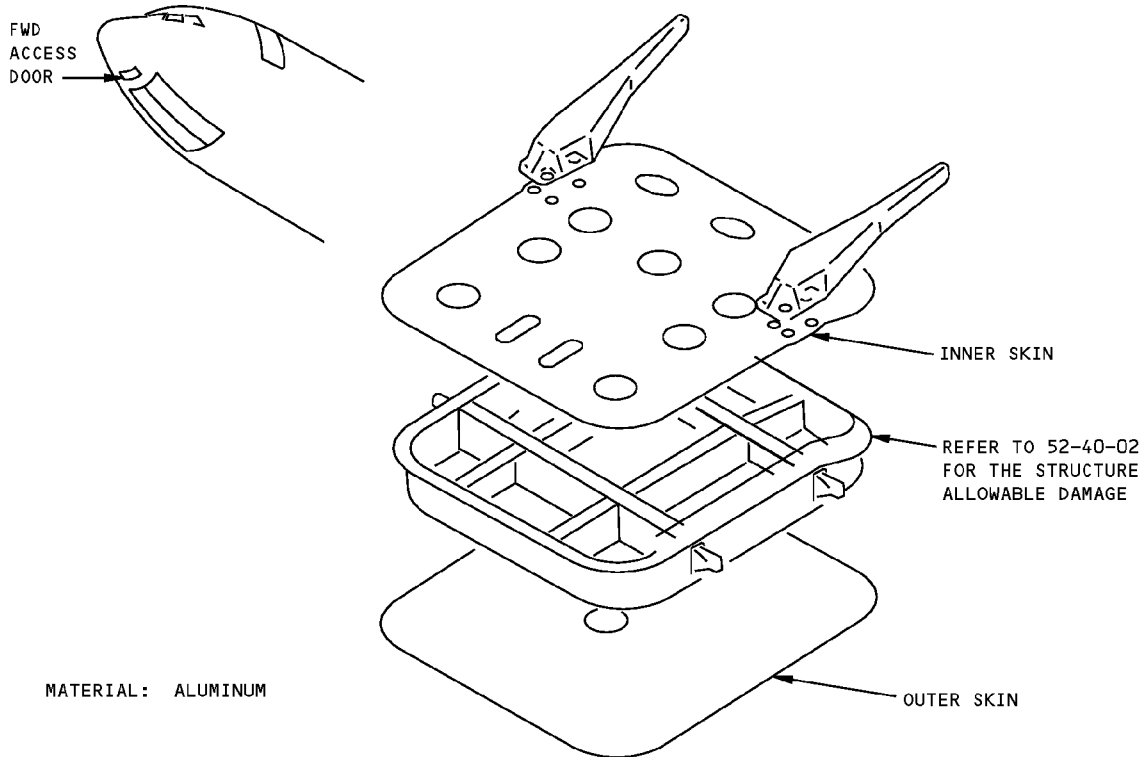
D634T210

**52-40-01**

IDENTIFICATION 7  
Page 1  
Apr 01/2005

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 1 - FORWARD ACCESS DOOR**



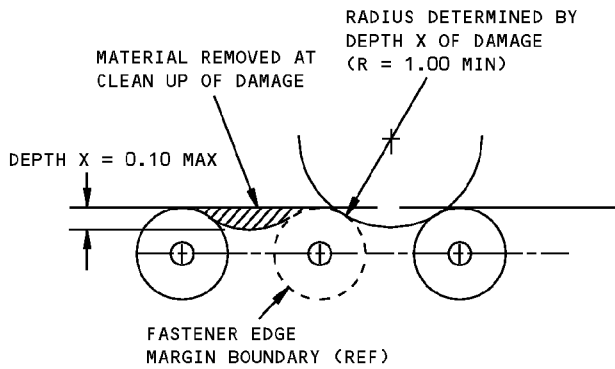
ITEM	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
OUTER SKIN [A]	[B]	[D]	SEE DETAIL IV	[E]
INNER SKIN	[C]	[G]	SEE DETAIL IV	[F]

**NOTES**

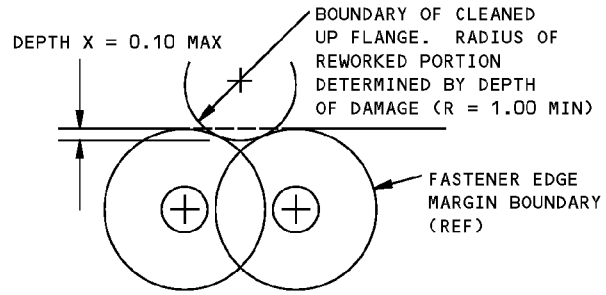
- REFINISH REWORK AREAS PER AMM 51-20.
- [A] REFER TO SRM 51-10-01 FOR THE AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE EXCEEDS THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- [B] CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS I AND III
- [C] CRACKS WITHIN THE LIMITS SHOWN IN DETAIL VI ARE ALLOWED. REMOVE EDGE CRACKS PER DETAILS I AND III AND FLANGED HOLE EDGE CRACKS PER DETAIL VII
- [D] REMOVE DAMAGE PER DETAILS I, II, III AND V
- [E] CLEAN OUT DAMAGE UP TO 0.25 MAXIMUM DIAMETER AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- [F] CLEAN OUT DAMAGE UP TO 0.25 MAXIMUM DIAMETER AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE
- [G] REMOVE DAMAGE PER DETAILS I, II, III, AND V. CORROSION MAY BE DRILLED OUT UP TO 0.5 MAXIMUM DIAMETER PROVIDED FASTENER EDGE MARGINS ARE MAINTAINED
- [H] 1.50 MINIMUM TO EDGE OF EXISTING FASTENER HOLE, TO EDGE OF FLANGED HOLE, OR TO EDGE OF CUTOUT

**Forward Access Door Allowable Damage  
Figure 101 (Sheet 1 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**

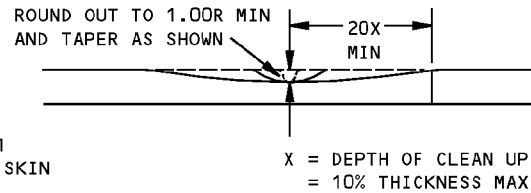
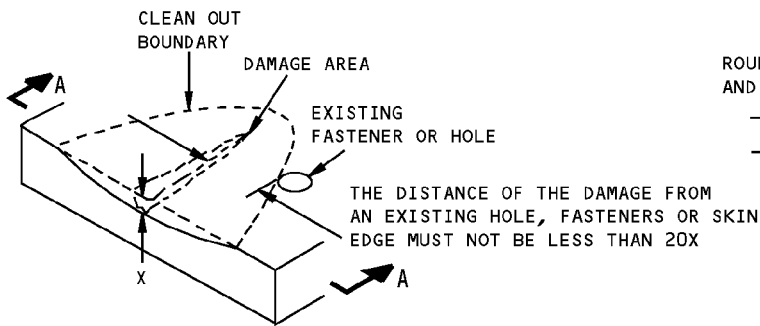


**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**



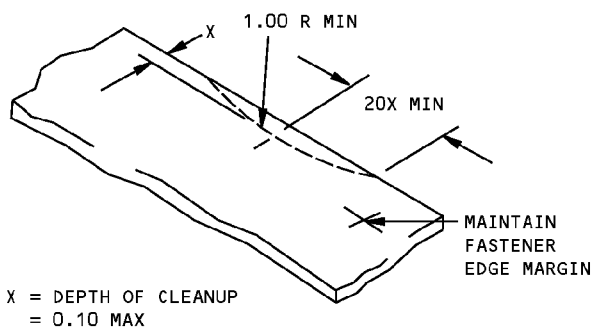
**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL I**



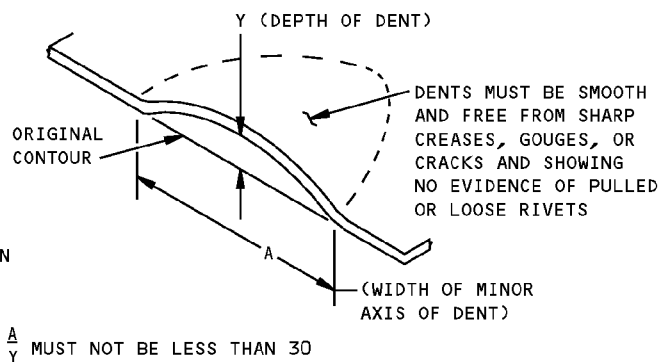
**SECTION A-A**

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



**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE**

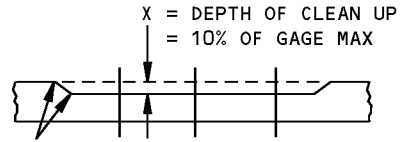
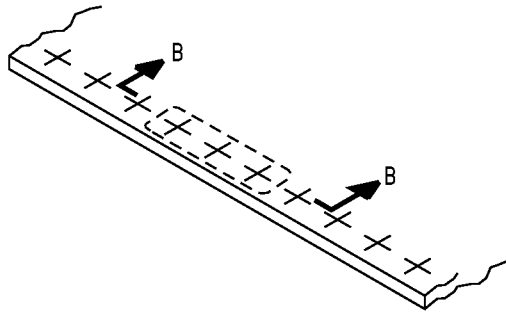
**DETAIL III**



**ALLOWABLE DAMAGE FOR DENT  
DETAIL IV**

**Forward Access Door Allowable Damage  
Figure 101 (Sheet 2 of 3)**

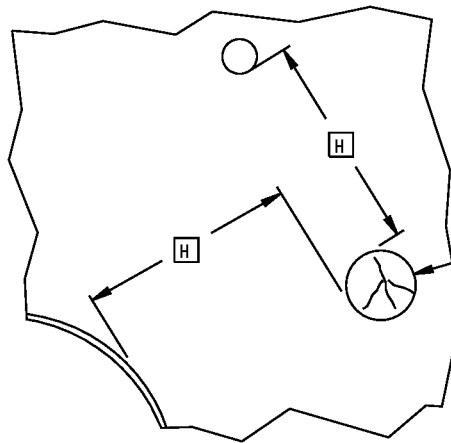
**767-300  
STRUCTURAL REPAIR MANUAL**



SMOOTH BLEND-OUT RADIUS 0.50 INCH  
MINIMUM. CORROSION CLEAN UP  
AROUND ANY THREE FASTENERS IN TEN  
IS PERMITTED TO MAX DEPTH

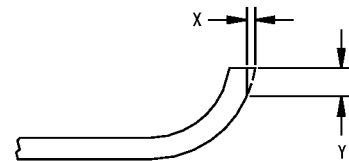
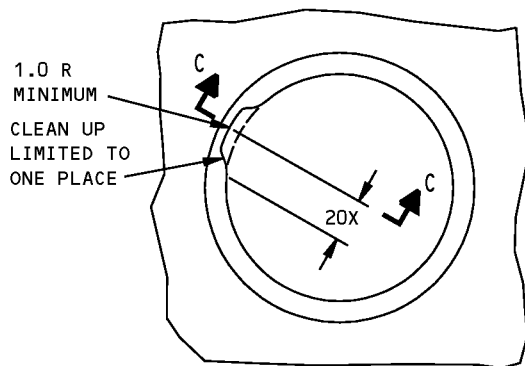
**SECTION B-B**

**CORROSION CLEANUP  
DETAIL V**



CRACKS CLEANED OUT TO  
0.50 MAXIMUM HOLE

**SURFACE CRACKS  
DETAIL VI**



**SECTION C-C**

X = DEPTH OF CLEANUP  
X MAXIMUM = 10% OF FLANGE THICKNESS  
Y = LENGTH OF CLEANUP  
Y MAXIMUM = 0.10 OR 1/2 FLANGE HEIGHT,  
WHICHEVER IS LESS

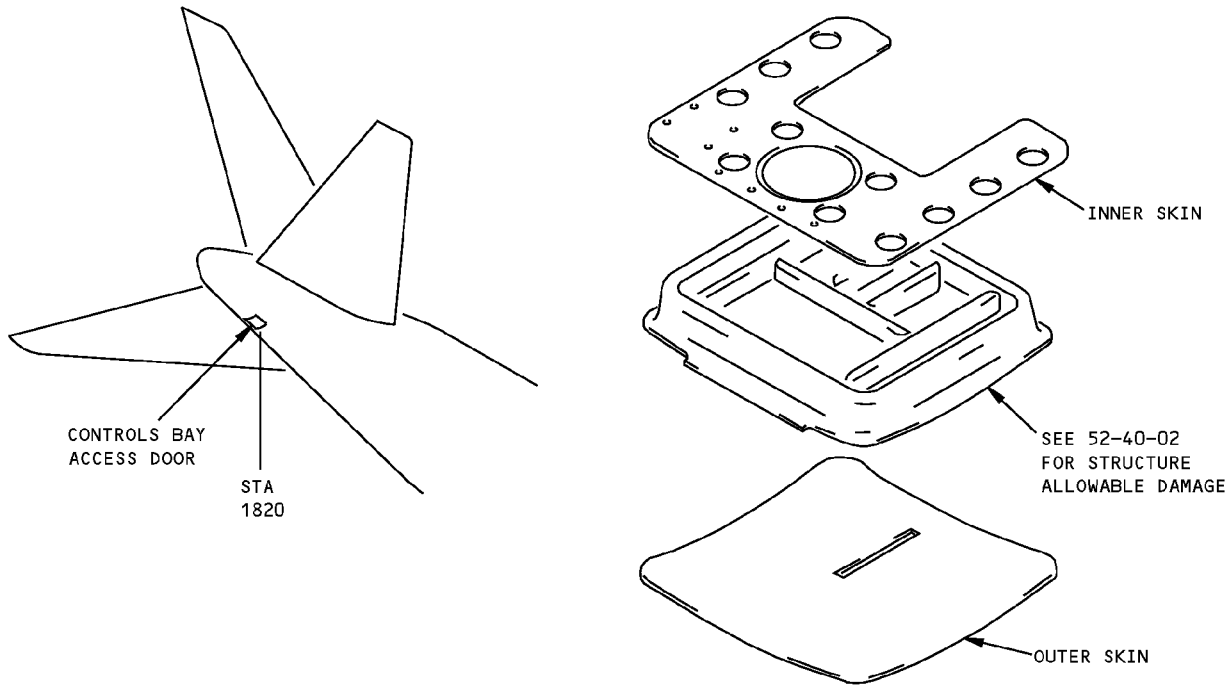
**FLANGED HOLE  
DETAIL VII**

**Forward Access Door Allowable Damage  
Figure 101 (Sheet 3 of 3)**



**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 2 - CONTROLS BAY ACCESS DOOR**



MATERIAL: ALUMINUM

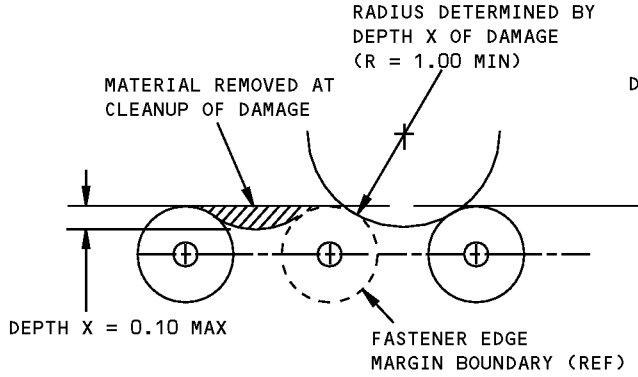
DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
OUTER SKIN [A]	[B]	[D]	SEE DETAIL III	[D]
INNER SKIN	[C]	[G]	SEE DETAIL III	[F]

**NOTES**

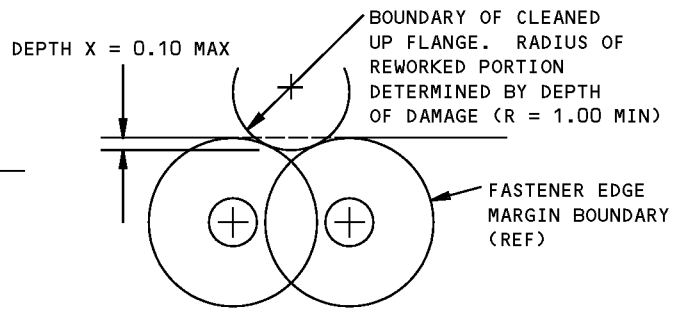
- REFINISH REWORKED AREAS PER 51-20 OF THE MAINTENANCE MANUAL
- [A] REFER TO 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE EXCEEDS THE LIMITS SHOWN IN 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- [B] CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS I AND III
- [C] 1.00 MAX LENGTH SURFACE CRACKS ALLOWED, PROVIDED CRACKS ARE WITHIN LIMITS SHOWN IN DETAIL VI. REMOVE EDGE CRACKS PER DETAILS I AND V AND FLANGED HOLE EDGE CRACKS PER DETAIL VII
- [D] REMOVE DAMAGE PER DETAILS I, II, IV AND V
- [E] CLEAN OUT DAMAGE UP TO 0.25 MAX DIA AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- [F] CLEAN OUT DAMAGE UP TO 0.25 MAX DIA AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE
- [G] REMOVE DAMAGE PER DETAILS I, II, IV, AND V. CORROSION MAY BE DRILLED OUT UP TO 0.5 MAX DIA PROVIDED FASTENER EDGE MARGINS ARE MAINTAINED
- [H] 1.50 MIN TO EDGE OF EXISTING FASTENER HOLE, TO EDGE OF FLANGED HOLE, OR TO EDGE OF CUTOUT

**Controls Bay Access Door Allowable Damage  
Figure 101 (Sheet 1 of 3)**

**STRUCTURAL REPAIR MANUAL**

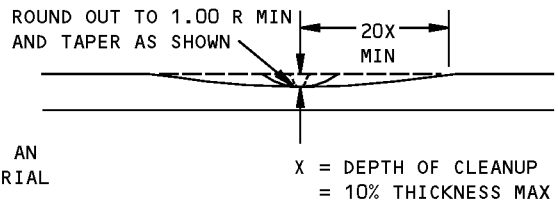
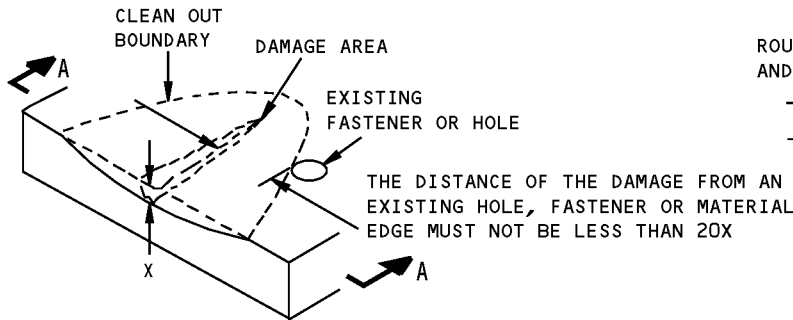


DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP



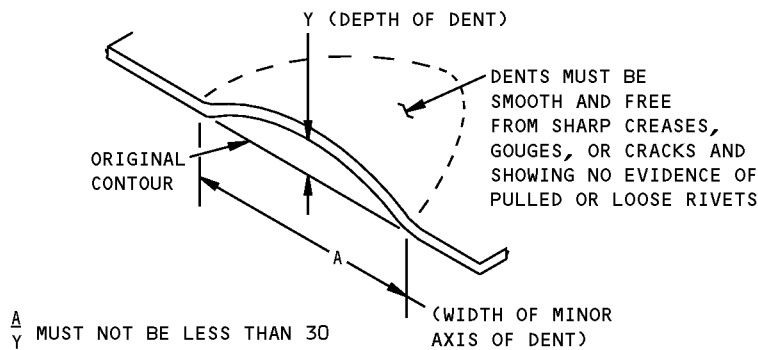
DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

DETAIL I



SECTION A-A

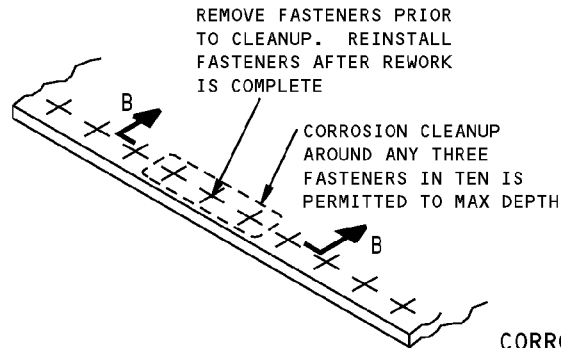
REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE  
DETAIL II



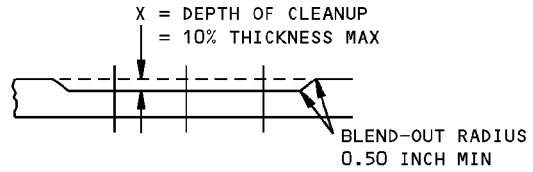
ALLOWABLE DAMAGE FOR DENT  
DETAIL III

Controls Bay Access Door Allowable Damage  
Figure 101 (Sheet 2 of 3)

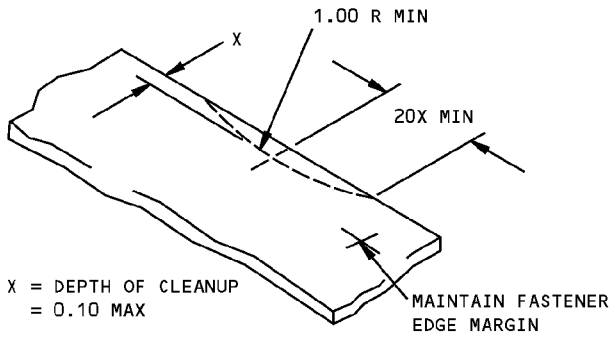
**767-300  
STRUCTURAL REPAIR MANUAL**



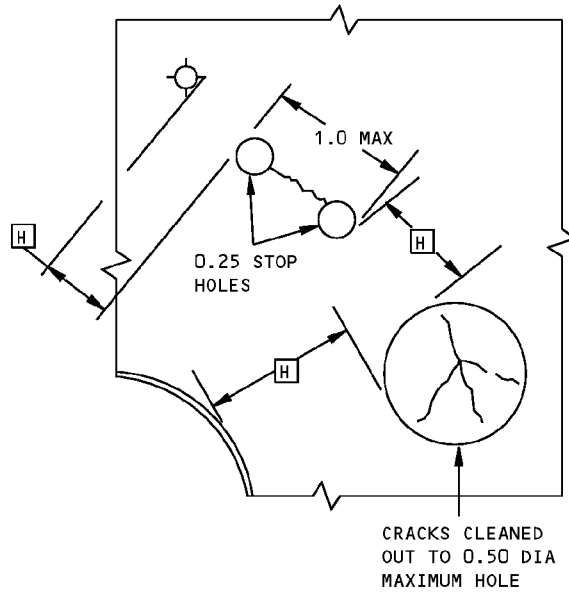
**CORROSION CLEANUP  
DETAIL IV**



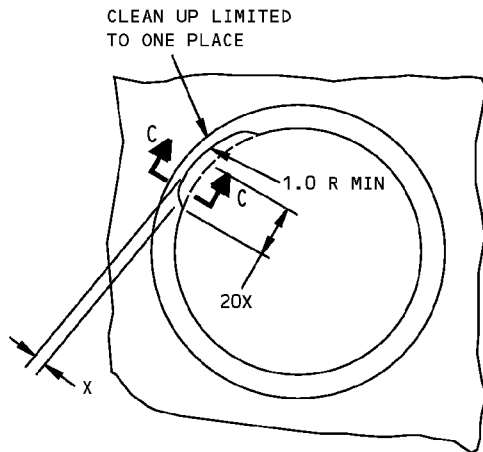
**SECTION B-B**



**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL V**

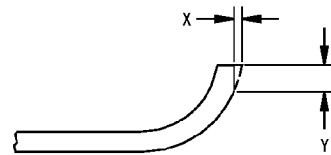


**FIELD CRACK CLEANUP  
DETAIL VI**



X = DEPTH OF CLEANUP  
X MAX = 10% OF FLANGE THICKNESS

**FLANGED HOLE EDGE DAMAGE CLEANUP  
DETAIL VII**



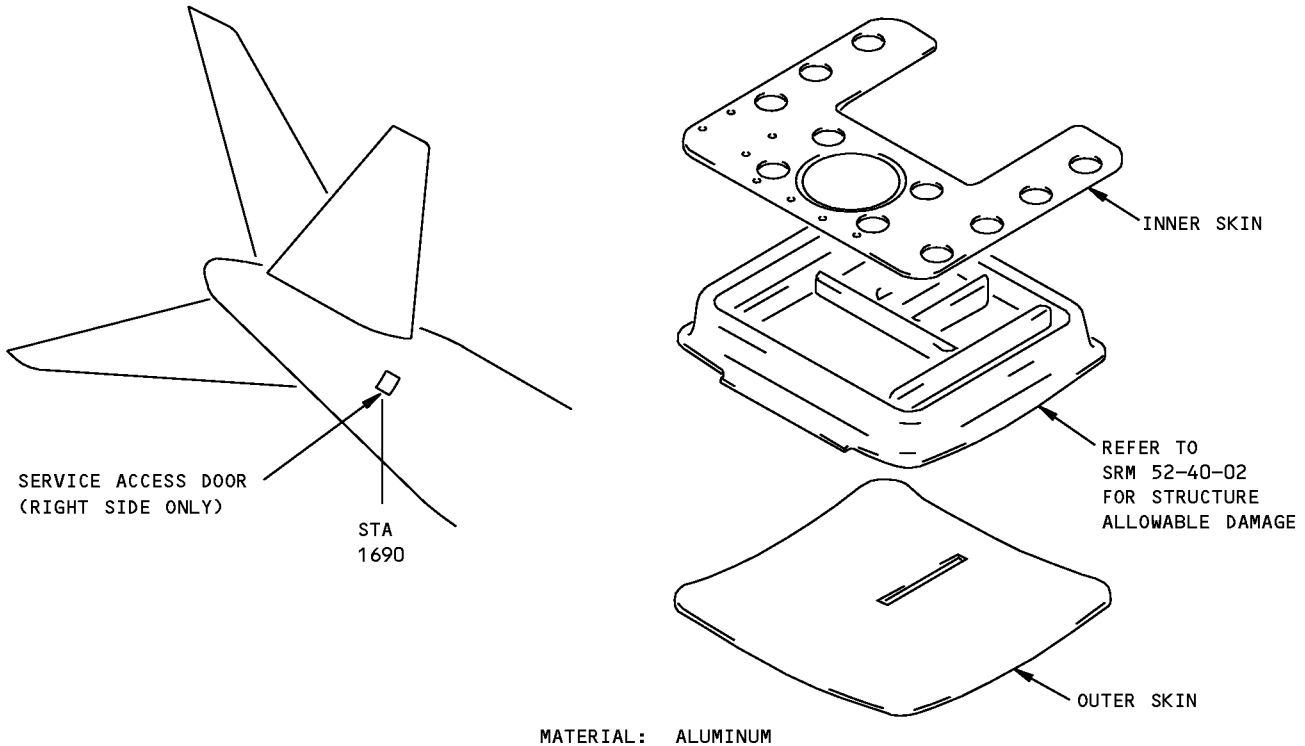
**SECTION C-C**

Y = LENGTH OF CLEANUP  
Y MAX = 0.10 OR 1/2 FLANGE HEIGHT,  
WHICHEVER IS LESS

**Controls Bay Access Door Allowable Damage  
Figure 101 (Sheet 3 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 3 - SERVICE ACCESS DOOR**



DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
OUTER SKIN [A]	[B]	[D]	SEE DETAIL III	[D]
INNER SKIN	[C]	[G]	SEE DETAIL III	[F]

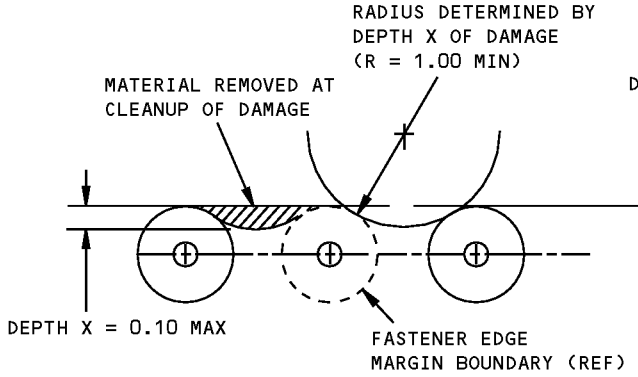
**NOTES**

- REFINISH REWORKED AREAS AS SHOWN IN AMM 51-20
- [A] REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- [B] CRACKS NOT ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS SHOWN IN DETAILS I AND V
- [C] 1.00 INCH MAXIMUM LENGTH SURFACE CRACKS PERMITTED, PROVIDED CRACKS ARE WITHIN LIMITS SHOWN IN DETAIL VI. REMOVE EDGE CRACKS AS SHOWN IN DETAILS I AND V AND FLANGED HOLE EDGE CRACKS AS SHOWN IN DETAIL VII
- [D] REMOVE DAMAGE AS SHOWN IN DETAILS I, II, IV AND V
- [E] CLEAN OUT DAMAGE UP TO 0.25 INCH MAXIMUM DIAMETER AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- [F] CLEAN OUT DAMAGE UP TO 0.25 INCH MAXIMUM DIAMETER AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE
- [G] REMOVE DAMAGE AS SHOWN IN DETAILS I, II, IV, AND V. CORROSION MAY BE DRILLED OUT UP TO 0.5 INCH MAXIMUM DIAMETER PROVIDED FASTENER EDGE MARGINS ARE MAINTAINED
- [H] 1.50 INCH MINIMUM TO EDGE OF THE INITIAL FASTENER HOLE, TO EDGE OF FLANGED HOLE, OR TO EDGE OF CUTOUT

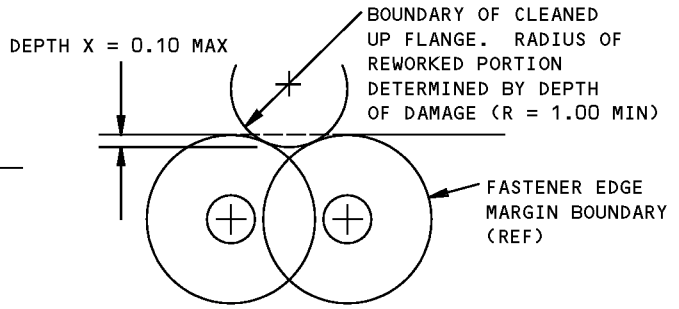
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**Service Access Door Allowable Damage  
Figure 101 (Sheet 1 of 3)**

**STRUCTURAL REPAIR MANUAL**

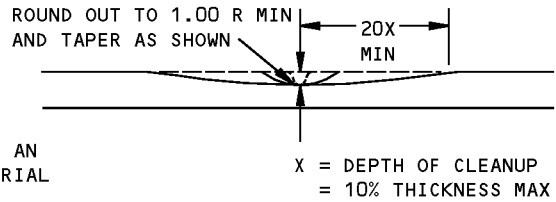
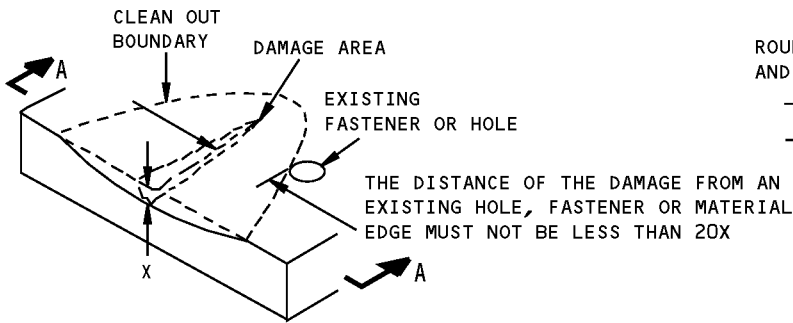


**DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**



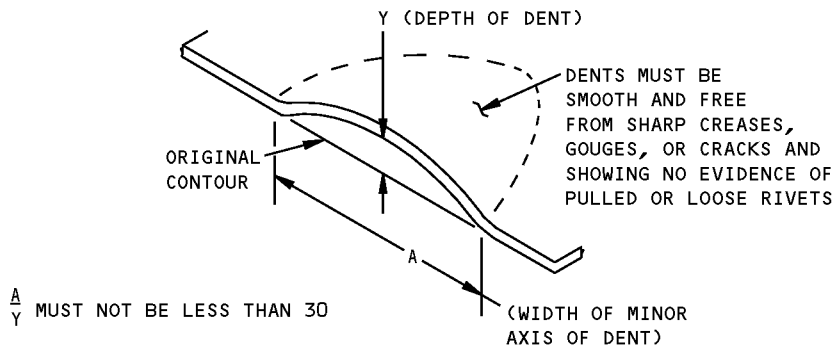
**DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL I**



**SECTION A-A**

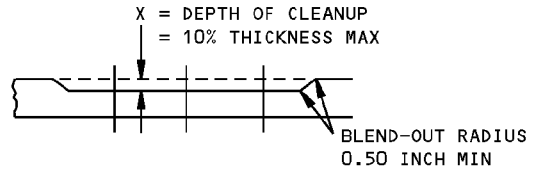
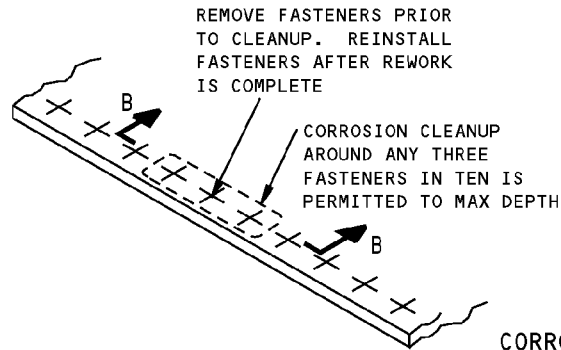
**REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE  
DETAIL II**



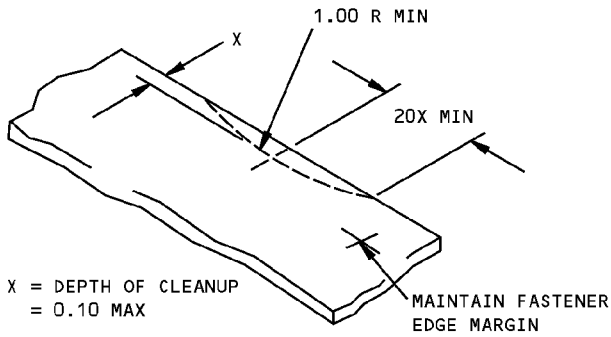
**ALLOWABLE DAMAGE FOR DENT  
DETAIL III**

**Service Access Door Allowable Damage  
Figure 101 (Sheet 2 of 3)**

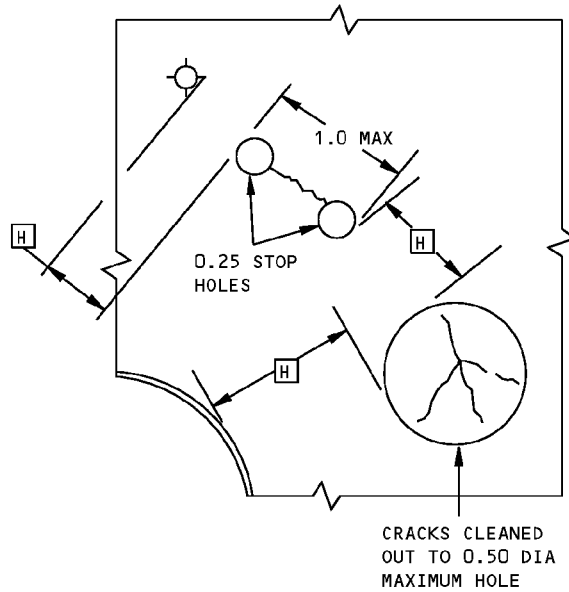
**STRUCTURAL REPAIR MANUAL**



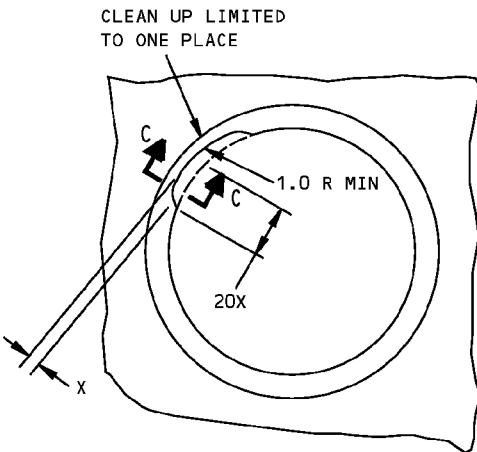
**SECTION B-B**



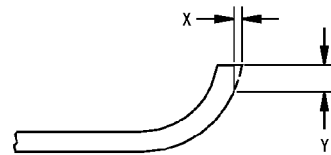
**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE DETAIL V**



**FIELD CRACK CLEANUP DETAIL VI**



X = DEPTH OF CLEANUP  
X MAX = 10% OF FLANGE THICKNESS



**SECTION C-C**

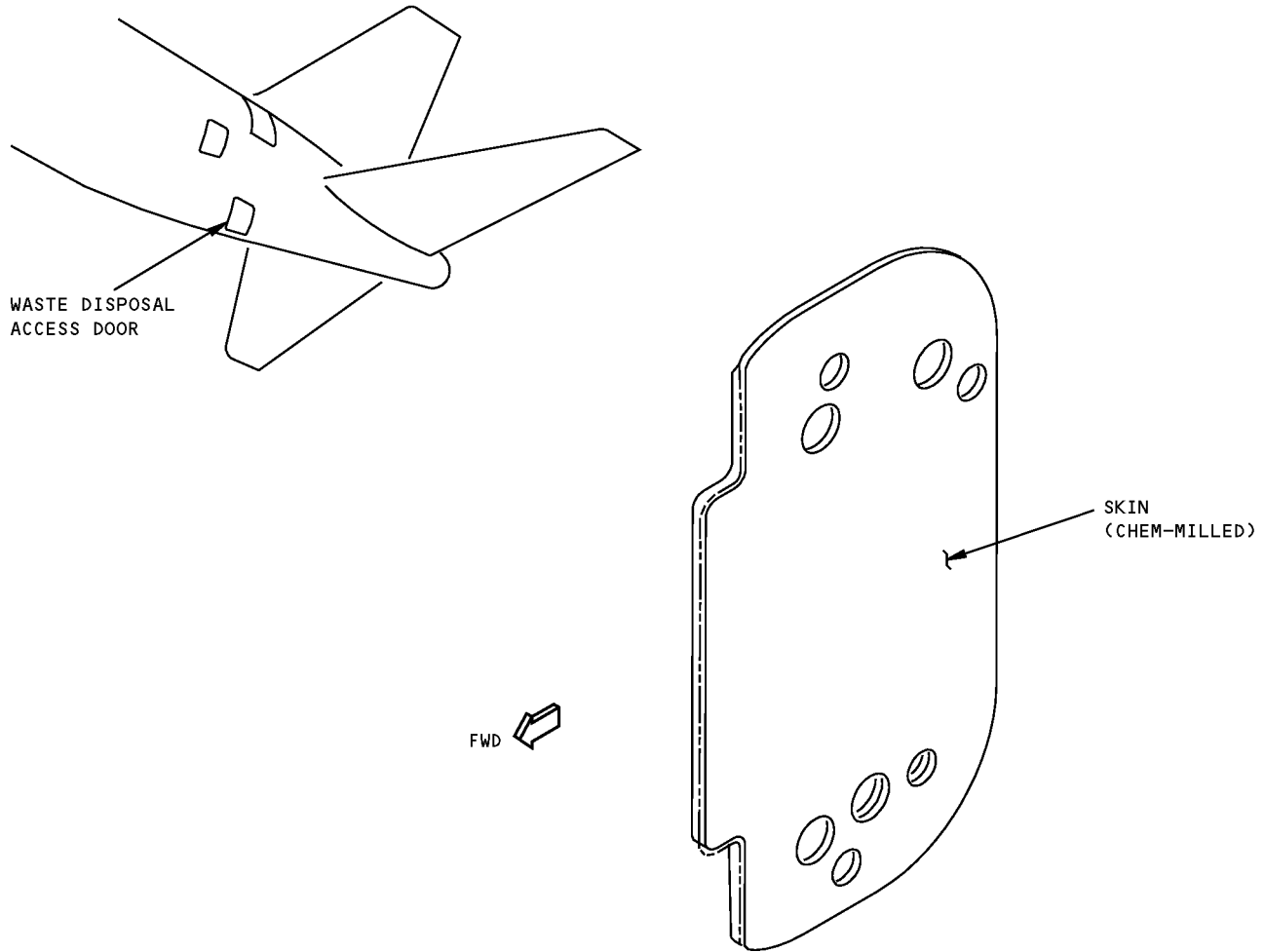
Y = LENGTH OF CLEANUP  
Y MAX = 0.10 OR 1/2 FLANGE HEIGHT, WHICHEVER IS LESS

**FLANGED HOLE EDGE DAMAGE CLEANUP DETAIL VII**

**Service Access Door Allowable Damage  
Figure 101 (Sheet 3 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 4 - WASTE DISPOSAL ACCESS DOOR**



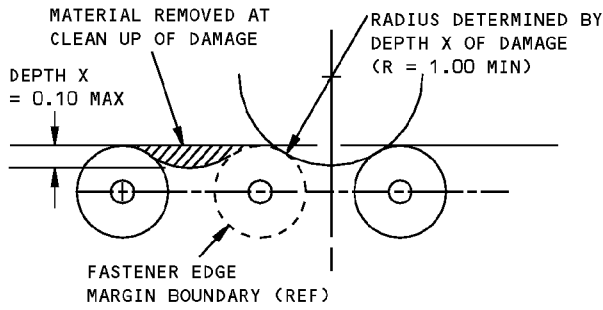
DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
SKIN (CHEM-MILLED) <b>A</b>	<b>B</b>	<b>C</b>	SEE DETAIL III	<b>D</b>

**NOTES**

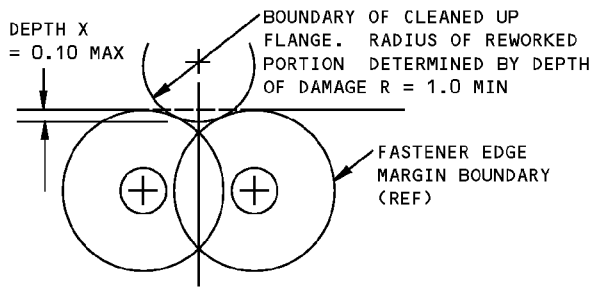
- MATERIAL: ALUMINUM
  - REFINISH REWORKED AREAS PER 51-20 OF THE MAINTENANCE MANUAL
- A** REFER TO 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE EXCEEDS THE LIMITS SHOWN IN 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- B** CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS I AND V
- C** REMOVE DAMAGE PER DETAILS I, II, IV AND V
- D** CLEAN OUT DAMAGE UP TO 0.25 MAX DIA AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED

**Waste Disposal Access Door Allowable Damage  
Figure 101 (Sheet 1 of 2)**

**STRUCTURAL REPAIR MANUAL**

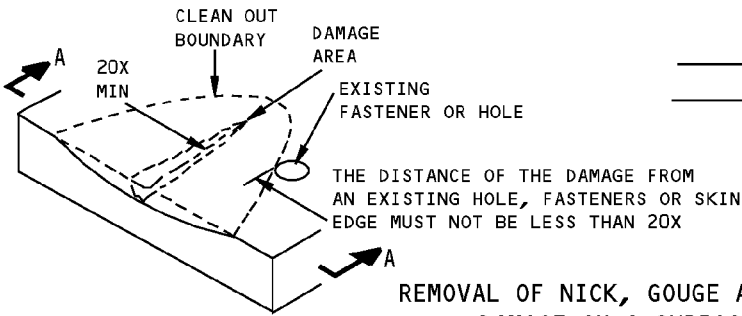


DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP

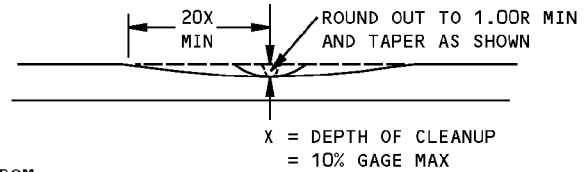


DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

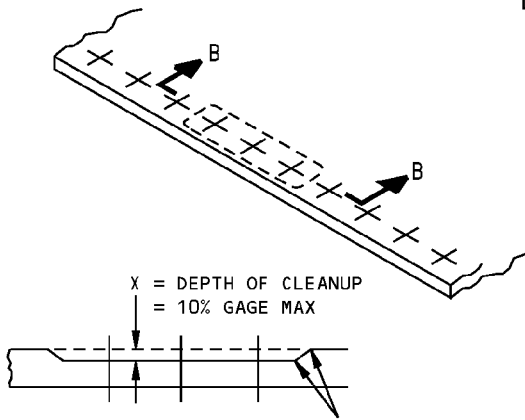
DETAIL I



REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE

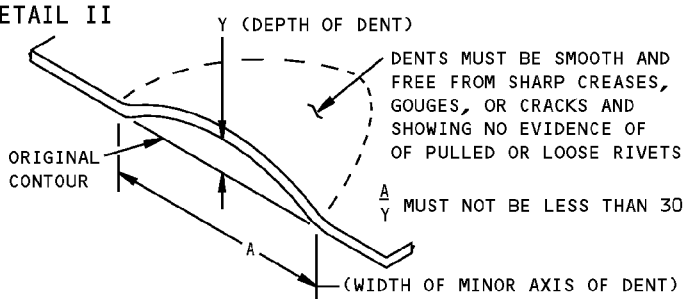


SECTION A-A

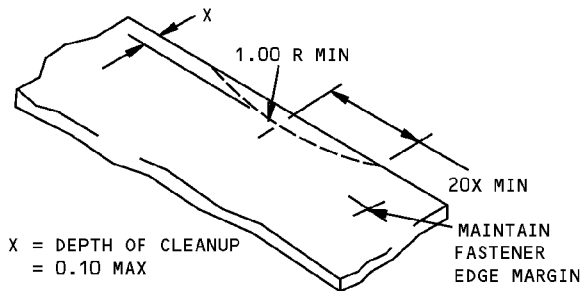


SMOOTH BLEND-OUT RADIUS 0.50 INCH MINIMUM. CORROSION CLEAN UP AROUND ANY THREE FASTENERS IN TEN IS PERMITTED TO MAX DEPTH

SECTION B-B  
CORROSION CLEANUP  
DETAIL IV



ALLOWABLE DAMAGE FOR DENT  
DETAIL III



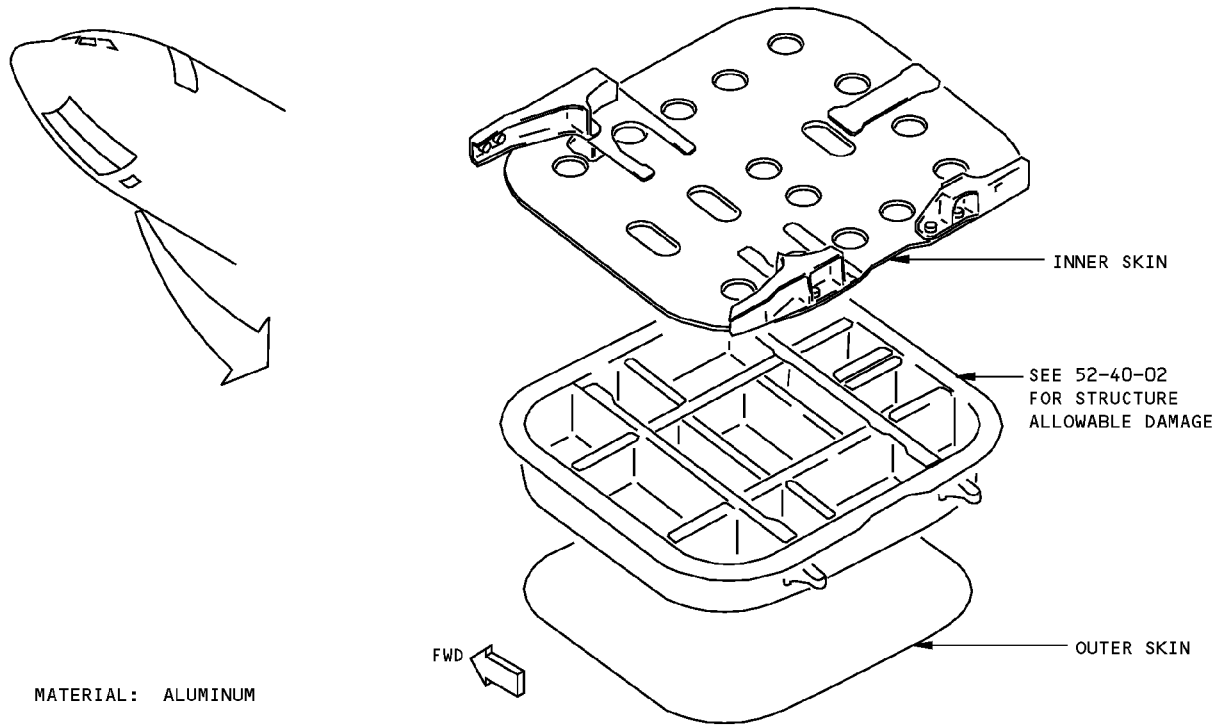
REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL V

Waste Disposal Access Door Allowable Damage  
Figure 101 (Sheet 2 of 2)



**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 5 - ELEC/ELEX ACCESS DOOR**



MATERIAL: ALUMINUM

ITEM	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
OUTER SKIN <b>A</b>	<b>B</b>	<b>D</b>	SEE DETAIL IV	<b>E</b>
INNER SKIN	<b>C</b>	<b>G</b>	SEE DETAIL IV	<b>F</b>

**NOTES**

• REFINISH REWORK AREAS PER 51-20 OF THE MAINTENANCE MANUAL

**A** 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

**B** CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS I AND III

**C** THE CRACKS WITHIN LIMITS SHOWN IN DETAIL VI ARE ALLOWED. REMOVE EDGE CRACKS PER DETAILS I AND III AND FLANGED HOLE EDGE CRACKS PER DETAIL VII

**D** REMOVE DAMAGE PER DETAILS I, II, III AND V

**E** CLEAN OUT DAMAGE UP TO 0.25 MAX DIA AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED

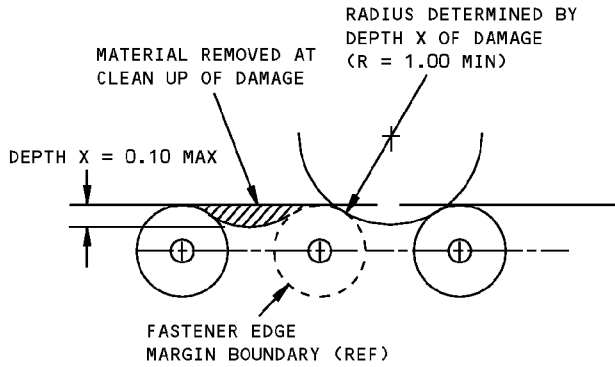
**F** CLEAN OUT DAMAGE UP TO 0.25 MAX DIA AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE

**G** REMOVE DAMAGE PER DETAILS I, II, III, AND V. CORROSION MAY BE DRILLED OUT UP TO 0.5 MAX DIA PROVIDED FASTENER EDGE MARGINS ARE MAINTAINED

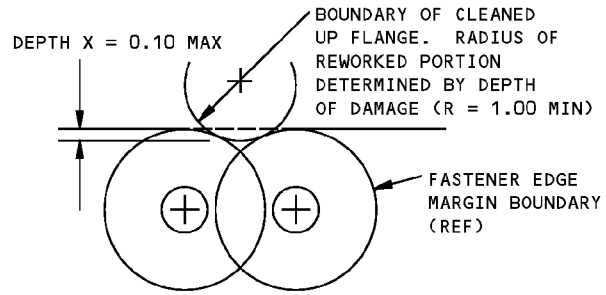
**H** 1.50 MIN TO EDGE OF EXISTING FASTENER HOLE, TO EDGE OF FLANGED HOLE, OR TO EDGE OF CUTOUT

**Elec/Elex Access Door Allowable Damage  
Figure 101 (Sheet 1 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**

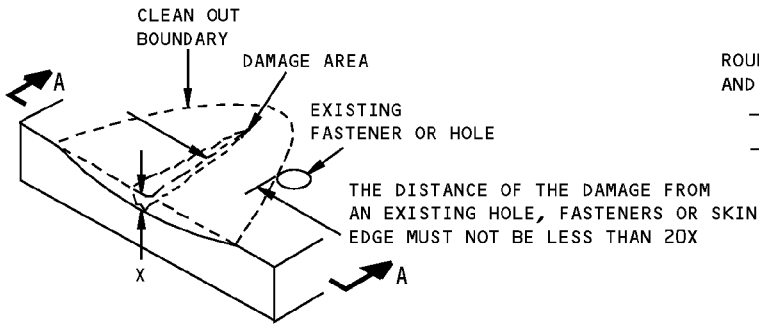


**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**

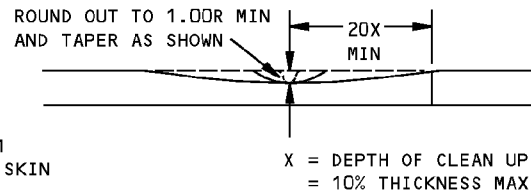


**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

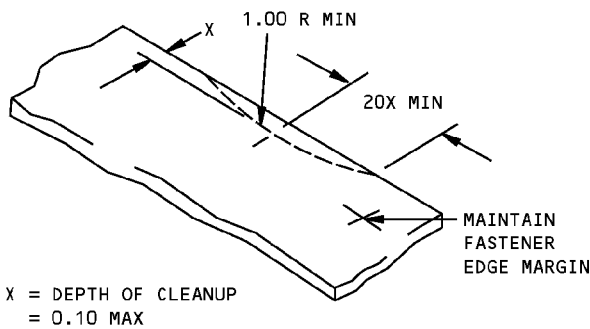
**DETAIL I**



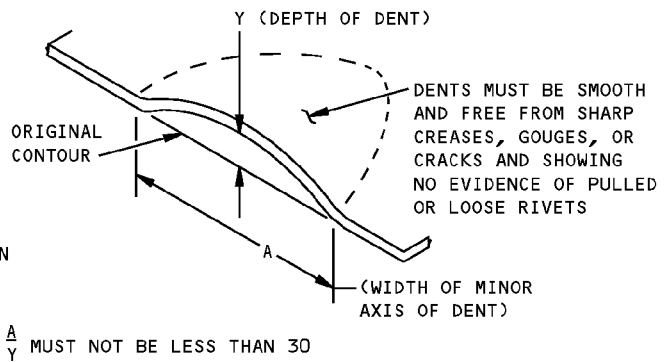
**REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE  
DETAIL II**



**SECTION A-A**



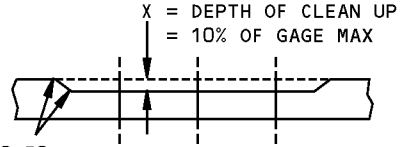
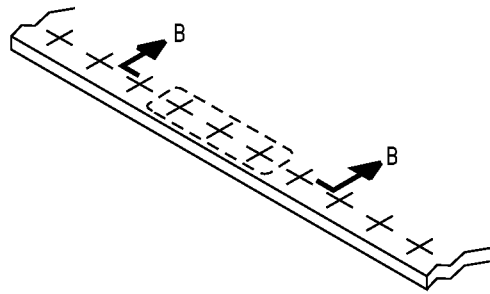
**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL III**



**ALLOWABLE DAMAGE FOR DENT  
DETAIL IV**

**Elec/Elex Access Door Allowable Damage  
Figure 101 (Sheet 2 of 3)**

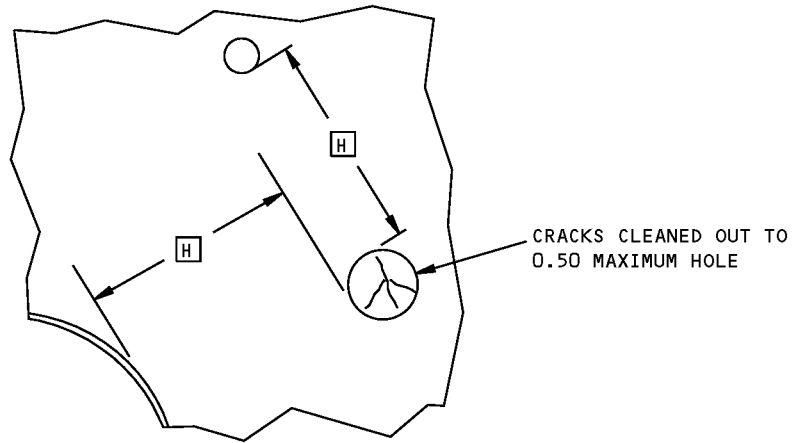
**767-300  
STRUCTURAL REPAIR MANUAL**



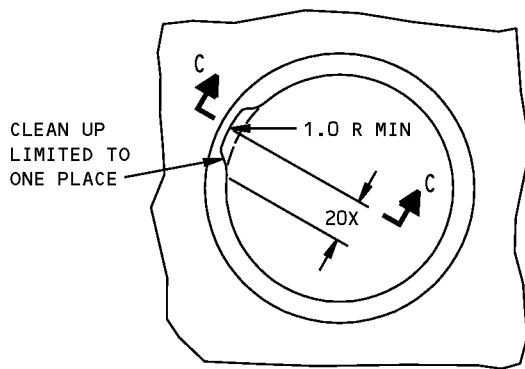
SMOOTH BLEND-OUT RADIUS 0.50 INCH  
MINIMUM. CORROSION CLEAN UP  
AROUND ANY THREE FASTENERS IN TEN  
IS PERMITTED TO MAXIMUM DEPTH

**SECTION B-B**

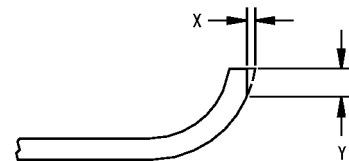
**CORROSION CLEANUP  
DETAIL V**



**SURFACE CRACKS  
DETAIL VI**



**FLANGED HOLE  
DETAIL VII**



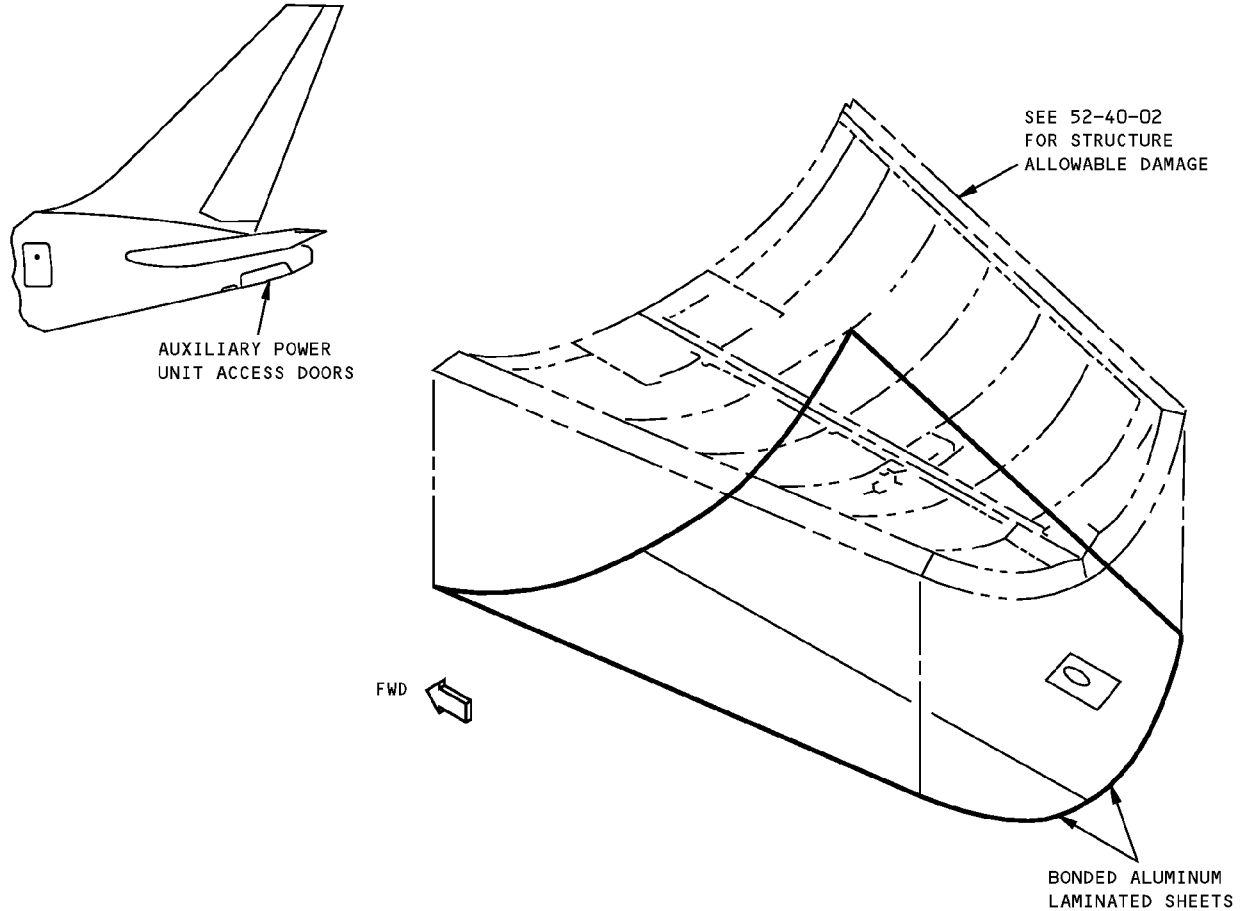
**SECTION C-C**

X = DEPTH OF CLEANUP  
X MAXIMUM = 10% OF FLANGE THICKNESS  
Y = LENGTH OF CLEANUP  
Y MAXIMUM = 0.10 OR 1/2 FLANGE HEIGHT,  
WHICHEVER IS LESS

**Elec/Elex Access Door Allowable Damage  
Figure 101 (Sheet 3 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 6 - AUXILIARY POWER UNIT ACCESS DOOR**



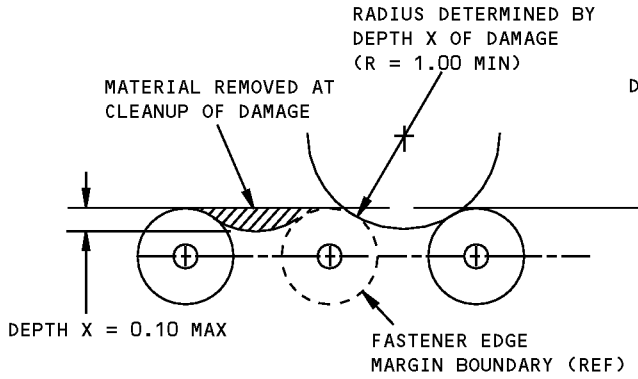
DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES	DELAMINATION
BONDED ALUMINUM LAMINATED SHEETS <b>A</b>	<b>B</b>	<b>C</b>	SEE DETAIL IV	<b>D</b>	<b>E</b>

**NOTES**

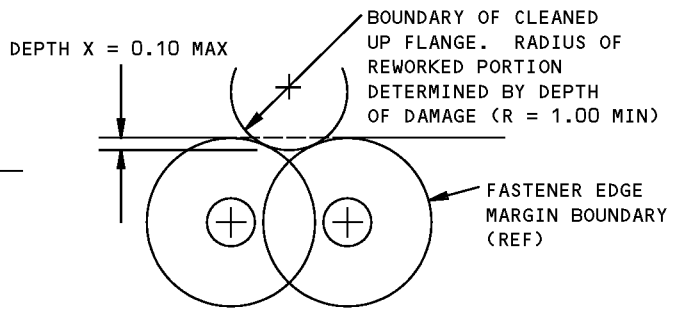
- REFINISH REWORKED AREAS PER 51-20 OF THE MAINTENANCE MANUAL
- A** REFER TO 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE EXCEEDS THE LIMITS SHOWN IN 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- B** CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS I AND III
- C** REMOVE DAMAGE PER DETAILS I, II, III AND V
- D** CLEAN OUT DAMAGE UP TO 0.25 MAX DIA AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- E** 2.0 DIA DELAMINATION ALLOWED PROVIDED NOT NEAR AN EDGE. ANY DELAMINATION ON PANEL EDGE MUST BE CLEANED AND RESEALED PER 51-20-05

**Auxiliary Power Unit Access Door Allowable Damage  
Figure 101 (Sheet 1 of 3)**

**STRUCTURAL REPAIR MANUAL**

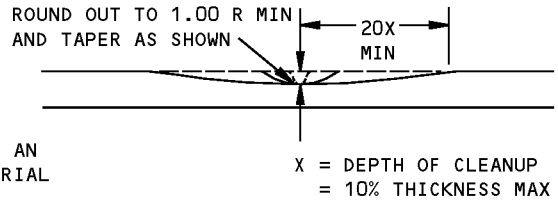
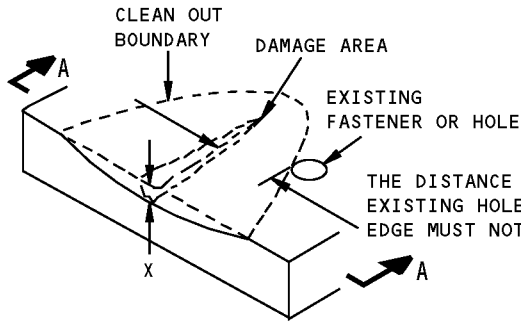


**DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**



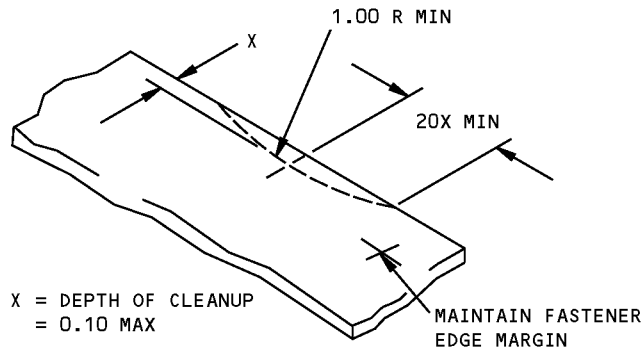
**DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL I**



**SECTION A-A**

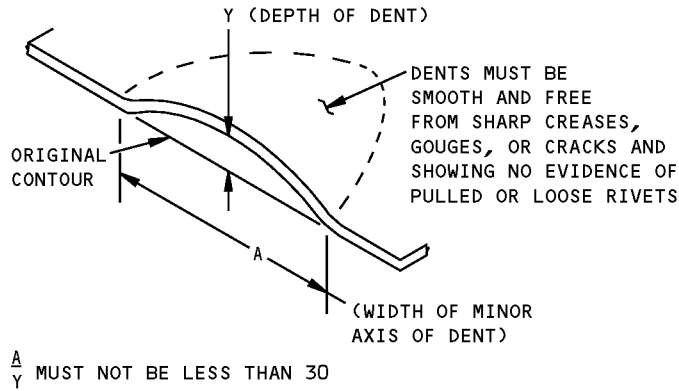
**REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE  
DETAIL II**



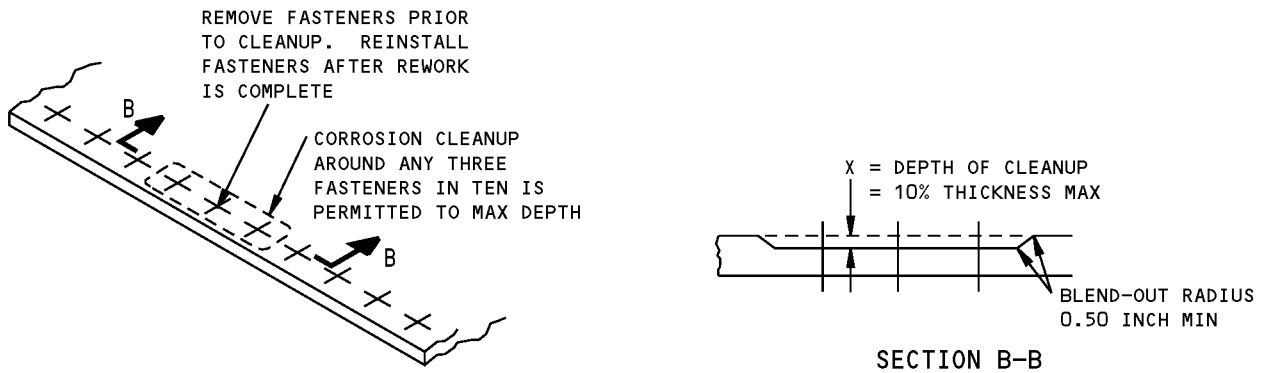
**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL III**

**Auxiliary Power Unit Access Door Allowable Damage  
Figure 101 (Sheet 2 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**ALLOWABLE DAMAGE FOR DENT  
DETAIL IV**

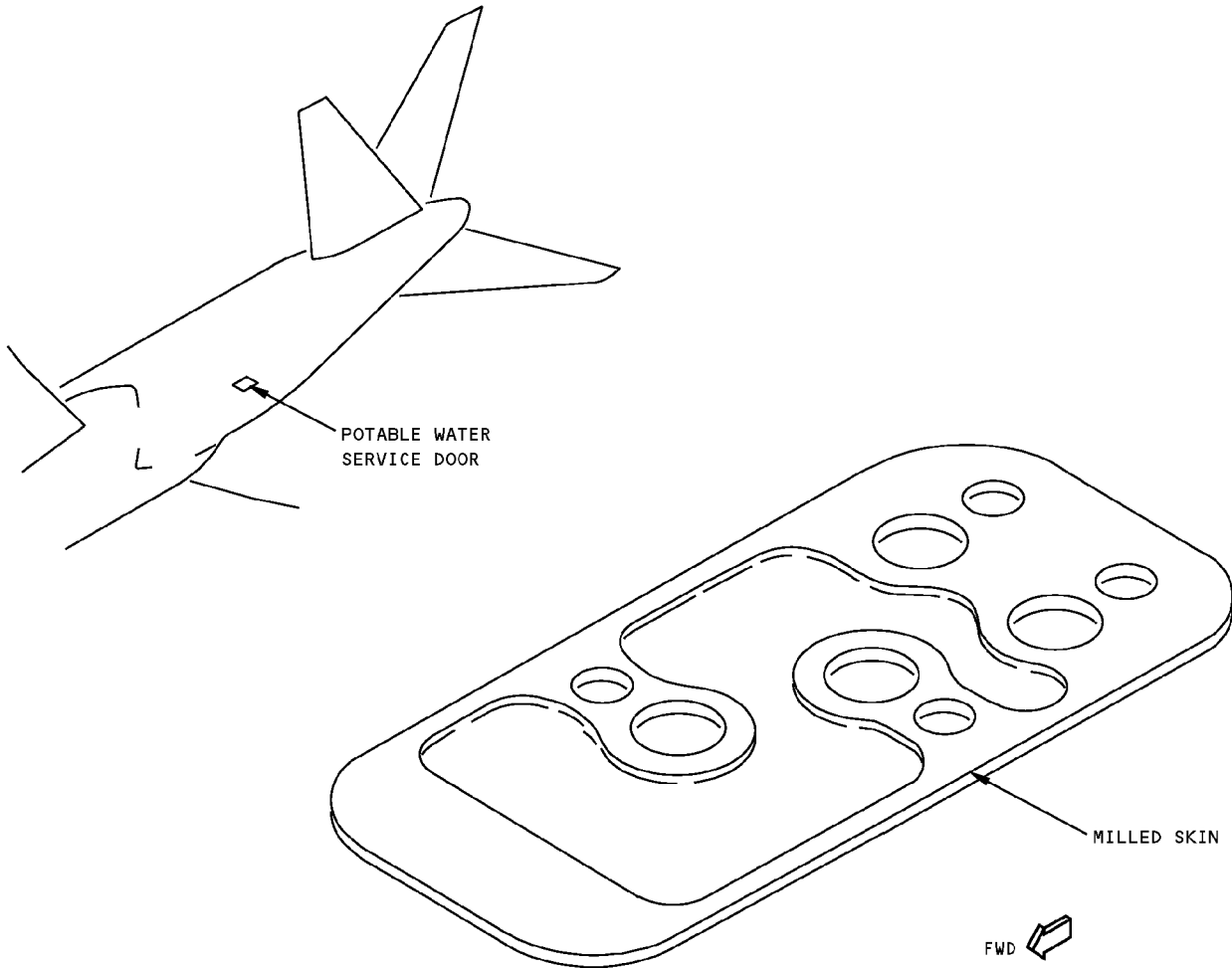


**CORROSION CLEANUP  
DETAIL V**

**Auxiliary Power Unit Access Door Allowable Damage  
Figure 101 (Sheet 3 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 7 - POTABLE WATER SERVICE DOOR**



DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
MILLED SKIN [A]	[B]	[C]	SEE DETAIL III	[D]

**NOTES**

- MATERIAL: ALUMINUM
- REFINISH REWORKED AREAS PER 51-20 OF THE MAINTENANCE MANUAL

[A] 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

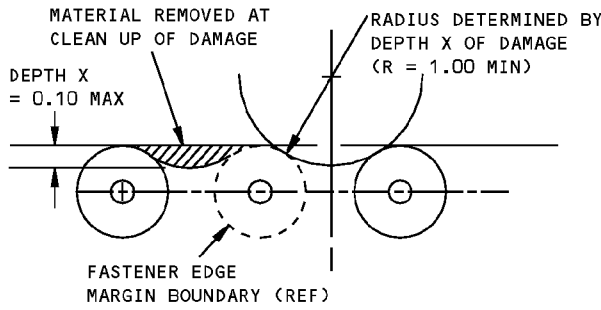
[B] CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS I AND V

[C] REMOVE DAMAGE PER DETAILS I, II, IV AND V

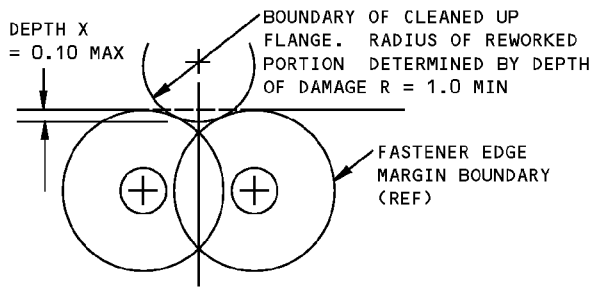
[D] CLEAN OUT DAMAGE UP TO 0.25 MAX DIA AND NOT CLOSER THAN 1.0 INCH TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED

**Potable Water Service Door Allowable Damage  
Figure 101 (Sheet 1 of 2)**

**STRUCTURAL REPAIR MANUAL**

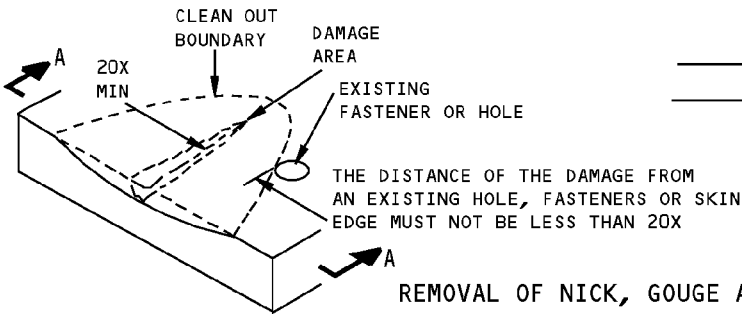


DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP

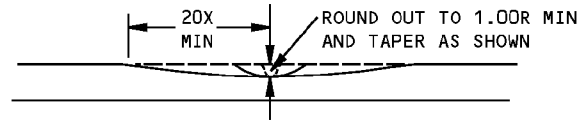


DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

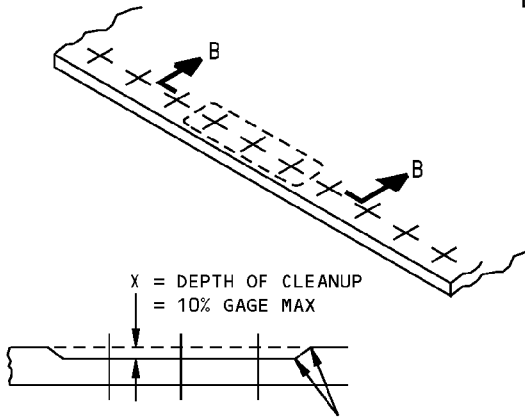
DETAIL I



REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE



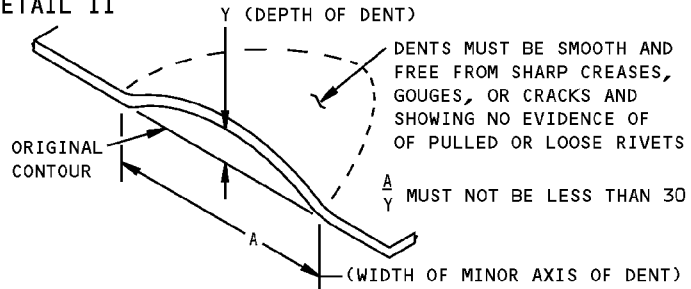
SECTION A-A



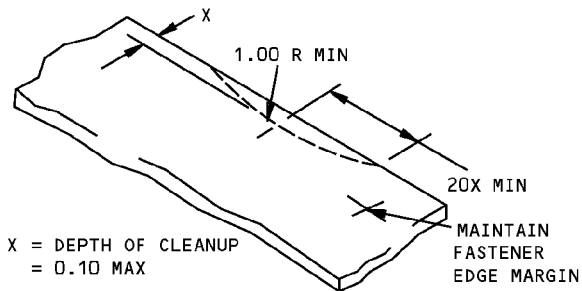
SMOOTH BLEND-OUT RADIUS 0.50 INCH MINIMUM. CORROSION CLEAN UP AROUND ANY THREE FASTENERS IN TEN IS PERMITTED TO MAX DEPTH

SECTION B-B  
CORROSION CLEANUP  
DETAIL IV

DETAIL II



ALLOWABLE DAMAGE FOR DENT  
DETAIL III



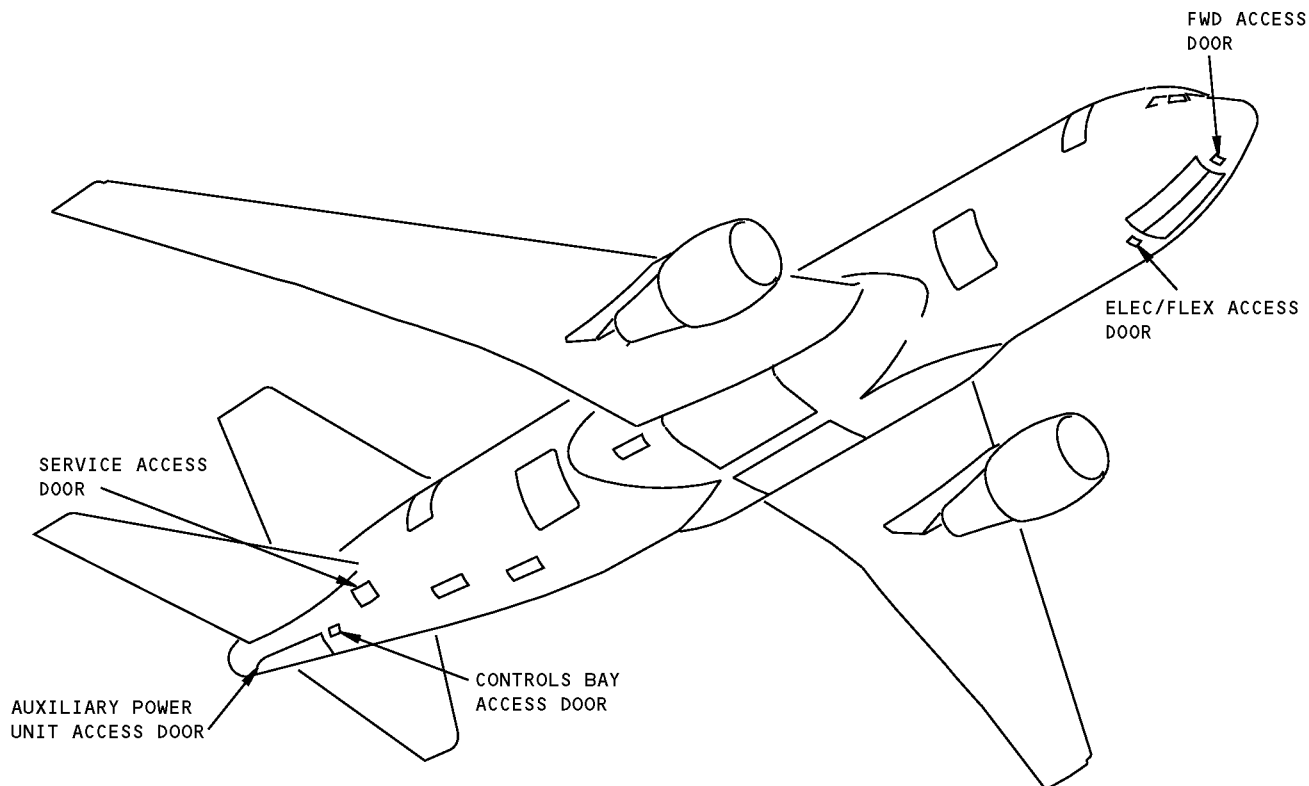
REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL V

**Potable Water Service Door Allowable Damage  
Figure 101 (Sheet 2 of 2)**



767-300  
STRUCTURAL REPAIR MANUAL

REPAIR GENERAL - TYPICAL SKIN REPAIRS FOR ACCESS DOORS WITH ALUMINUM OUTER SKINS



**NOTE**

FOR THE REPAIRS, REFER TO THE FOLLOWING:

- REPAIR 1 FOR FLUSH SKIN REPAIR BETWEEN BEAMS
- REPAIR 2 FOR FLUSH SKIN REPAIR AT BEAM
- REPAIR 3 FOR SMALL HOLE-FLUSH REPAIR
- REPAIR 4 FOR SMALL HOLE-EXTERNAL REPAIR
- REPAIR 5 FOR EXTERNAL REPAIR.

**Typical Skin Repairs for Access Doors with Aluminum Outer Skins**  
**Figure 201**

**STRUCTURAL REPAIR MANUAL****REPAIR 1 - FLUSH SKIN REPAIR BETWEEN BEAMS****REPAIR INSTRUCTIONS**

1. Remove the inner skin panel for access if required.
2. Clean out the damage to the skin to a rectangular shape with a minimum of 0.50 radius at the corners. The cutout should be parallel to the centerline of the adjacent beam.
3. Make repair parts 1 and 2.
4. Assemble repair parts in installed positions and drill fastener holes.
5. Remove repair parts.
6. Break sharp edges of original and repair parts 0.015 to 0.030.
7. Remove all nicks, scratches, burrs, sharp edges and corners from original and repair parts.
8. Alodize all raw edges of existing and repair parts per 51-20-01.
9. Apply one coat of BMS 10-11, type 1, primer to all of part 1 and to the edges and inner surface of part 2 in accordance with 51-21-00 of the 767 Maintenance Manual.
10. Install repair parts, making a faying surface seal with BMS 5-95 sealant as described in 51-20-05.
11. Form a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
12. Re-install inner skin panel, if removed for access.
13. Restore the surface finish in accordance with 51-20-00 of the 767 Maintenance Manual.

**NOTES**

- REFER TO 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS.

**A** SEE 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS

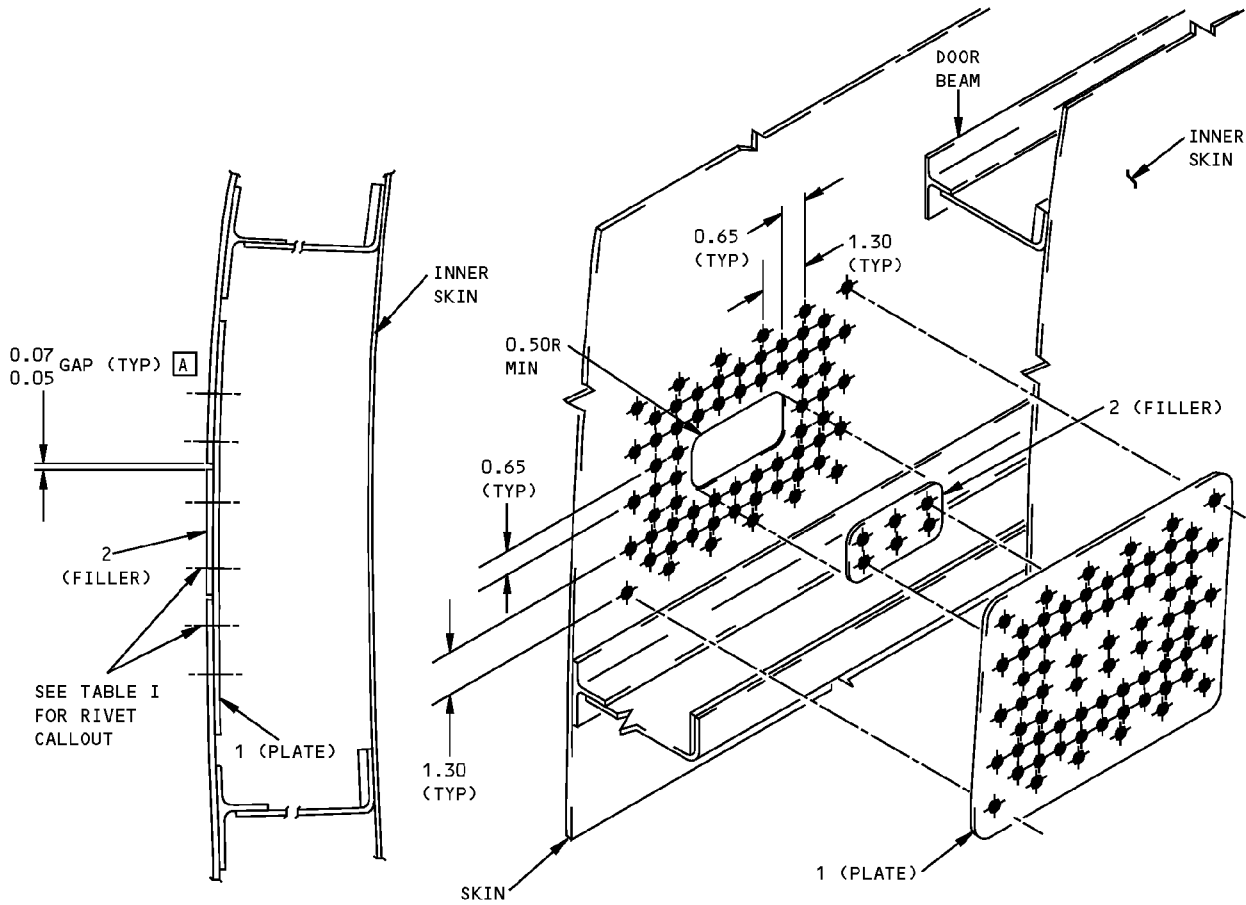
**B** WHERE RIVET SUBSTITUTIONS ARE MADE THE COUNTERSINK DEPTH FOR BACR15CE RIVETS MUST BE MAINTAINED AND THE EXCESS PORTION OF THE SUBSTITUTE RIVET HEAD SHAVED OFF AFTER INSTALLATION PER 51-10-01

**FASTENER SYMBOLS**

 REPAIR FASTENER LOCATION

**Flush Skin Repair Between Beams  
Figure 201 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



SECTION THROUGH REPAIR

REPAIR MATERIAL			
PART		QTY	MATERIAL
1	PLATE	1	SAME MATERIAL ONE GAGE HEAVIER THAN ORIGINAL SKIN
2	FILLER	1	SAME MATERIAL AND GAGE AS ORIGINAL SKIN

RIVET CALLOUT	
ACCESS DOOR	RIVET THRU SKIN
FORWARD ACCESS	BACR15CE5KE [B]
CONTROLS BAY ACCESS	BACR15FT5AD
SERVICE ACCESS	BACR15BA5AD
ELEC/ELEX ACCESS	BACR15CE5KE [B]
APU ACCESS	BACR15FT5AD

TABLE I

**Flush Skin Repair Between Beams  
Figure 201 (Sheet 2 of 2)**

## STRUCTURAL REPAIR MANUAL

REPAIR 2 - FLUSH SKIN REPAIR AT BEAMREPAIR INSTRUCTIONS

1. Remove inner skin panel for access to the damaged area if required.
2. Clean out damage to skin to a rectangular shape parallel to the beam, with a minimum corner radius of 0.50 inch.
3. Cut out beam flanges to width of repair plate to permit its insertion against the skin.
4. Make repair parts.
5. Assemble repair parts and drill the fastener holes in original and new locations. Add spacer or shims between part 1 plate or inner side of beam flange and new angles, whichever is required to fill gap.
6. Remove repair parts.
7. Break sharp edges of original and repair parts 0.015 to 0.030.
8. Remove all nicks, scratches, burrs, sharp edges and corners from original and repair parts.
9. Alodize raw edges of original and repair parts per 51-20-01.
10. Apply one coat of BMS 10-11, type 1, primer to all of parts 1,3, spacer or shims, and to the edges and inner surface of part 2 in accordance with 51-21-00 of the 767 Maintenance Manual.
11. Install repair parts, making a faying surface seal with BMS 5-95 sealant as described in 51-20-05.
12. Form a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
13. Re-install inner skin panel if removed for access.
14. Restore surface finish in accordance with 51-20-00 of the 767 Maintenance Manual.

## NOTES



- REFER TO 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS

**A** MINIMUM OF THREE FASTENERS IN EACH ROW JOINING REPAIR ANGLES TO ORIGINAL SECTION. WHERE REPAIR ANGLES ARE USED AT VERTICAL BEAMS, A MINIMUM OF FOUR FASTENERS IS REQUIRED

**B** FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS SEE 51-10-01

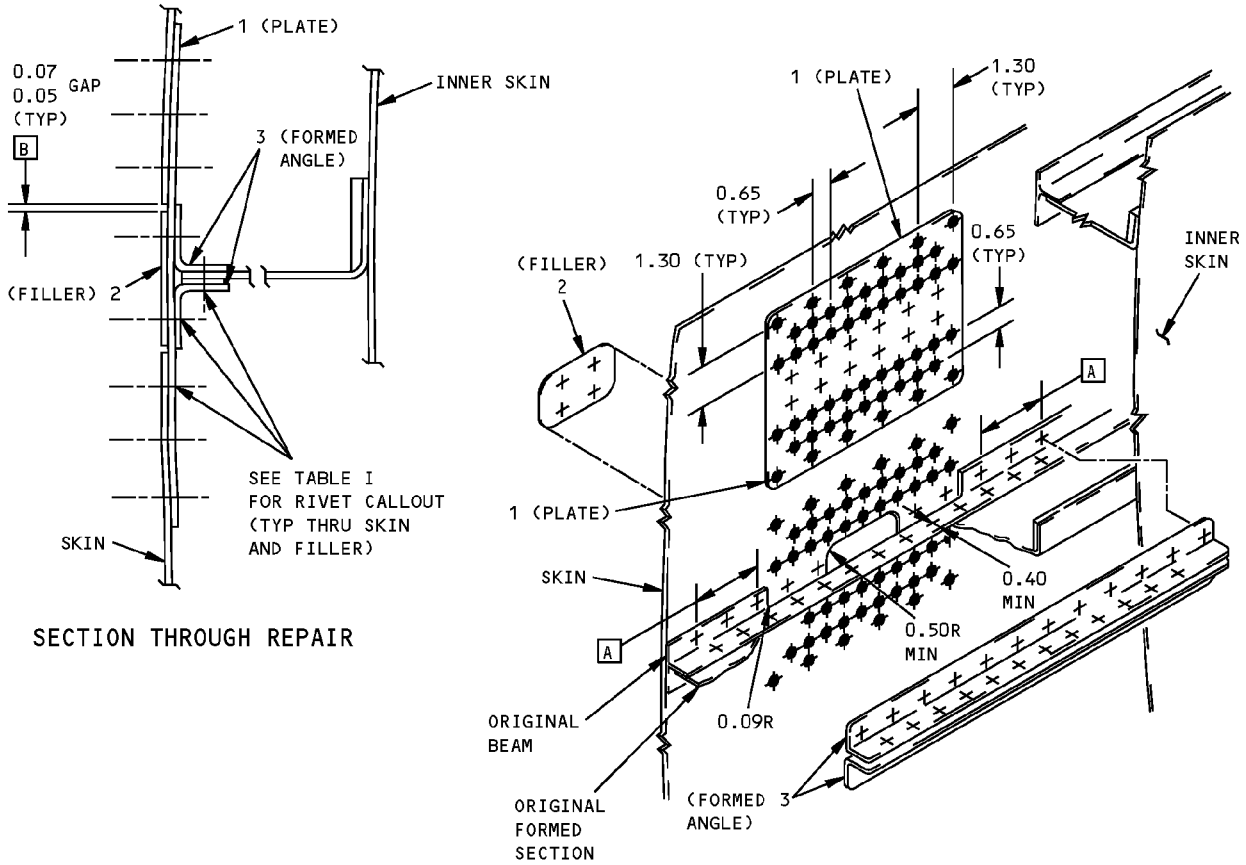
**C** WHERE RIVET SUBSTITUTIONS ARE MADE THE COUNTERSINK DEPTH FOR BACR15CE RIVETS MUST BE MAINTAINED AND THE EXCESS PORTION OF THE SUBSTITUTE RIVET HEAD SHAVED OFF AFTER INSTALLATION PER 51-10-01

## FASTENER SYMBOLS

-  REPAIR FASTENER LOCATION
-  ORIGINAL FASTENER LOCATION

Flush Skin Repair at Beam  
Figure 201 (Sheet 1 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**



REPAIR MATERIAL			
PART		QTY	MATERIAL
1	DOUBLER	1	SAME MATERIAL, ONE GAGE HEAVIER THAN ORIGINAL SKIN
2	FILLER	1	SAME MATERIAL AND GAGE AS ORIGINAL SKIN
3	FORMED ANGLE	2	SAME MATERIAL, ONE GAGE HEAVIER THAN SKIN SIDE LEG OF ORIGINAL SECTION

RIVET CALLOUT		
ACCESS DOOR	RIVET THRU SKIN	RIVET THRU 3 ANGLE
FORWARD ACCESS	BACR15CE5KE <input type="checkbox"/>	BACR15FT5KE( )C
CONTROLS BAY ACCESS	BACR15FT5AD	BACR15FT5AD
SERVICE ACCESS	BACR15BA5AD	BACR15FT5AD
ELEC/ELEX ACCESS	BACR15CE5KE <input type="checkbox"/>	BACR15FT5KE
APU ACCESS	BACR15FT5AD	BACR15FT5AD

TABLE I

**Flush Skin Repair at Beam  
Figure 201 (Sheet 2 of 2)**

## 767-300 STRUCTURAL REPAIR MANUAL

### REPAIR 3 - SMALL HOLE - FLUSH REPAIR

#### REPAIR INSTRUCTIONS

1. Remove the inner skin panel for access if required.
2. Clean out the damaged hole to 1-inch diameter maximum. The center of the hole to an edge or cutout must not be less than 1.90.
3. Make repair parts 1 and 2.
4. Assemble repair parts in installed position and drill fastener holes.
5. Remove repair parts.
6. Break sharp edges of original and repair parts 0.015 to 0.030.
7. Remove all nicks, scratches, burrs, sharp edges and corners from original and repair parts.
8. Alodize all raw edges of existing and repair parts per 51-20-01.
9. Apply one coat of BMS 10-11, type 1, primer to all of part 2 and to the edges and inner surface of part 1 in accordance with 51-21-00 of the 767 Maintenance Manual.
10. Install repair parts, making a faying surface seal with BMS 5-95 sealant as described in 51-20-05.
11. Form a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
12. Re-install inner skin panel if removed for access.
13. Restore the surface finish in accordance with 51-20-00 of the 767 Maintenance Manual.

#### NOTES

- THIS REPAIR IS NOT TO BE USED IN AREAS WITH DOUBLERS AND THE SKIN GAGE MUST BE CONSTANT
- REFER TO 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS.

**A** SEE 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS

**B** WHERE RIVET SUBSTITUTIONS ARE MADE THE COUNTERSINK DEPTH FOR BACR15CE RIVETS MUST BE MAINTAINED AND THE EXCESS PORTION OF THE SUBSTITUTE RIVET HEAD SHAVED OFF AFTER INSTALLATION PER 51-10-01

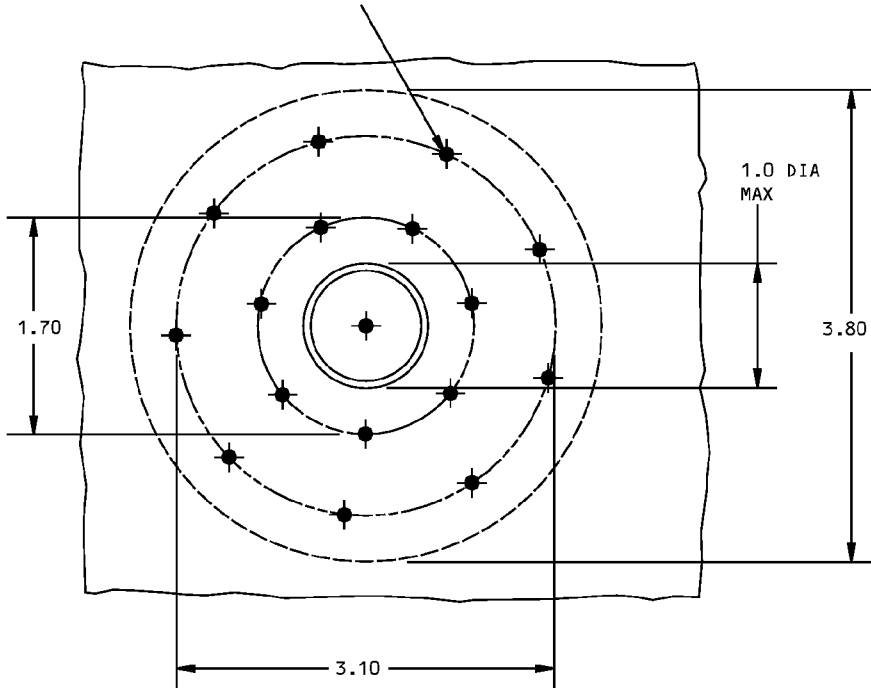
#### FASTENER SYMBOLS

 REPAIR FASTENER LOCATION

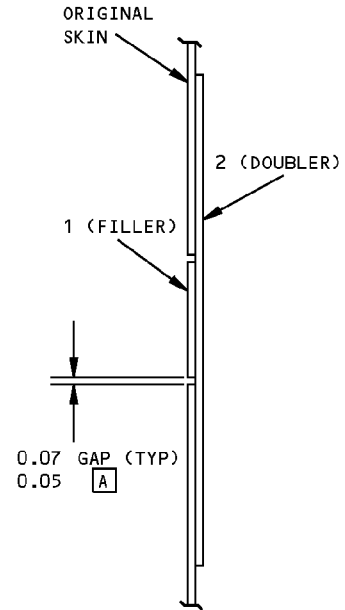
Small Hole - Flush Repair  
Figure 201 (Sheet 1 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

SEE TABLE 1 FOR RIVET CALLOUT  
9 RIVETS REQUIRED IN OUTER CIRCLE  
7 RIVETS REQUIRED IN INNER CIRCLE



EXTERIOR VIEW



SECTION THROUGH REPAIR

**SYMBOLS**

◆ REPAIR FASTENER LOCATIONS

REPAIR MATERIAL			
PART		QTY	MATERIAL
1	FILLER	1	SAME MATERIAL AND GAGE AS ORIGINAL SKIN
2	DOUBLER	1	SAME MATERIAL, ONE GAGE HEAVIER THAN ORIGINAL SKIN

RIVET CALLOUT	
ACCESS DOOR	RIVET THRU SKIN
FORWARD ACCESS	BACR15CE5KE [B]
CONTROLS BAY ACCESS	BACR15FT5AD
SERVICE ACCESS	BACR15BA5AD
ELEC/ELEX ACCESS	BACR15CE5KE [B]
APU ACCESS	BACR15FT5AD

TABLE I

**Small Hole - Flush Repair  
Figure 201 (Sheet 2 of 2)**



## 767-300 STRUCTURAL REPAIR MANUAL

### REPAIR 4 - SMALL HOLE - EXTERNAL REPAIR

#### REPAIR INSTRUCTIONS

1. Remove the inner skin panel for access if required.
2. Clean out the damaged hole to 1.00 (25 mm) inch diameter maximum. The center of the hole to an edge or cutout must not be less than 4D.
3. Fabricate repair parts.
4. Break sharp edges of initial and repair parts 0.015 to 0.030 inch (0.38 to 0.76 mm).
5. Remove all nicks, scratches, burrs, sharp edges and corners from initial and repair parts.
6. Apply a chemical conversion coating to the repair part and to the bare surfaces of the door skin. Refer to SRM 51-20-01.
7. Apply one coat of BMS 10-11, type 1, primer to all of part 1 and to the edges and inner surface of part 2 as shown in AMM 51-21-00.
8. Install repair parts, making a faying surface seal with BMS 5-95 sealant as described in 51-20-05.
9. Form a fillet seal around the edge of the repair parts, using the sealant squeezed out during installation. Apply additional sealant where necessary.
10. Re-install inner skin panel if removed for access.
11. Restore the surface finish as shown in AMM 51-20-00.

#### NOTES

- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS
- REFER TO SRM 51-40 FOR FASTENER CODE, REMOVAL, INSTALLATION, HOLE SIZES, EDGE MARGINS AND SUBSTITUTIONS

**A** THIS REPAIR IS NOT TO BE USED IN AREAS WITH DOUBLERS. THE AREA UNDER REPAIR PART 1 MUST NOT HAVE ANY FASTENERS, AND THE SKIN GAGE MUST BE CONSTANT

Small Hole - External Repair  
Figure 201 (Sheet 1 of 2)

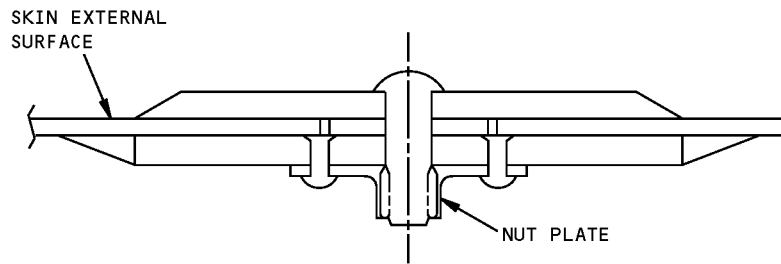
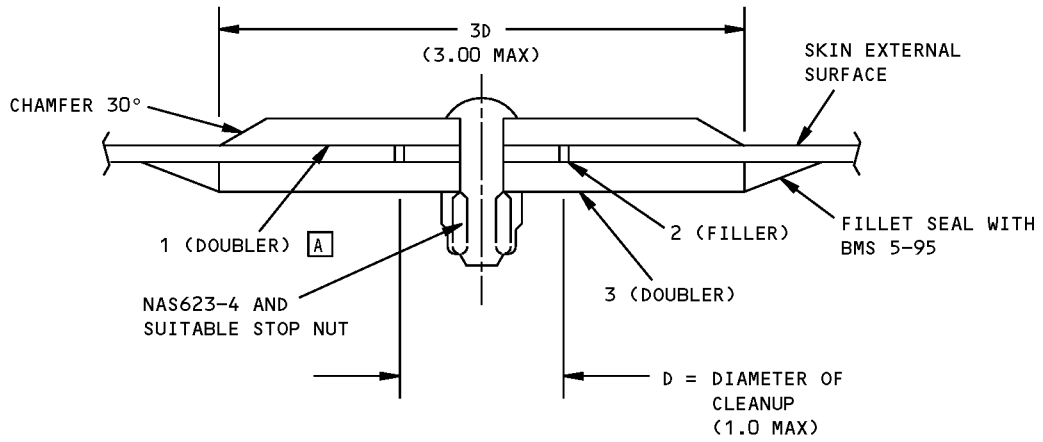
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REPAIR 4  
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STRUCTURAL REPAIR MANUAL**



OPTIONAL METHOD

REPAIR MATERIAL			
PART		QTY	MATERIAL
1	DOUBLER	1	2024-T3,-T4 OR -T42 TWICE SKIN GAGE
2	FILLER	1	2024-T3,-T4 OR -T42 SAME GAGE AS SKIN
3	DOUBLER	1	2024-T3,-T4 OR -T42 TWICE SKIN GAGE

**Small Hole - External Repair  
Figure 201 (Sheet 2 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 5 - EXTERNAL REPAIR**

**REPAIR INSTRUCTIONS**

1. Get access to the damaged area. Remove the inner skin panel if necessary.
2. Drill 0.25 inch (6 mm) diameter stop hole at the end of the crack. Refer to SRM 51-10-02. Leave the hole open.
3. Make the repair part. See Table I.
4. Assemble the part 1 doubler and drill the fastener holes.
5. Disassemble the repair part.
6. Remove the nicks, scratches, gouges, burrs, and sharp edges from the repair part and the skin.
7. Apply a chemical conversion coating to the repair part and to the bare surfaces of the skin. Refer to SRM 51-20-01.
8. Apply one layer of BMS 10-79, Type II or III primer to the part 1 doubler and to the bare surfaces of the skin. Refer to SOPM 20-44-04.
9. At initial fastener locations, fabricate and install countersink repair washers as given in SRM 51-40-08. Install the doubler with BMS 5-95 sealant between the mating surfaces.
10. Install the fasteners.
11. Install the inner skin if it was removed for access.
12. Apply the finish coat. Refer to AMM 51-20.

**NOTES**

- WHEN YOU USE THIS REPAIR REFER TO:
  - SOPM 20-44-04 FOR APPLICATION OF URETHANE COMPATIBLE PRIMER
  - SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS
  - SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - SRM 51-20-01 FOR PROTECTIVE TREATMENT OF METALLIC AND GRAPHITE MATERIALS
  - SRM 51-20-05 FOR REPAIR SEALING
  - SRM 51-40 FOR FASTENER CODE, INSTALLATION AND REMOVAL, HOLE SIZES, EDGE MARGINS AND COUNTERSINK REPAIR WASHERS
  - SRM 51-40-03 FOR FASTENER SUBSTITUTIONS. **A**

**A** WHERE FLUSH HEAD RIVET SUBSTITUTIONS ARE MADE, KEEP THE SAME COUNTERSINK DEPTH AS FOR BACR15CE5( ) RIVETS. SHAVE OFF THE EXCESS PORTION OF THE HEAD OF THE SUBSTITUTE RIVET AFTER INSTALLATION. REFER TO SRM 51-10-01.

**FASTENER SYMBOLS**

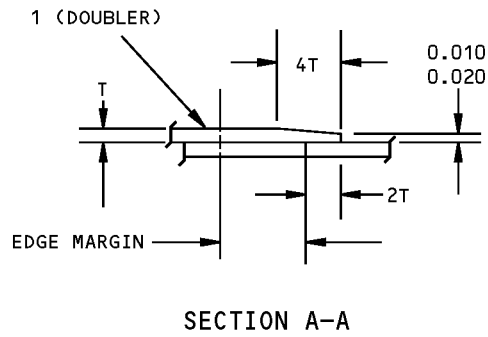
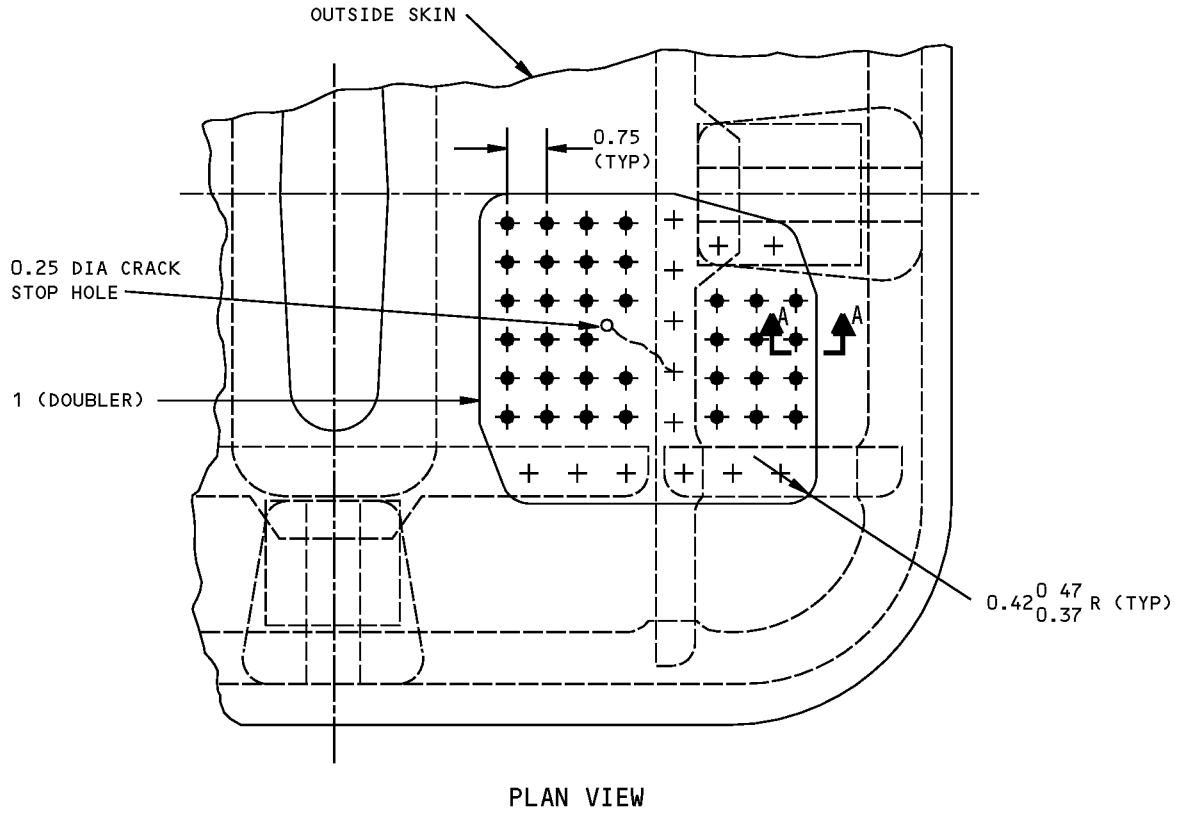
- ✚ INITIAL FASTENER LOCATION. INSTALL THE SAME DIAMETER BACR15CE( )D( ) OR BACR15BB( )D( ) RIVET (UP TO 1/32-INCH DIAMETER OVERSIZE). USE ONLY ONE TYPE OF FASTENER.
- ✚ REPAIR FASTENER LOCATION. INSTALL A BACR15CE5D( ) OR BACR15BB5D( ) RIVET. USE ONLY ONE TYPE OF FASTENER.

REPAIR MATERIAL			
PART		QTY	MATERIAL
1	DOUBLER	1	0.050 CLAD 2024-T3

TABLE I

**External Repair  
Figure 201 (Sheet 1 of 2)**

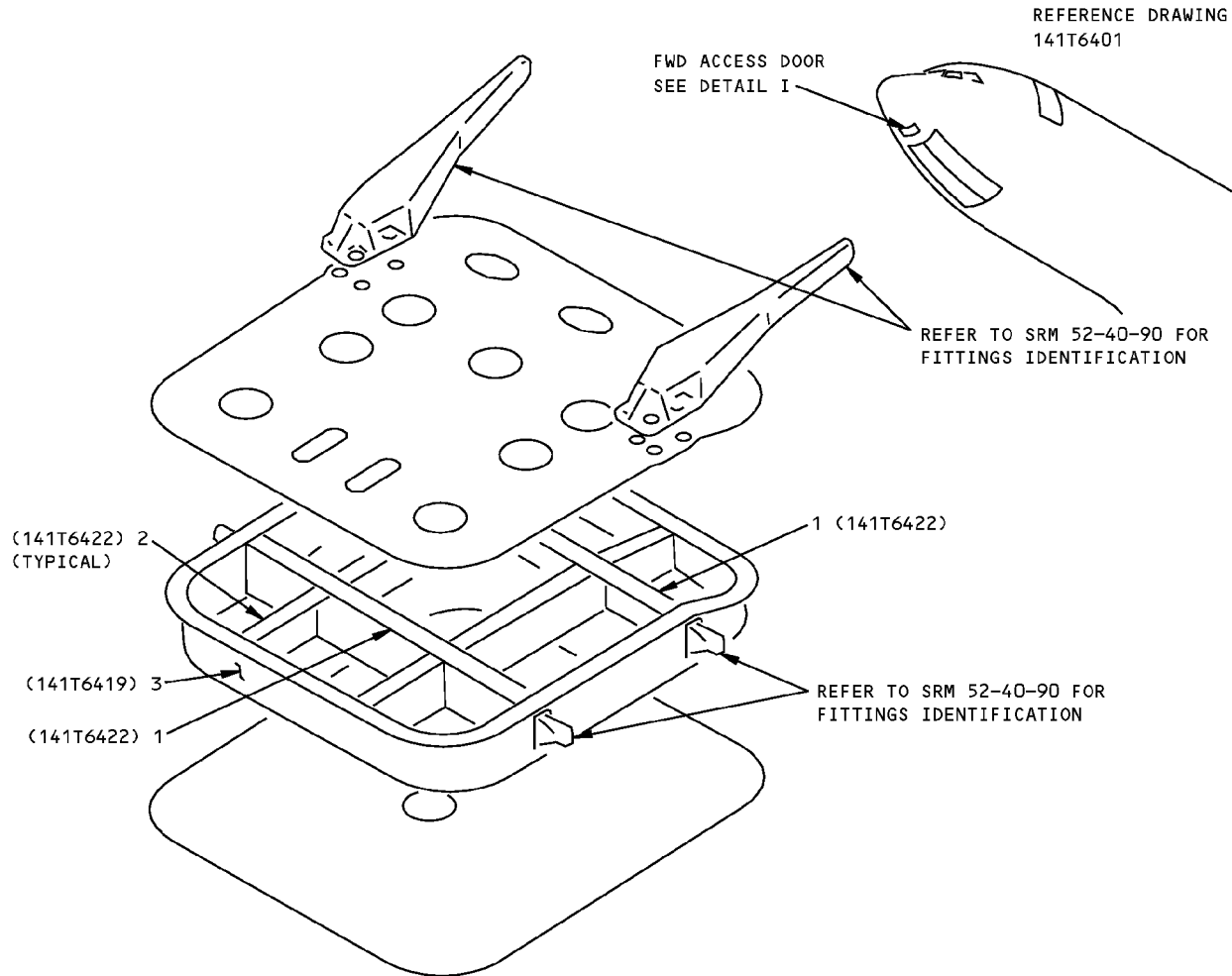
**767-300  
STRUCTURAL REPAIR MANUAL**



**External Repair  
Figure 201 (Sheet 2 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - FORWARD ACCESS DOOR STRUCTURE**



**DETAIL I**

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	BEAM WEB CHORD	0.063	CLAD 2024-T42 BAC1505-100261 2024-T42	
2	INTERCOSTAL WEB, FORWARD AND AFT WEB, CENTER CHORD	0.040 0.040	CLAD 2024-T42 CLAD 2024-T3 BAC1506-2195 2024-T42	
3	FRAME	0.050	CLAD 2024-T42	

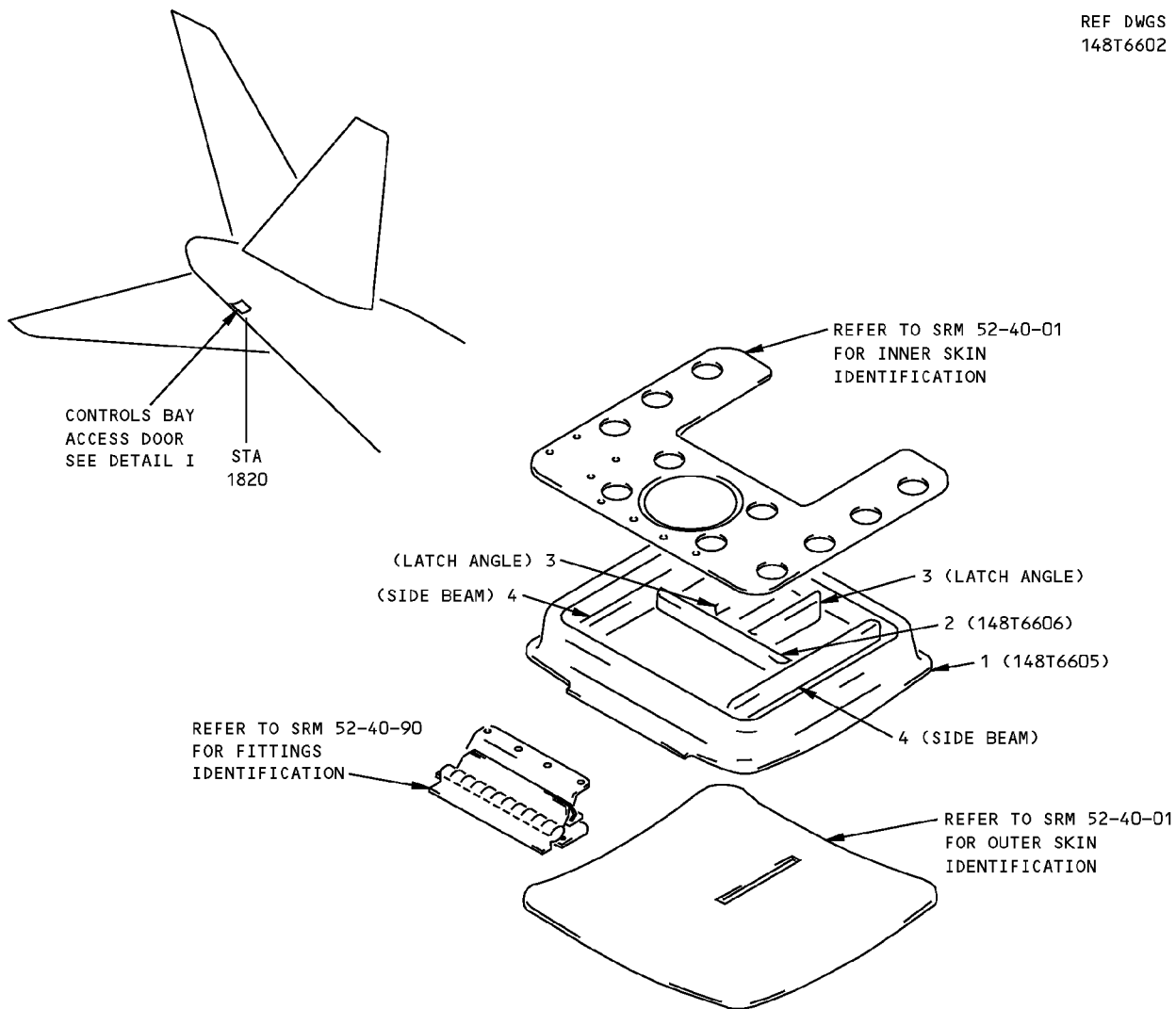
**LIST OF MATERIALS FOR DETAIL I**

**Forward Access Door Structure Identification  
Figure 1**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 2 - CONTROLS BAY ACCESS DOOR STRUCTURE**

REF DWGS  
148T6602



DETAIL I

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	FRAME	0.050	CLAD 2024-T42	
2	CENTER BEAM	0.050	CLAD 7075-T62	
3	LATCH ANGLE	0.063	CLAD 7075-T62	
4	SIDE BEAM	0.040	CLAD 7075-T62	

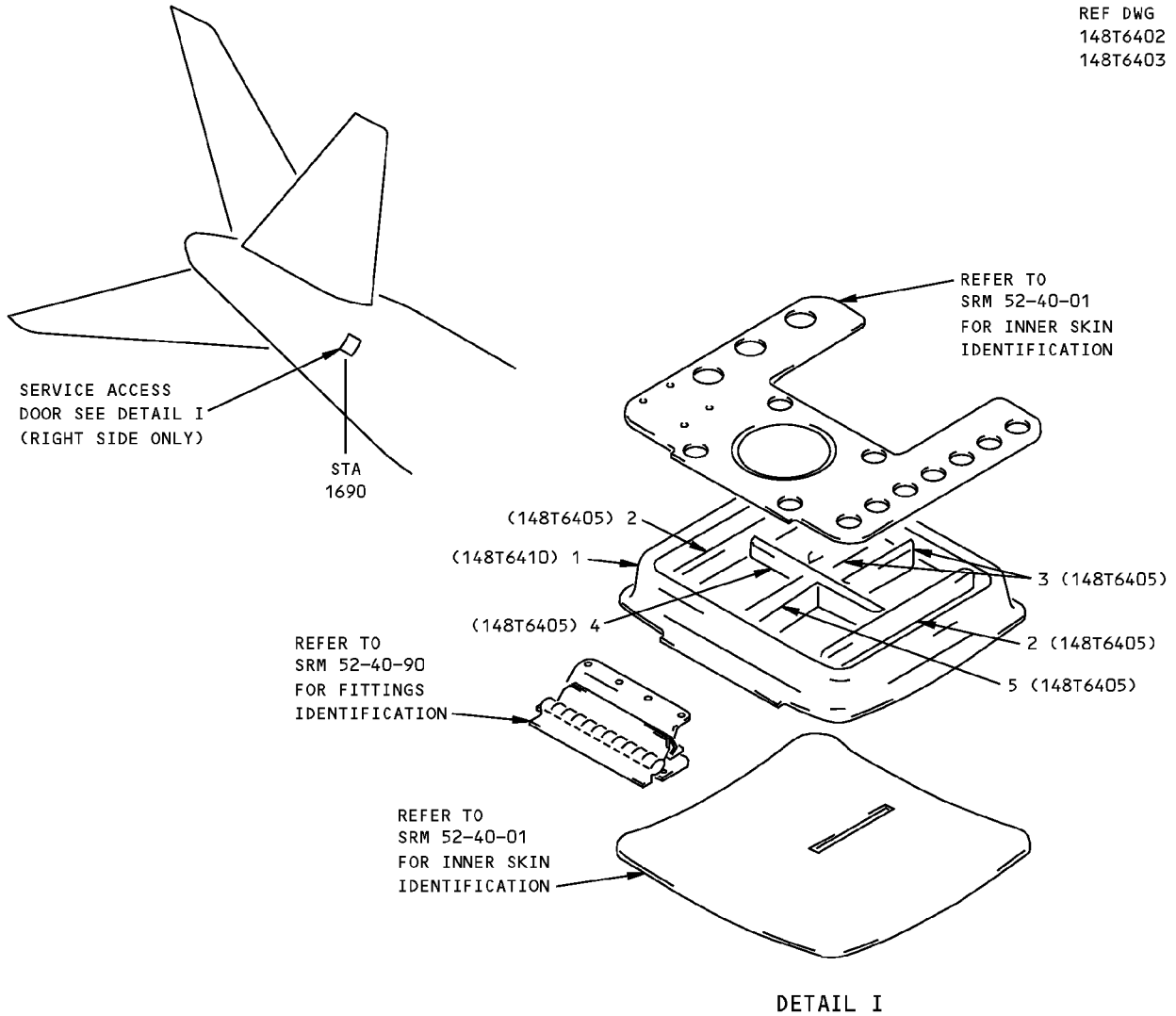
LIST OF MATERIALS FOR DETAIL I

**Controls Bay Access Door Structure Identification  
Figure 1**

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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 3 - SERVICE ACCESS DOOR STRUCTURE - STA 1690**

REF DWG  
148T6402  
148T6403



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	FRAME	0.050	CLAD 2024-T42	
2	SIDE BEAM	0.040	CLAD 7075-T62	
3	LATCH ANGLE	0.063	CLAD 7075-T62	
4	CENTER BEAM	0.050	CLAD 7075-T62	
5	STIFFENER	0.040	CLAD 7075-T62	

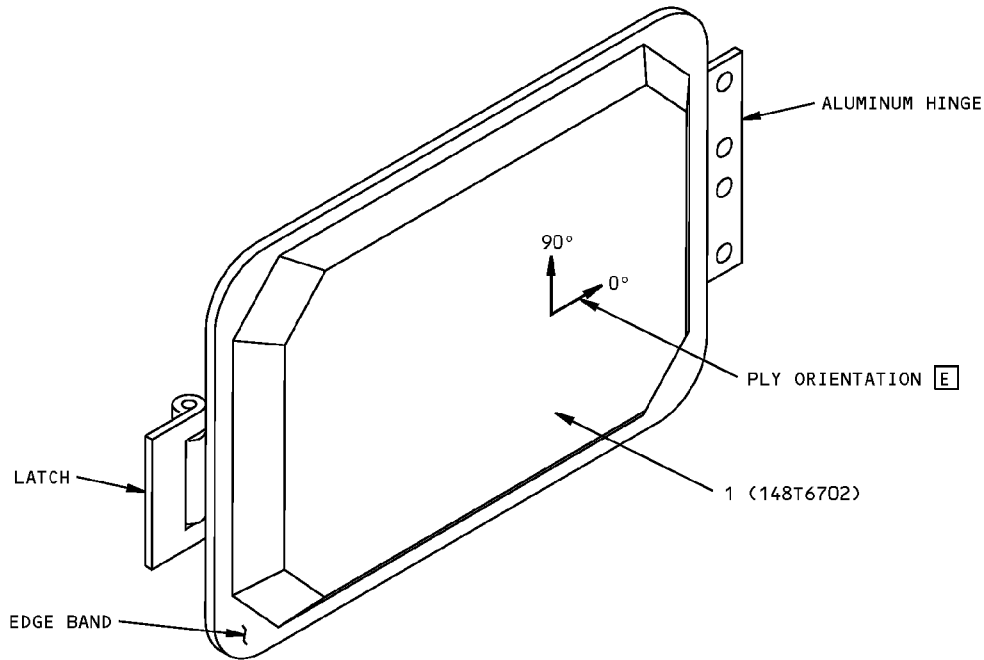
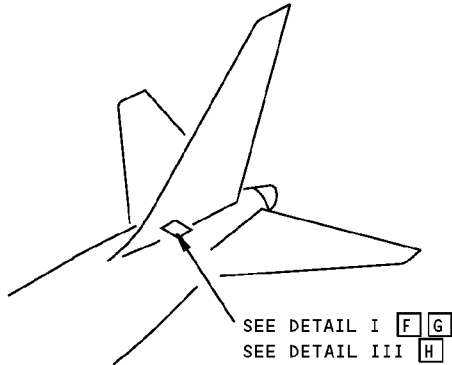
LIST OF MATERIALS FOR DETAIL I

**Service Access Door Structure Identification - Sta 1690  
Figure 1**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 4 - FIN ACCESS DOOR**

REF DWG  
148T6700



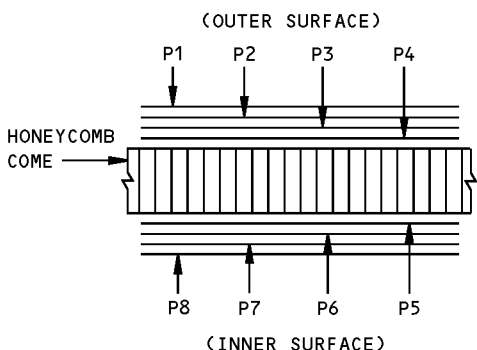
DETAIL I F G

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE		FIBERGLASS/EPOXY HONEYCOMB SANDWICH SEE DETAIL II NONMETALLIC HONEYCOMB PER BMS 8-124 CLASS IV, TYPE I, GRADE 4.0	

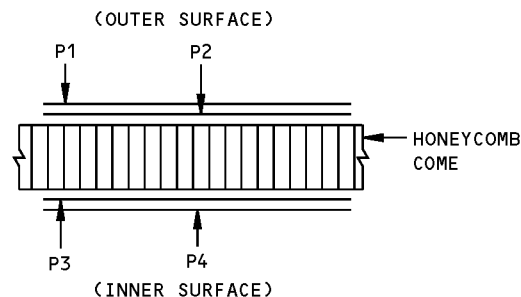
LIST OF MATERIALS FOR DETAIL I

**Fin Access Door Identification  
Figure 1 (Sheet 1 of 3)**

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STRUCTURAL REPAIR MANUAL**



SECTION THRU HONEYCOMB PANEL **F**



SECTION THRU HONEYCOMB PANEL **G**

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <b>C</b>
1	<b>F</b> P1,P2,P7,P8	<b>B</b>	0° OR 90°
	P3 THRU P6	<b>A</b>	0° OR 90°
	<b>G</b> P1 THRU P4	<b>B</b>	0° OR 90°

PLY TABLE **D**

**DETAIL II**

**NOTES**

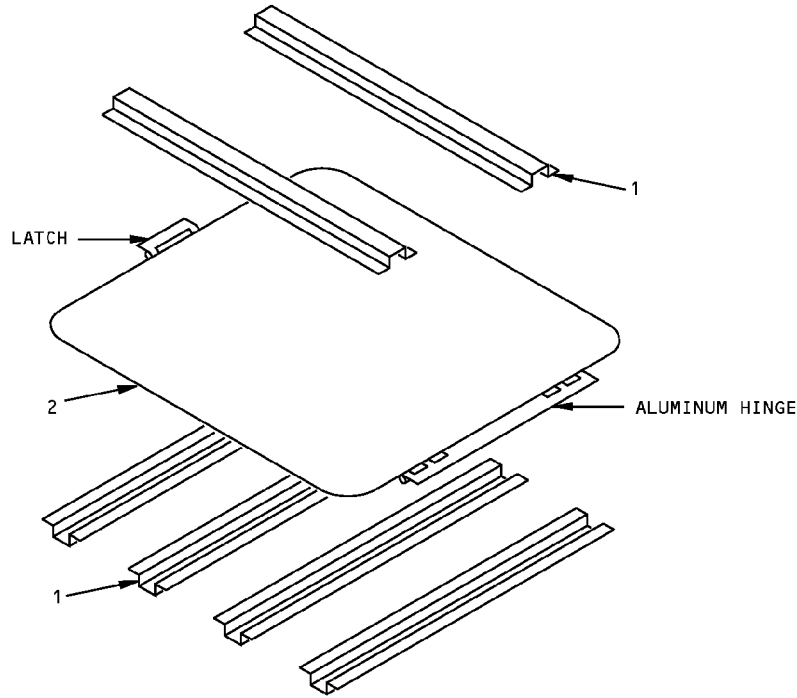
- TEDLAR FILM OVER OUTER AND INNER SURFACES OF PANEL EXCEPT AT EDGE BANDS
- A** FIBERGLASS/EPOXY FABRIC PER BMS 8-79, CLASS III, GRADE I, TYPE 120, 250°F (121°C) CURE
- B** FIBERGLASS/EPOXY FABRIC PER BMS 8-79, CLASS III, GRADE I, TYPE 1581 (TYPE 7781 OPTIONAL), 250°F (121°C) CURE
- C** PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- D** MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS
- E** DIAGRAM OF PLY ORIENTATION, SEE PLY TABLE FOR PLY ORIENTATION AND MATERIAL
- F** FOR CUM LINE NUMBERS: 136 THRU 154
- G** FOR CUM LINE NUMBERS: 158 AND ON
- H** FOR ALL AIRPLANES WITH ALL METAL FIN ACCESS DOOR (CUSTOMER OPTION)

**Fin Access Door Identification  
Figure 1 (Sheet 2 of 3)**



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STRUCTURAL REPAIR MANUAL**

REF DWG  
148T6702



DETAIL III H

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	STIFFENER		BAC1500-6056 7075-T62	
2	WEB	0.080	CLAD 7075-T6	

LIST OF MATERIALS FOR DETAIL III

**Fin Access Door Identification  
Figure 1 (Sheet 3 of 3)**

IDENTIFICATION 4  
Page 3  
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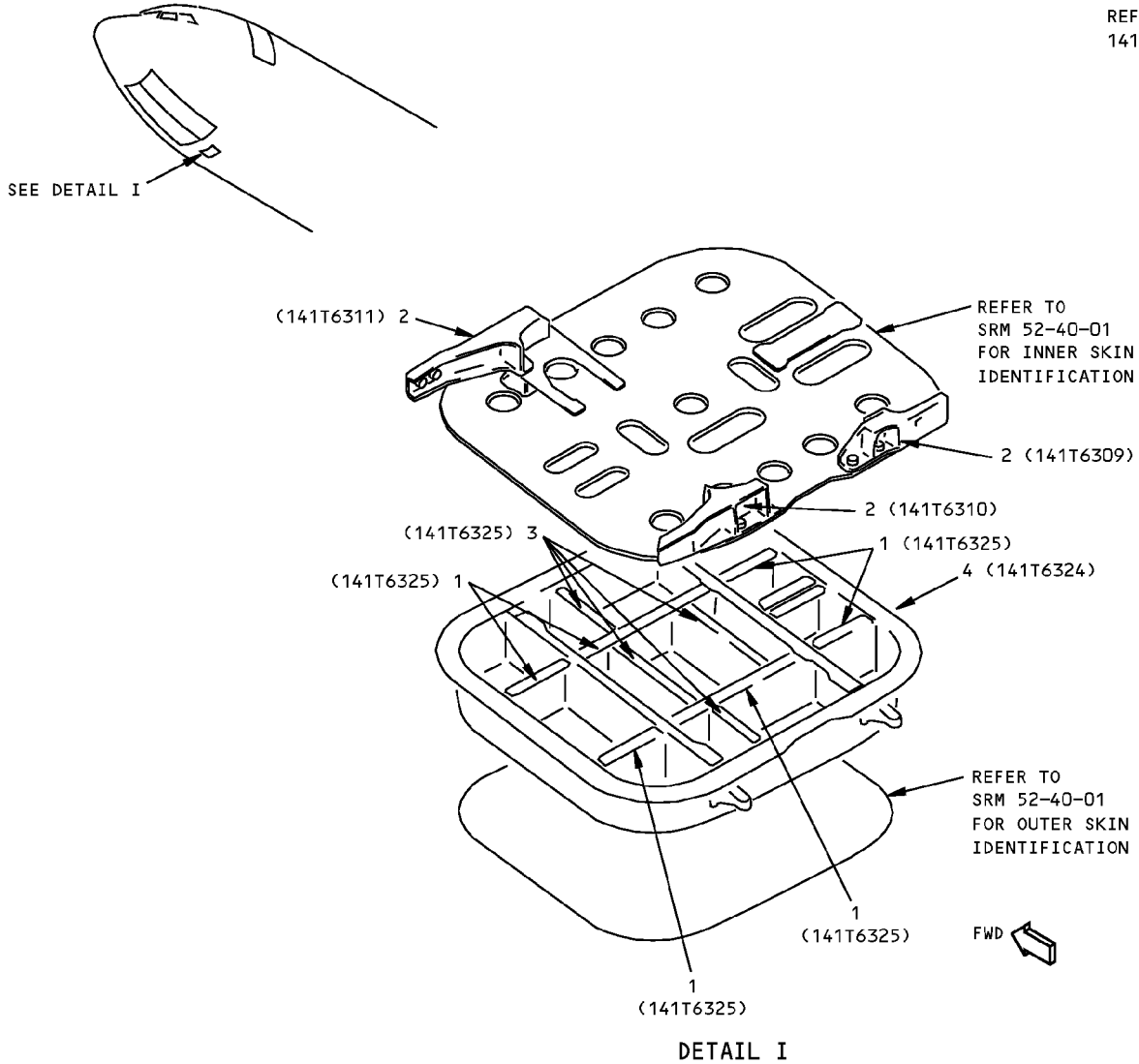
**52-40-02**

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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 5 - ELEC/ELEX ACCESS DOOR STRUCTURE**

REF DWG  
141T6301



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	WEB	0.040	CLAD 2024-T42	
2	ROLLER SUPPORT		FORGING 7075-T73	
3	WEB	0.063	CLAD 2024-T42	
4	FRAME	0.050	CLAD 2024-T42	

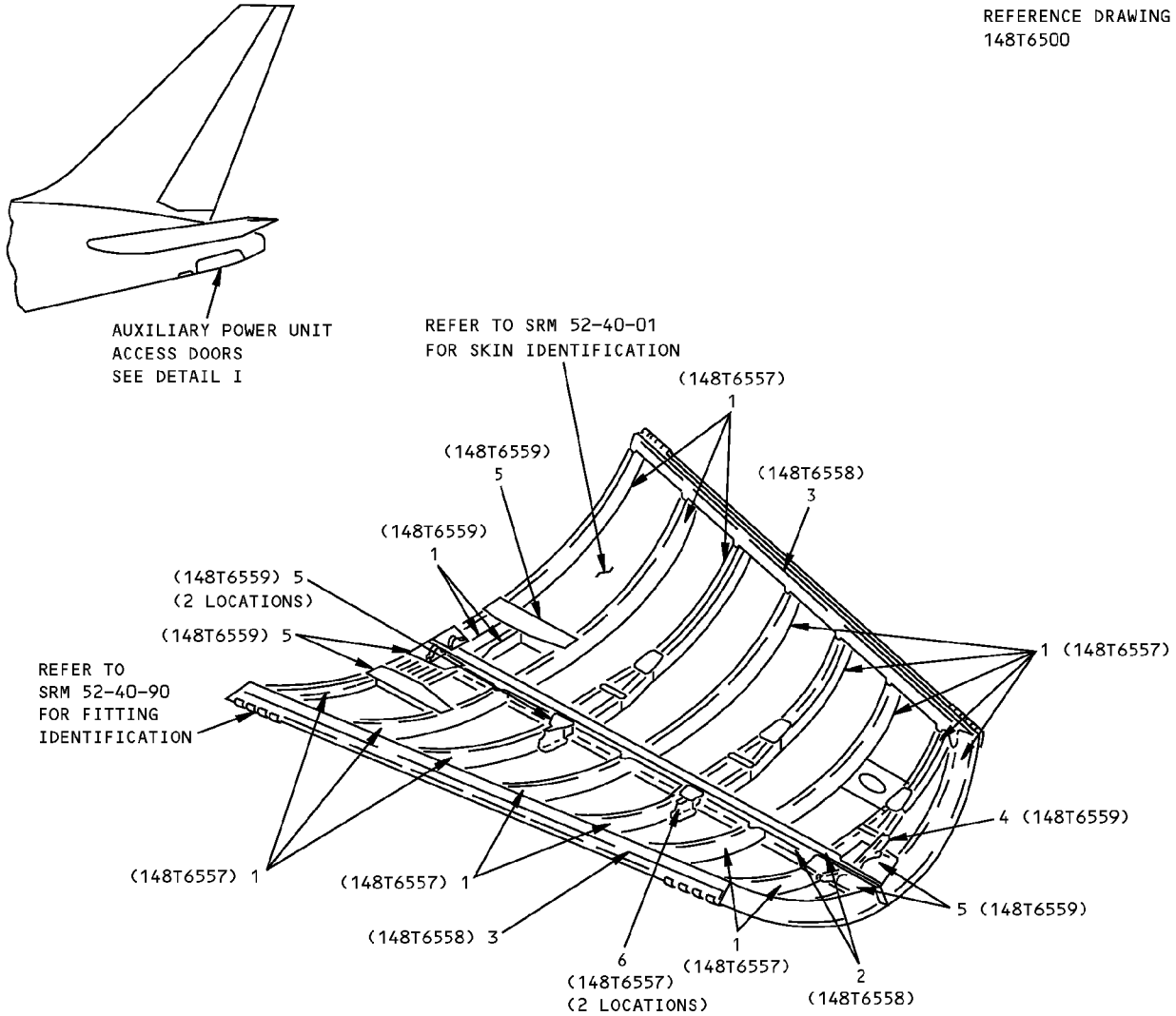
LIST OF MATERIALS FOR DETAIL I

**Elec/Elex Access Door Structure Identification  
Figure 1**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 6 - AUXILIARY POWER UNIT ACCESS DOOR STRUCTURE**

REFERENCE DRAWING  
148T6500



DETAIL I

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	FRAME	0.050	CLAD 7075-T62	
2	CHANNEL	0.063	CLAD 7075-T62	
3	HINGE MEMBER	0.063	CLAD 7075-T62	
4	PIVOT MEMBER	0.071	CLAD 7075-T62	
5	GUSSET	0.050	CLAD 7075-T62	
6	STIFFENER	0.050	CLAD 7075-T62	

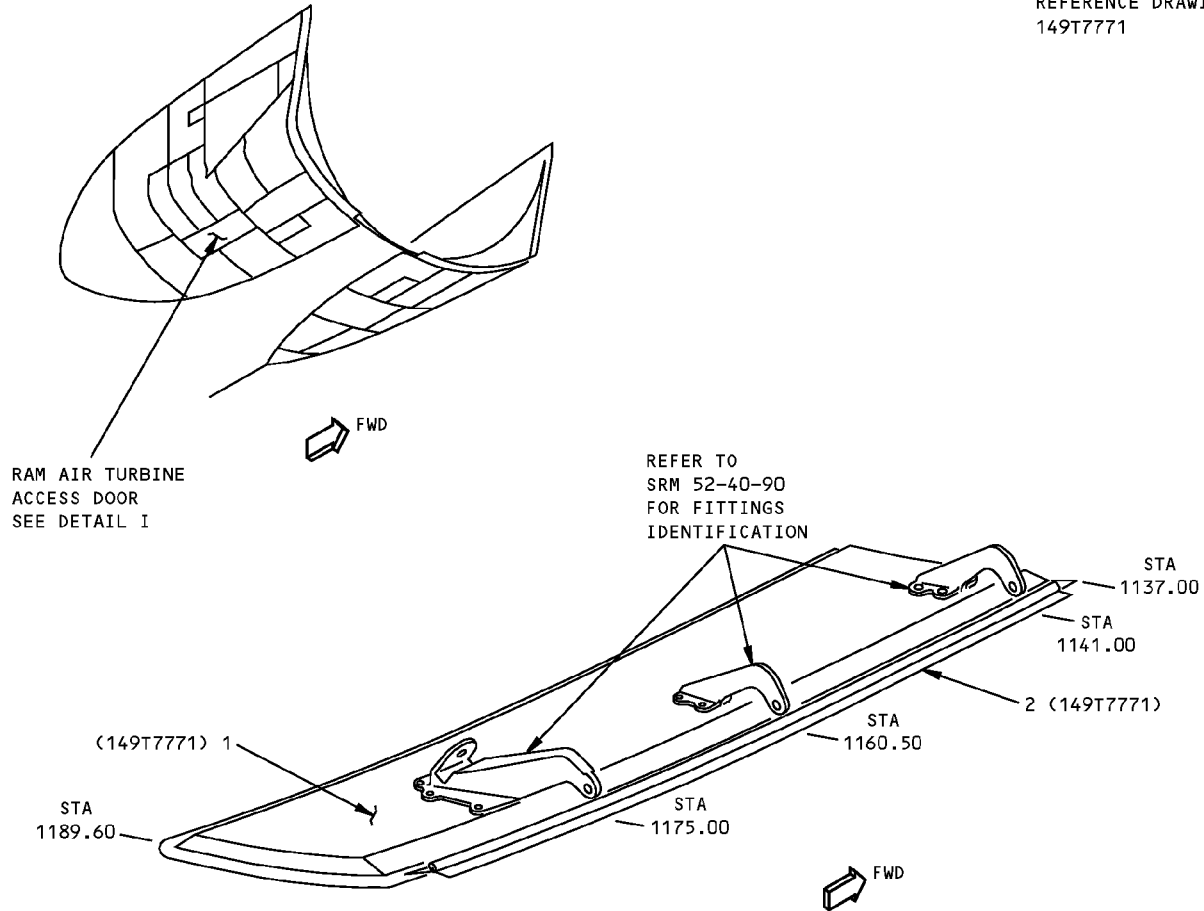
LIST OF MATERIALS FOR DETAIL I

**Auxiliary Power Unit Access Door Structure Identification  
Figure 1**

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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 7 - RAM AIR TURBINE ACCESS DOOR**

REFERENCE DRAWING  
149T7771



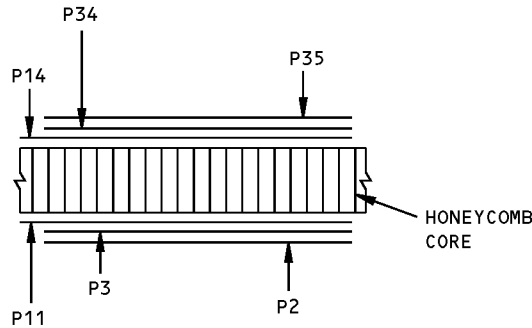
DETAIL I

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE  CORE (AT FASTENER LOCATIONS)		GRAPHITE, ARAMID, FIBERGLASS HONEYCOMB SANDWICH SEE DETAIL II NOMEX HONEYCOMB PER BMS 8-124, CLASS IV, TYPE V, GRADE 3.0 FIBERGLASS HONEYCOMB PER BMS 8-124, CLASS I, TYPE I, GRADE 8.0	
2	SEAL ASSEMBLY SEAL SEAL DEPRESSOR	0.032	DACRON FABRIC BONDED OVER SILICONE CORE CLAD 2024-T42	

LIST OF MATERIALS FOR DETAIL I

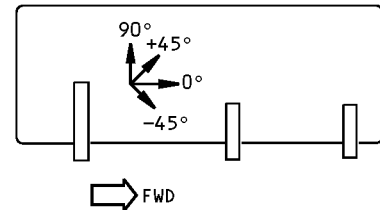
**Ram Air Turbine Access Door Identification  
Figure 1 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



SECTION THRU HONEYCOMB DOOR PANEL

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
1	P2	<sup>D</sup>	0° OR 90°
	P3	<sup>C</sup>	±45°
	P11	<sup>C</sup>	±45°
	P14	<sup>C</sup>	±45°
	P34	<sup>C</sup>	±45°
	P35	<sup>B</sup>	0° OR 90°



PLY ORIENTATION DIAGRAM

MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS

TABLE I

ACCESS DOOR PANEL  
DETAIL II

NOTES

- <sup>A</sup> PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO FABRIC WARP DIRECTION
- <sup>B</sup> ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 285, 250°F (121°C) CURE
- <sup>C</sup> GRAPHITE/EPOXY FABRIC PER BMS 8-168, TYPE II, CLASS 2, STYLE 3K-70-PW, 250°F (121°C) CURE
- <sup>D</sup> PREPREG EPOXY PER BMS 8-79, TYPE 1581, CLASS III, GRADE I

**Ram Air Turbine Access Door Identification  
Figure 1 (Sheet 2 of 2)**

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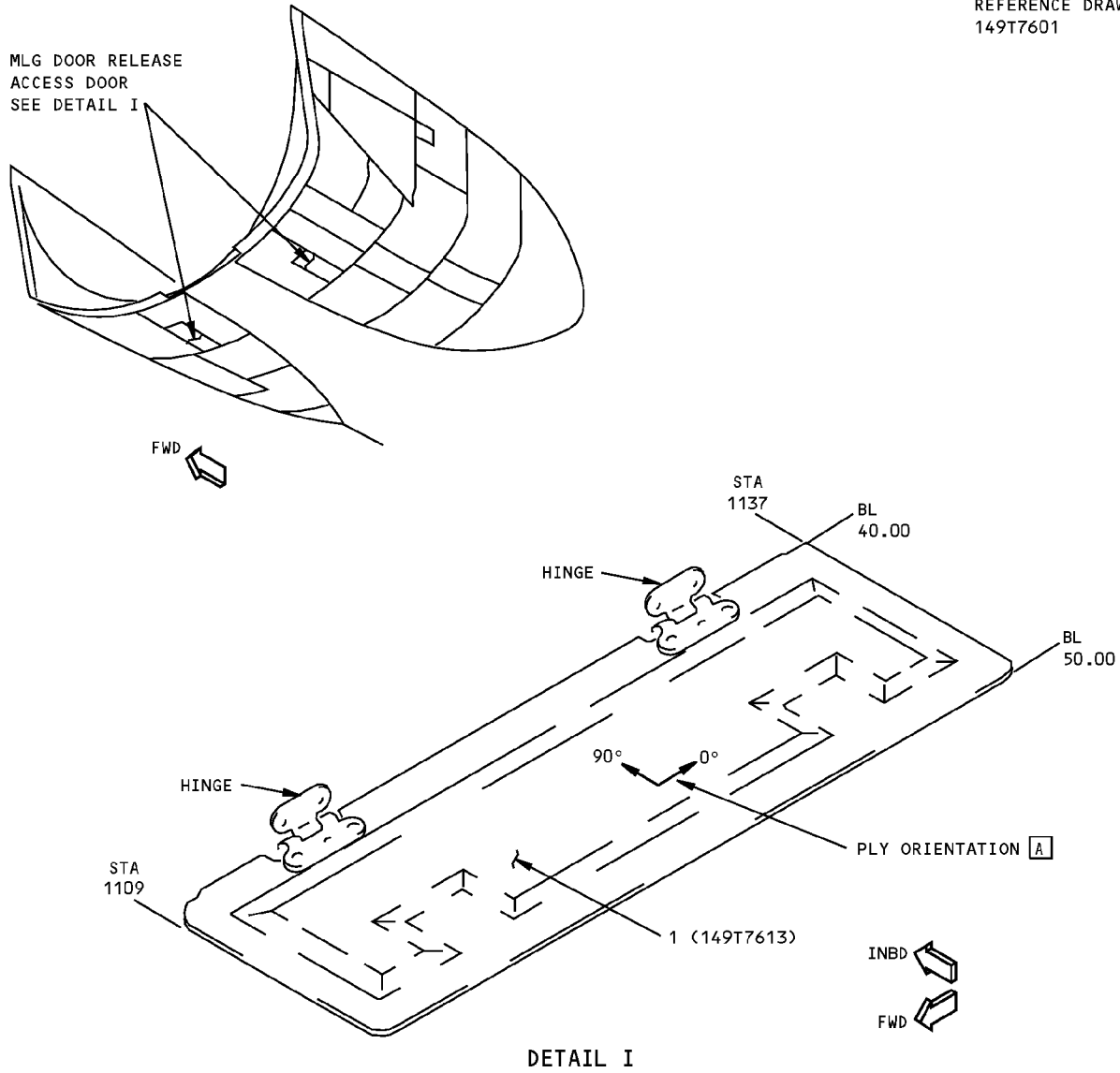
**52-40-02**

IDENTIFICATION 7  
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**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 8 - MLG DOOR RELEASE ACCESS DOOR**

REFERENCE DRAWING  
149T7601

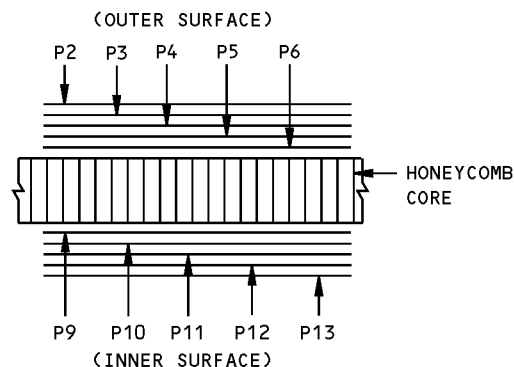


ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE		ARAMID/GRAPHITE/EPOXY HONEYCOMB SANDWICH SEE DETAIL II NOMEX HONEYCOMB PER BMS 8-124, CLASS IV, TYPE V, GRADE 3.0	

LIST OF MATERIALS FOR DETAIL I

**MLG Door Release Access Door Identification  
Figure 1 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**SECTION THRU HONEYCOMB PANEL**

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <b>B</b>
1	P2,P3,P4, P9,P11	<b>D</b>	0° OR 90°
	P5,P10	<b>E</b>	0° OR 90°
	P13	<b>F</b>	0° OR 90°

PLY TABLE **C** **H**

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <b>B</b>
1	P2	<b>G</b>	0° OR 90°
	P3,P4,P9, P11,P12	<b>D</b>	0° OR 90°
	P5,P10	<b>E</b>	0° OR 90°
	P13	<b>F</b>	0° OR 90°

PLY TABLE **C** **I**

**DETAIL II**

**NOTES**

- A** DIAGRAM OF PLY ORIENTATION, SEE PLY TABLE FOR PLY ORIENTATION AND MATERIAL
- B** PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- C** MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS
- D** ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 285, 250°F (121°C) CURE
- E** GRAPHITE/EPOXY FABRIC PER BMS 8-168, TYPE II, CLASS 2, STYLE 3K-70-PW, 250°F (121°C) CURE
- F** ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 120, 250°F (121°C) CURE
- G** FIBERGLASS/EPOXY FABRIC PER BMS 8-79, TYPE 1581, CLASS III, 250°F (121°C) CURE
- H** FOR CUM LINE NUMBERS: 1 THRU 211
- I** FOR CUM LINE NUMBERS: 212 AND ON

**MLG Door Release Access Door Identification  
Figure 1 (Sheet 2 of 2)**

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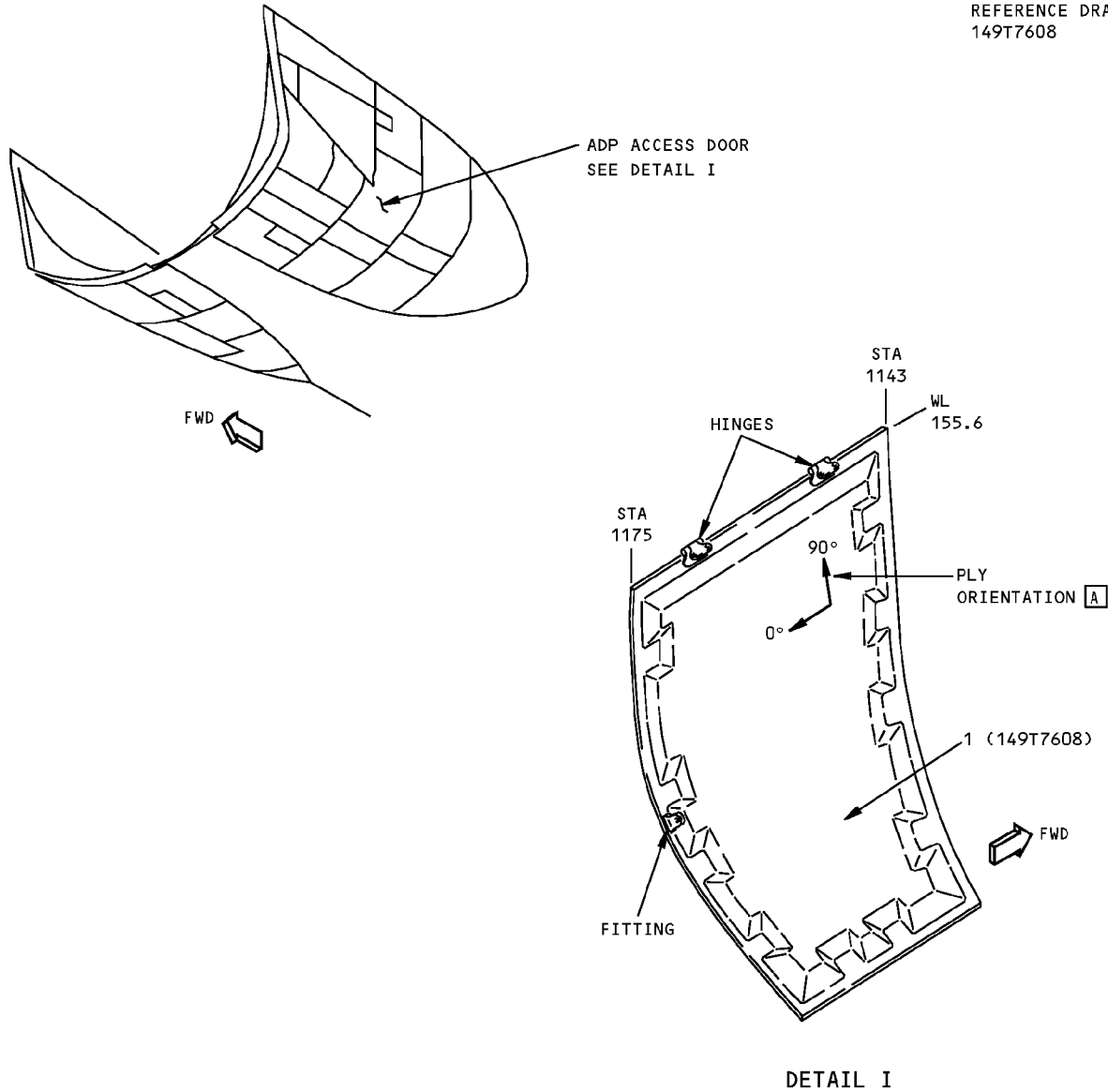
**52-40-02**

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**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 9 - ADP ACCESS DOOR**

REFERENCE DRAWING  
149T7608



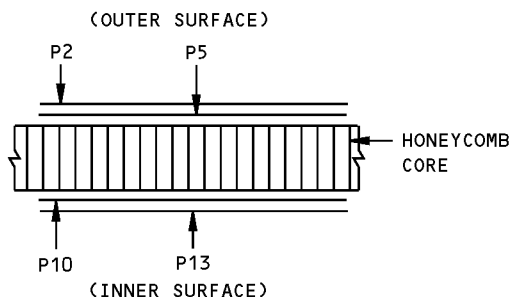
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE		ARAMID/GRAPHITE/EPOXY HONEYCOMB SANDWICH SEE DETAIL II FIBERGLASS HONEYCOMB PER BMS 8-124, CLASS I, TYPE I, GRADE 4.0	

LIST OF MATERIALS

**ADP Access Door Identification  
Figure 1 (Sheet 1 of 2)**



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ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <span style="border: 1px solid black; padding: 0 2px;">B</span>
1	P2	<span style="border: 1px solid black; padding: 0 2px;">D</span>	0° OR 90°
	P5, P10	<span style="border: 1px solid black; padding: 0 2px;">E</span>	0° OR 90°
	P13	<span style="border: 1px solid black; padding: 0 2px;">F</span>	0° OR 90°

PLY TABLE C H

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <span style="border: 1px solid black; padding: 0 2px;">B</span>
1	P2	<span style="border: 1px solid black; padding: 0 2px;">G</span>	0° OR 90°
	P5, P10	<span style="border: 1px solid black; padding: 0 2px;">E</span>	0° OR 90°
	P13	<span style="border: 1px solid black; padding: 0 2px;">F</span>	0° OR 90°

PLY TABLE C I

**DETAIL II**

**NOTES**

- A DIAGRAM OF PLY ORIENTATION, SEE PLY TABLE FOR PLY ORIENTATION AND MATERIAL
- B PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- C MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS
- D ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 285, 250°F (121°C) CURE
- E GRAPHITE/EPOXY FABRIC PER BMS 8-168, TYPE II, CLASS 2, STYLE 3K-70-PW, 250°F (121°C) CURE
- F ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 120, 250°F (121°C) CURE
- G FIBERGLASS/EPOXY FABRIC PER BMS 8-79, TYPE 1581, CLASS III, 250°F (121°C) CURE
- H FOR CUM LINE NUMBERS: 1 THRU 211
- I FOR CUM LINE NUMBERS: 212 AND ON

**ADP Access Door Identification  
Figure 1 (Sheet 2 of 2)**

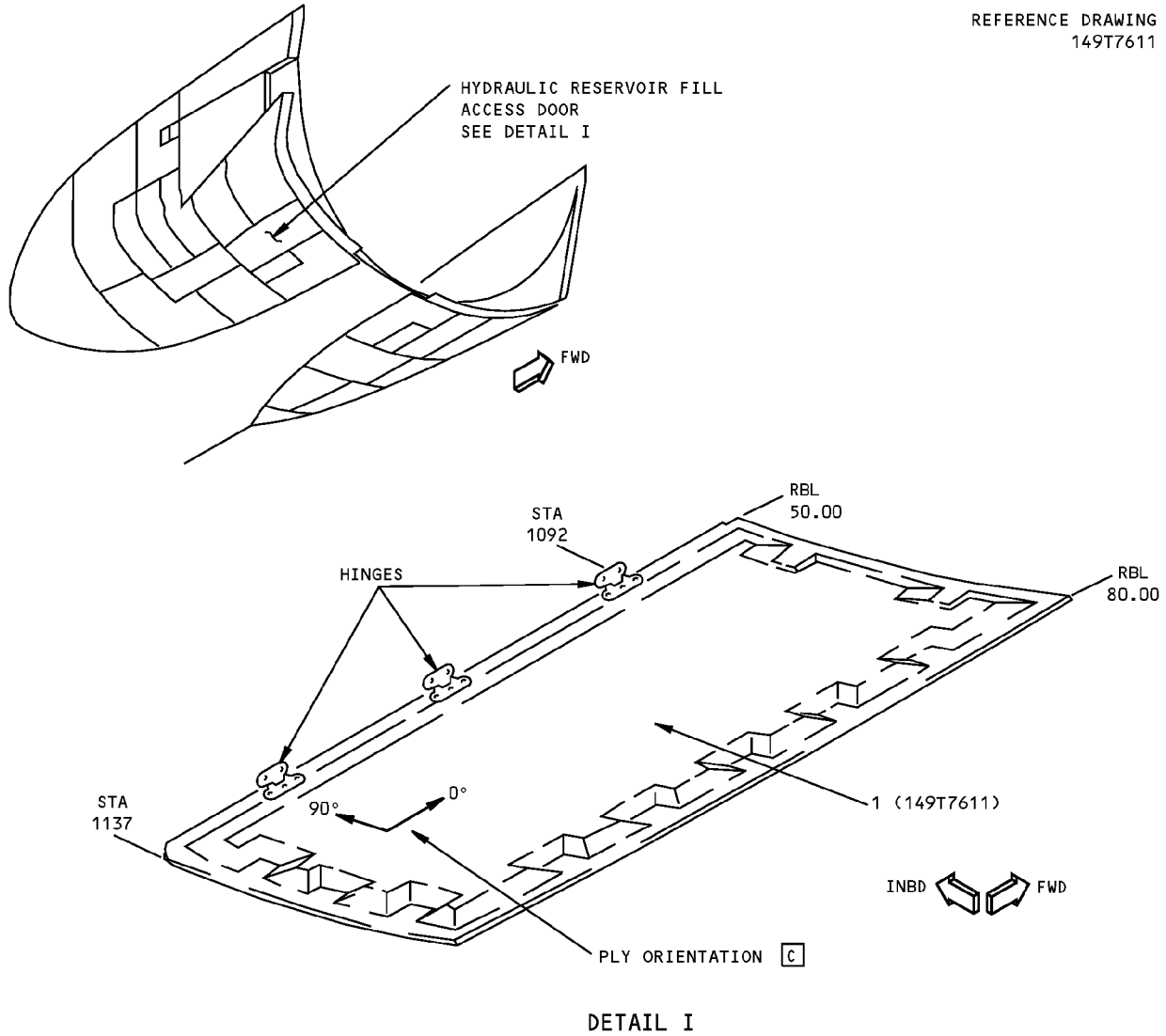
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**IDENTIFICATION 10 - HYDRAULIC RESERVOIR FILL ACCESS DOOR**

REFERENCE DRAWING  
149T7611

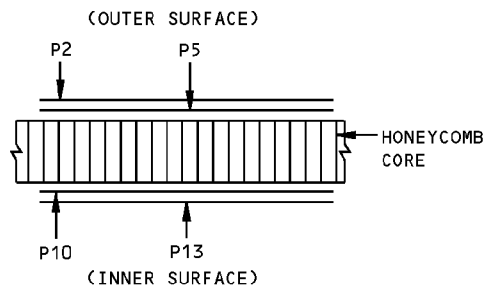


ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE		ARAMID/GRAPHITE/EPOXY HONEYCOMB SANDWICH SEE DETAIL II FIBERGLASS HONEYCOMB PER BMS 8-124, CLASS I, TYPE I, GRADE 4.0	

LIST OF MATERIALS FOR DETAIL I

**Hydraulic Reservoir Fill Access Door Identification  
Figure 1 (Sheet 1 of 2)**

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**SECTION THRU HONEYCOMB PANEL**

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
1	P2	<sup>D</sup>	0° OR 90°
	P5, P10	<sup>E</sup>	0° OR 90°
	P13	<sup>F</sup>	0° OR 90°

PLY TABLE <sup>B</sup> <sup>H</sup>

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
1	P2	<sup>G</sup>	0° OR 90°
	P5, P10	<sup>E</sup>	0° OR 90°
	P13	<sup>F</sup>	0° OR 90°

PLY TABLE <sup>B</sup> <sup>I</sup>

**DETAIL II**

**NOTES**

- <sup>A</sup> PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- <sup>B</sup> MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS
- <sup>C</sup> DIAGRAM OF PLY ORIENTATION, SEE PLY TABLE FOR PLY ORIENTATION AND MATERIAL
- <sup>D</sup> ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 285, 250°F (121°C) CURE
- <sup>E</sup> GRAPHITE/EPOXY FABRIC PER BMS 8-168, TYPE II, CLASS 2, STYLE 3K-70-PW, 250°F (121°C) CURE
- <sup>F</sup> ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 120, 250°F (121°C) CURE
- <sup>G</sup> FIBERGLASS/EPOXY FABRIC PER BMS 8-79, TYPE 1581, CLASS III, 250°F (121°C) CURE
- <sup>H</sup> FOR CUM LINE NUMBERS: 1 THRU 211
- <sup>I</sup> FOR CUM LINE NUMBERS: 212 AND ON

**Hydraulic Reservoir Fill Access Door Identification  
Figure 1 (Sheet 2 of 2)**

IDENTIFICATION 10

**52-40-02**

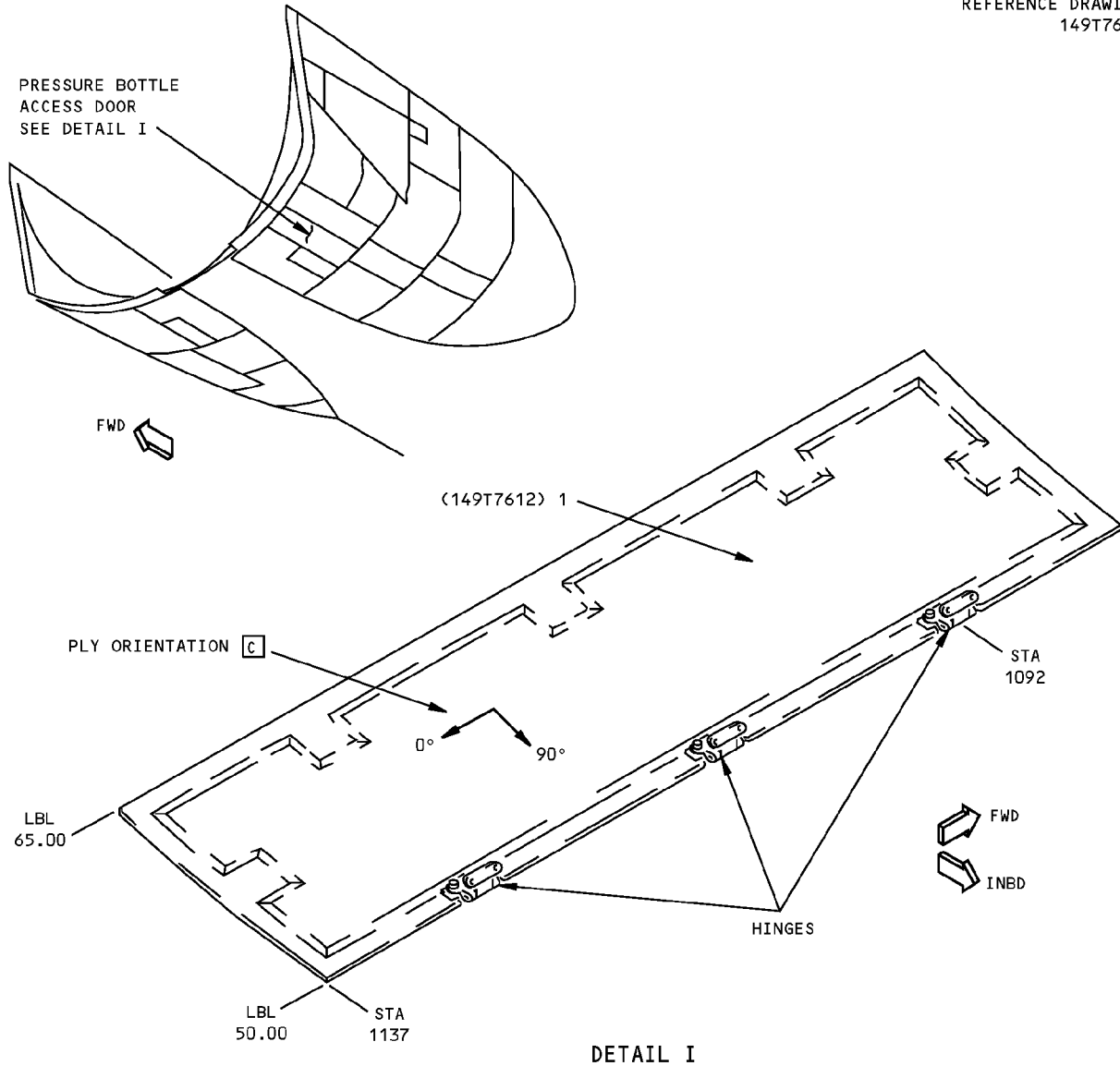
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**767-300  
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**IDENTIFICATION 11 - PRESSURE BOTTLE ACCESS DOOR**

REFERENCE DRAWING  
149T7612

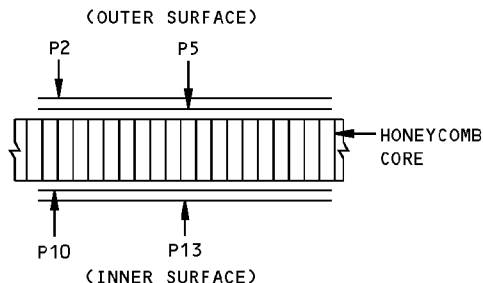


ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE		ARAMID/GRAPHITE/EPOXY HONEYCOMB SANDWICH SEE DETAIL II FIBERGLASS HONEYCOMB PER BMS 8-124, CLASS I, TYPE I, GRADE 4.0	

LIST OF MATERIALS FOR DETAIL I

**Pressure Bottle Access Door Identification  
Figure 1 (Sheet 1 of 2)**

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ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
1	P2	<sup>D</sup>	0° OR 90°
	P5, P10	<sup>E</sup>	0° OR 90°
	P13	<sup>F</sup>	0° OR 90°

PLY TABLE <sup>B</sup> <sup>H</sup>

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
1	P2	<sup>G</sup>	0° OR 90°
	P5, P10	<sup>E</sup>	0° OR 90°
	P13	<sup>F</sup>	0° OR 90°

PLY TABLE <sup>B</sup> <sup>I</sup>

DETAIL II

NOTES

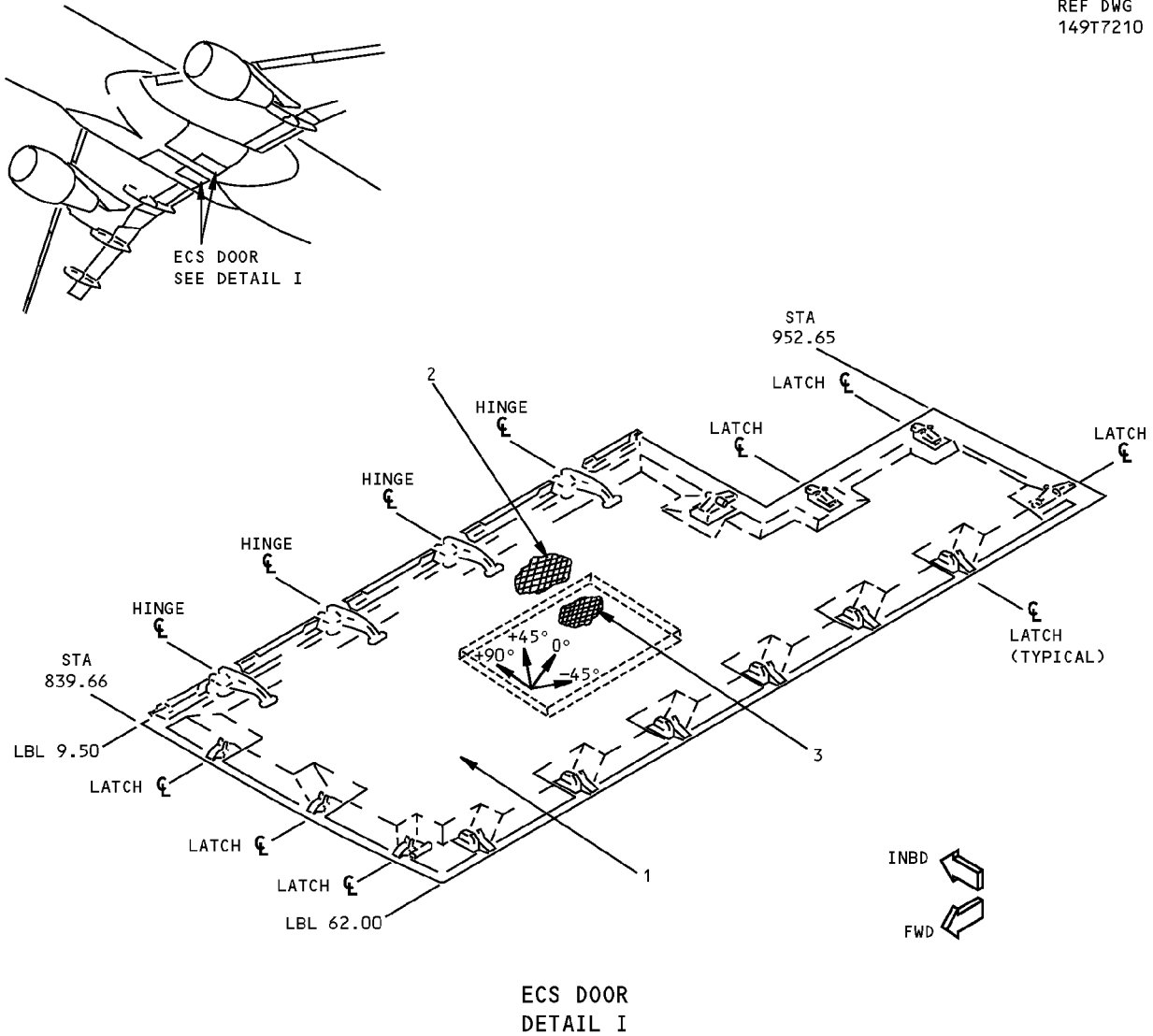
- <sup>A</sup> PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- <sup>B</sup> MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS
- <sup>C</sup> DIAGRAM OF PLY ORIENTATION, SEE PLY TABLE FOR PLY ORIENTATION AND MATERIAL
- <sup>D</sup> ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 285, 250°F (121°C) CURE
- <sup>E</sup> GRAPHITE/EPOXY FABRIC PER BMS 8-168, TYPE II, CLASS 2, STYLE 3K-70-PW, 250°F (121°C) CURE
- <sup>F</sup> ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 120, 250°F (121°C) CURE
- <sup>G</sup> FIBERGLASS/EPOXY FABRIC PER BMS 8-79, TYPE 1581, CLASS III, 250°F (121°C) CURE
- <sup>H</sup> FOR CUM LINE NUMBERS: 1 THRU 211
- <sup>I</sup> FOR CUM LINE NUMBERS: 212 AND ON

**Pressure Bottle Access Door Identification  
Figure 1 (Sheet 2 of 2)**

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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 12 - ECS DOOR**

REF DWG  
149T7210

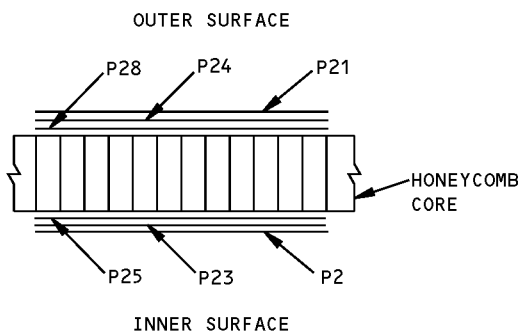


ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN		ARAMID/GRAPHITE/EPOXY HONEYCOMB SANDWICH SEE DETAIL I	
2	CORE		NOMEX HONEYCOMB PER BMS 8-124, CLASS I, TYPE I GRADE 5.5	
3	CORE		NOMEX HONEYCOMB PER BMS 8-124, CLASS IV, TYPE V, GRADE 3.0	

LIST OF MATERIALS FOR DETAIL I

**ECS Door Identification  
Figure 1 (Sheet 1 of 2)**

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ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
1	P2,P21	<sup>C</sup>	0° OR 90°
	P25,P28	<sup>D</sup>	0° OR 90°
	P23,P24	<sup>E</sup>	90°

PLY TABLE <sup>B</sup>

DETAIL II

NOTES

- <sup>A</sup> PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- <sup>B</sup> MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS
- <sup>C</sup> ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 285, 250°F (121°C) CURE
- <sup>D</sup> GRAPHITE/EPOXY FABRIC PER BMS 8-168, TYPE II, CLASS 2, STYLE 3K-70-PW, 250°F (121°C) CURE
- <sup>E</sup> GRAPHITE/EPOXY TAPE PER BMS 8-168, TYPE II, CLASS I, GRADE 190, 250°F (121°C) CURE

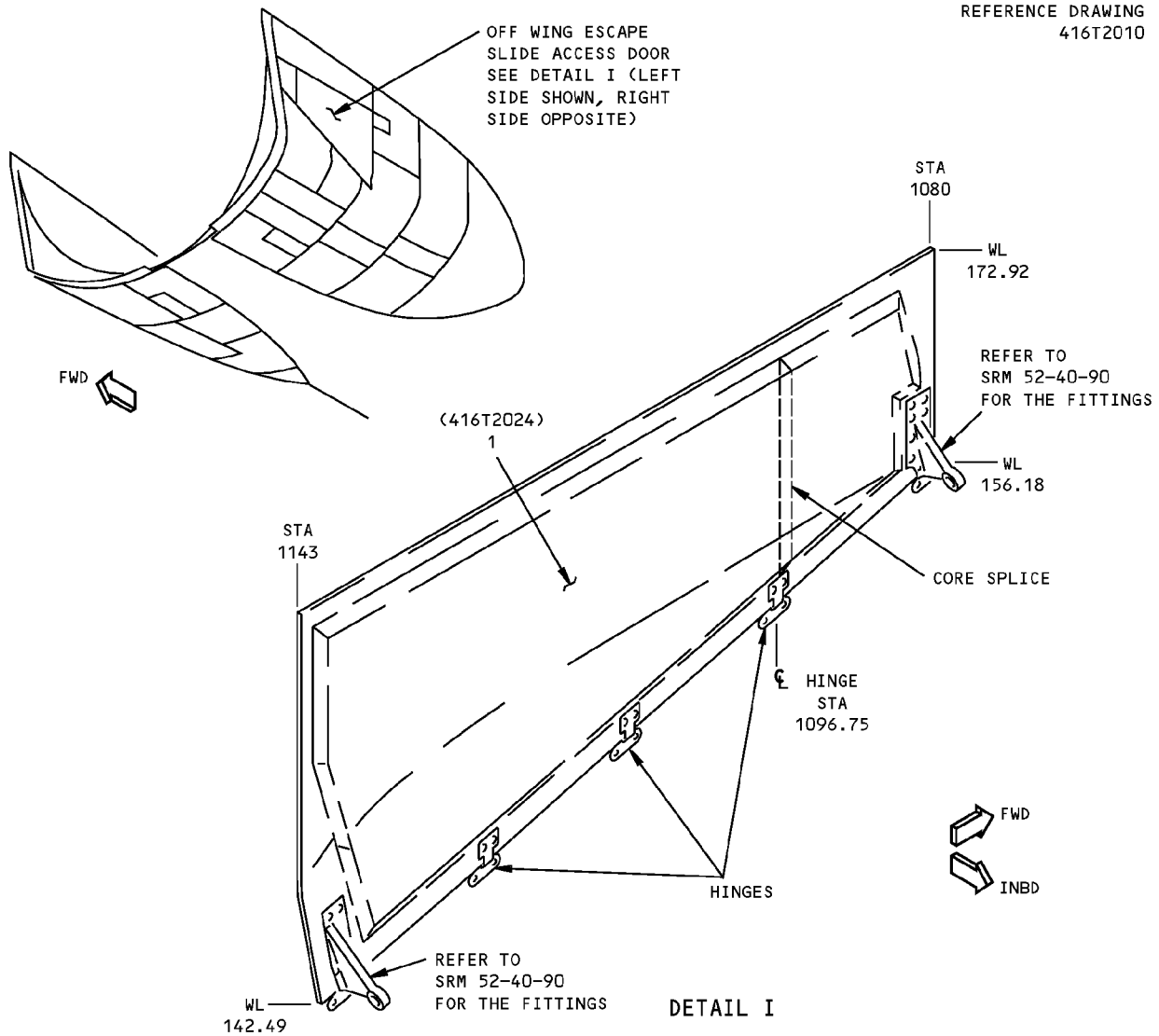
**ECS Door Identification  
Figure 1 (Sheet 2 of 2)**

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**767-300  
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**IDENTIFICATION 13 - ACCESS DOOR**



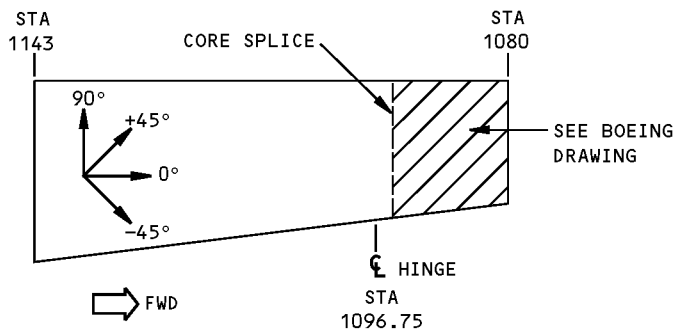
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN FWD CORE  AFT CORE		ARAMID/GRAPHITE EPOXY HONEYCOMB SANDWICH SEE DETAIL II NOMEX HONEYCOMB PER BMS 8-124, CLASS IV, TYPE V, GRADE 8.0 NOMEX HONEYCOMB PER BMS 8-124, CLASS IV, TYPE V, GRADE 3.0	

LIST OF MATERIALS FOR DETAIL I

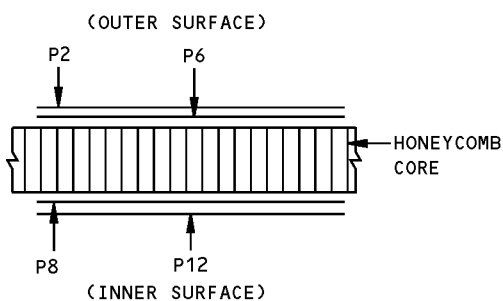
**Off-Wing Escape Slide Access Door Identification  
Figure 1 (Sheet 1 of 2)**



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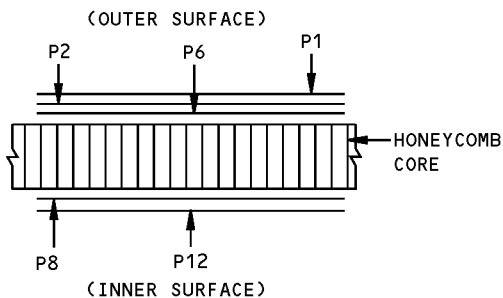
VIEW ON PANEL **C**



SECTION THRU PANEL **G**

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <b>A</b>
1	P2, P12	<b>D</b>	±45°
	P6, P8	<b>E</b>	±45°

PLY TABLE **B G**



SECTION THRU PANEL **H**

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <b>A</b>
1	P1	<b>F</b>	OPTIONAL
	P2, P12	<b>D</b>	±45°
	P6, P8	<b>E</b>	±45°

PLY TABLE **B H**

**DETAIL II**

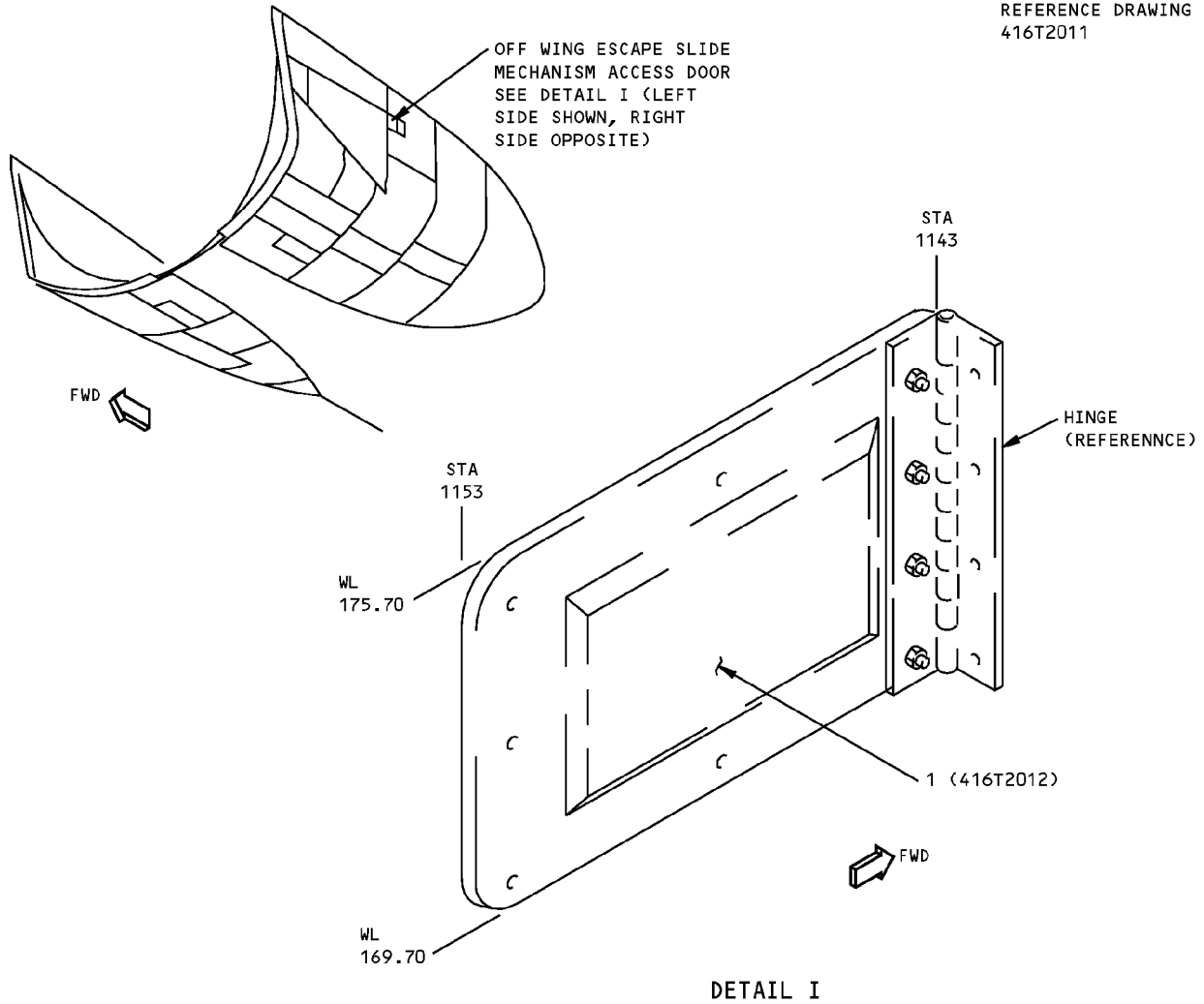
**NOTES**

- A** PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- B** MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS
- C** DIAGRAM OF PLY ORIENTATION, SEE PLY TABLE FOR PLY ORIENTATION AND MATERIAL
- D** ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 285, 250°F (121°C) CURE
- E** GRAPHITE/EPOXY FABRIC PER BMS 8-168, TYPE II, CLASS 2, STYLE 3K-70-PW, 250°F (121°C) CURE
- F** FIBERGLASS/EPOXY FABRIC PER BMS 8-79, TYPE 120, CLASS III, 250°F (121°C) CURE
- G** FOR CUM LINE NUMBERS: 1 THRU 211
- H** FOR CUM LINE NUMBERS: 212 AND ON

**Off-Wing Escape Slide Access Door Identification  
Figure 1 (Sheet 2 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 14 - MECHANISM ACCESS DOOR**



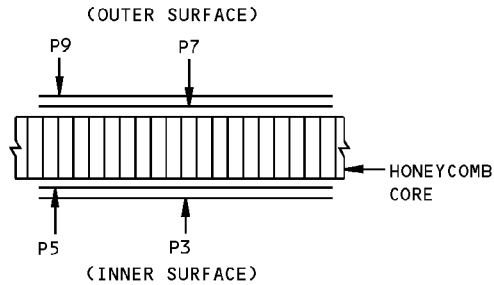
REFERENCE DRAWING  
416T2011

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE		ARAMID/GRAPHITE/EPOXY HONEYCOMB SANDWICH SEE DETAIL II NOMEX HONEYCOMB PER BMS 8-124, CLASS IV, TYPE V, GRADE 3.0	

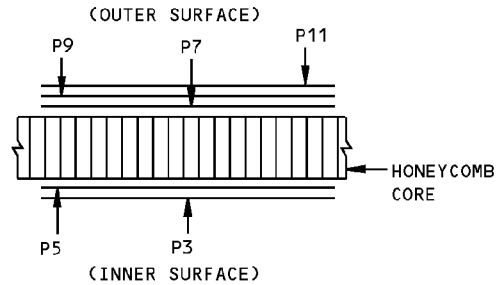
LIST OF MATERIALS FOR DETAIL I

**Off-Wing Escape Slide Mechanism Access Door Identification  
Figure 1 (Sheet 1 of 2)**

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SECTION THRU HONEYCOMB PANEL **G**



SECTION THRU HONEYCOMB PANEL **F**

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <b>A</b>
1	P3	<b>E</b>	OPTIONAL
	P5,P7,P9	<b>C</b>	OPTIONAL

PLY TABLE **B G**

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <b>A</b>
1	P3	<b>E</b>	OPTIONAL
	P5,P7,P9	<b>C</b>	OPTIONAL
	P11	<b>D</b>	OPTIONAL

PLY TABLE **B F**

**DETAIL II**

**NOTES**

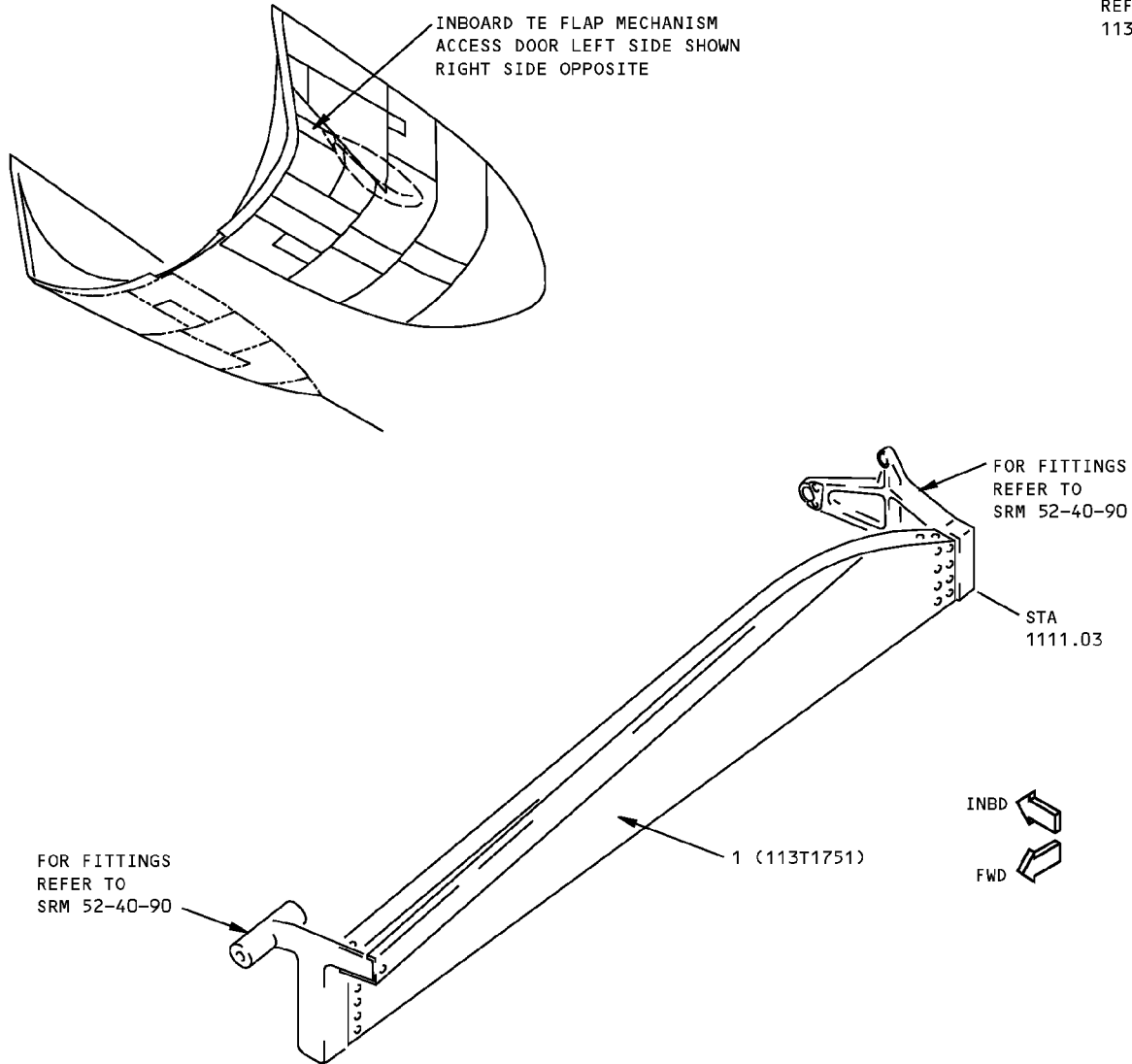
- A** PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- B** MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS
- C** ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 285, 250°F (121°C) CURE
- D** FIBERGLASS/EPOXY FABRIC PER BMS 8-79, TYPE 120, CLASS III, GRADE 1, 250°F (121°C) CURE
- E** ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 120, 250°F (121°C) CURE
- F** FOR CUM LINE NUMBERS: 212 AND ON
- G** FOR CUM LINE NUMBERS: 1 THRU 211

**Off-Wing Escape Slide Mechanism Access Door Identification  
Figure 1 (Sheet 2 of 2)**

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**IDENTIFICATION 15 - INBOARD TRAILING EDGE FLAP MECHANISM ACCESS DOOR**

REF DWG  
113T1750



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL OUTER SKIN INNER SKIN UPPER CHANNEL LOWER CHANNEL ANGLE	 0.063 0.063 0.020	ARAMID/FIBERGLASS LAMINATE SEE DETAIL I SEE DETAIL I CLAD 7075-T62 CLAD 7075-T62 CLAD 7075-T62	

LIST OF MATERIALS

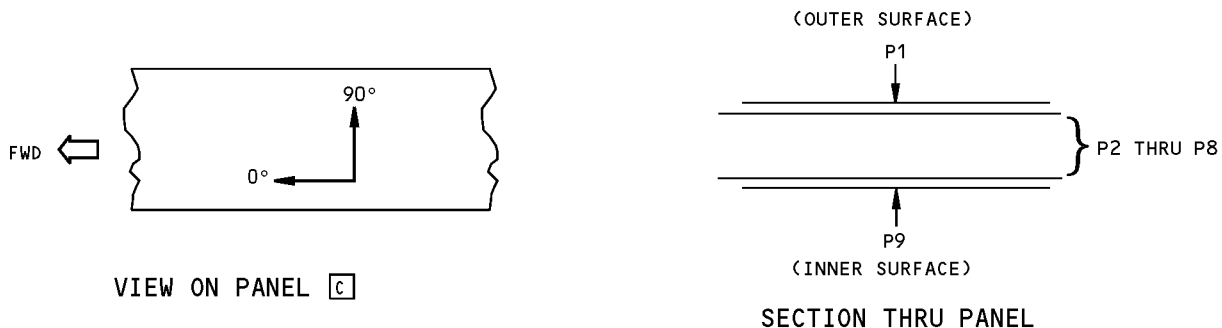
**Inboard Trailing Edge Flap Mechanism Access Door Identification  
Figure 1 (Sheet 1 of 2)**

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ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <span style="border: 1px solid black; padding: 0 2px;">A</span>
1	P1, P9	<span style="border: 1px solid black; padding: 0 2px;">E</span>	0° OR 90°
	P2, P3, P4 P5, P6, P7 P8	<span style="border: 1px solid black; padding: 0 2px;">D</span>	0° OR 90°

PLY TABLE B

DETAIL I

NOTES

- |  |  |
|--|--|
| <p><span style="border: 1px solid black; padding: 0 2px;">A</span> PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION</p> <p><span style="border: 1px solid black; padding: 0 2px;">B</span> MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BANDS AND AREAS WITH DOUBLERS</p> <p><span style="border: 1px solid black; padding: 0 2px;">C</span> DIAGRAM OF PLY ORIENTATION, SEE PLY TABLE FOR PLY ORIENTATION AND MATERIAL</p> | <p><span style="border: 1px solid black; padding: 0 2px;">D</span> ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 285, 250°F (121°C) CURE</p> <p><span style="border: 1px solid black; padding: 0 2px;">E</span> FIBERGLASS/EPOXY FABRIC PER BMS 8-79, CLASS III, GRADE 1, STYLE 120, 250°F (121°C) CURE</p> |
|--|--|

**Inboard Trailing Edge Flap Mechanism Access Door Identification  
Figure 1 (Sheet 2 of 2)**

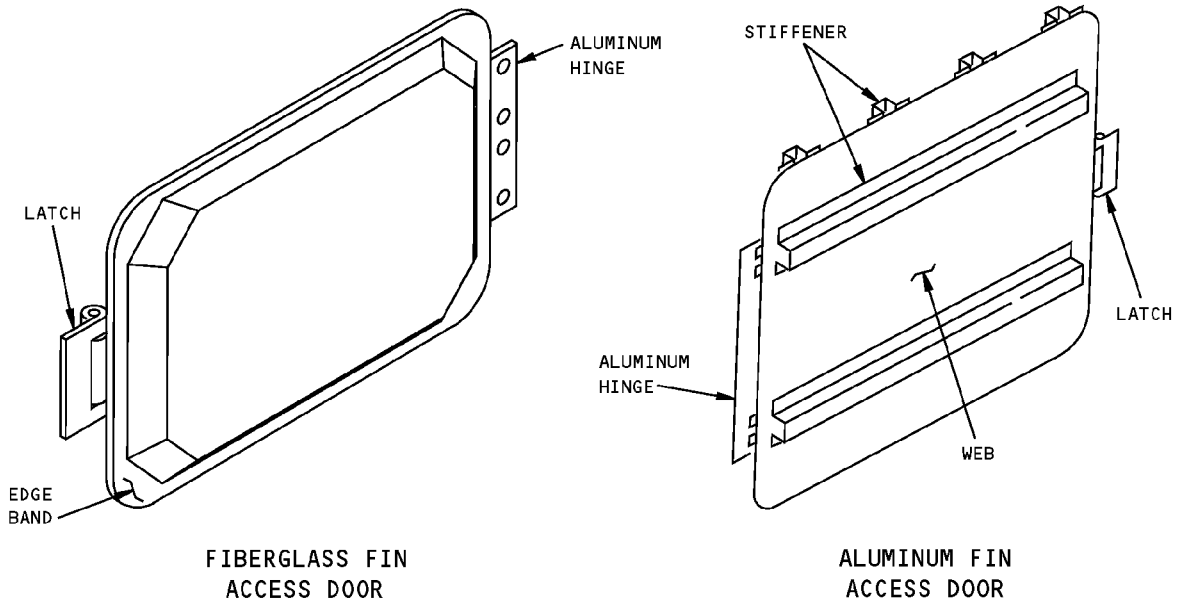
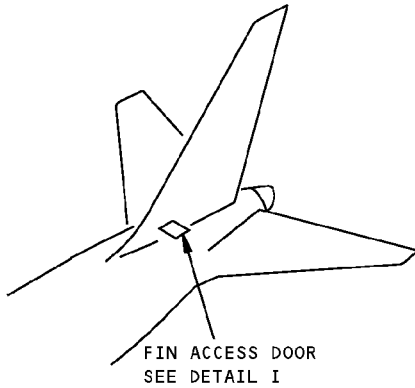
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**ALLOWABLE DAMAGE 1 - FIN ACCESS DOOR**



DETAIL I

LOCATION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES	DELAMINATION
FIBERGLASS FIN ACCESS DOOR	B	C	D	E	F
ALUMINUM FIN ACCESS DOOR					
WEB	G	H	M	I	_____
STIFFENER	J L	K	NOT ALLOWED	I	_____
HINGE/LATCH	NOT ALLOWED	N	NOT ALLOWED	NOT ALLOWED	_____

**Fin Access Door Allowable Damage  
Figure 101 (Sheet 1 of 4)**

STRUCTURAL REPAIR MANUAL

NOTES

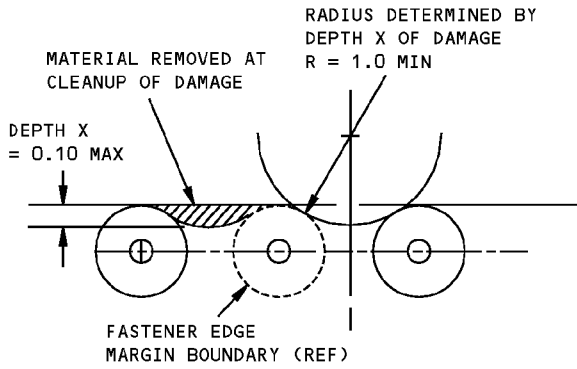
- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED

- A** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F (52°C)) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DETERIORATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK
- B** 0.50 INCH (13 mm) MAXIMUM LENGTH FOR EACH SQUARE FOOT OF AREA IS PERMITTED IN THE HONEYCOMB AREA. MINIMUM OF 6.0 INCHES (150 mm) FROM ANY OTHER CRACK. EDGE CRACKS MUST BE REMOVED AS GIVEN IN DETAILS II AND VI. MAINTAIN EDGE MARGIN SHOWN. REFINISH OR **A**.
- C** DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS IS NOT PERMITTED. CLEAN UP EDGE DAMAGE AS GIVEN IN DETAILS II AND VI. **A**
- D** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, IF THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 2.25 INCHES (56 mm) DIAMETER MAXIMUM ARE PERMITTED. ONE DENT FOR EACH SQUARE FOOT OF AREA IS PERMITTED. IT MUST BE A MINIMUM OF 6.00 INCHES (150 mm) FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF THERE IS FIBER DAMAGE OR DELAMINATION, REFER TO THE APPLICABLE DAMAGE DATA IN THE TABLE.

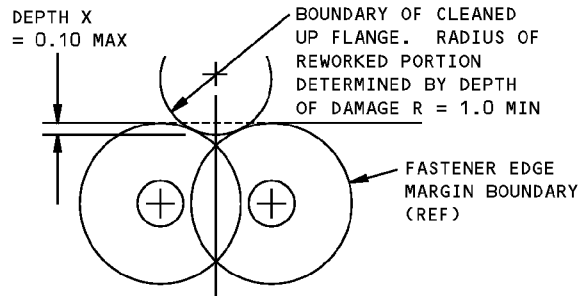
- E** 0.50 INCH (13 mm) MAX DIA PERMITTED PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. **A**
- F** 0.50 INCH (13 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (2.5 mm) DELAMINATION FROM EDGE IS PERMITTED. REPAIR DELAMINATION IN HONEYCOMB AREA AS GIVEN IN SRM 51-70 NO LATER THAN THE NEXT AIRPLANE "C" CHECK. PROTECT EDGE DAMAGE AS GIVEN IN **A**.
- G** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS GIVEN IN DETAILS II, III AND VI
- H** REMOVE DAMAGE AS GIVEN IN DETAILS II, III, V AND VI
- I** CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAX DIA AND NOT CLOSER THAN 1.0 INCH (25 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- J** FOR EDGE CRACKS SEE DETAIL II AND VII. FOR RADIUS CRACKS NOT EXCEEDING 1.00 INCH (25 mm) SEE DETAIL VII
- K** REMOVE DAMAGE AS GIVEN IN DETAILS II, III, V AND VII
- L** ACCUMULATED LENGTH OF CRACKS MUST NOT EXCEED 10% OF FLANGE LENGTH. DISTANCE BETWEEN STOP HOLES OF ADJACENT CRACKS MUST NOT BE LESS THAN 4.0 INCHES (100 mm)
- M** DEPTH OF DENT MAY NOT EXCEED 0.125 INCH (3 mm) AND MAY NOT EXTEND TO OR INCLUDE A STIFFENER. SEE DETAIL IV
- N** CLEAN UP DAMAGE AS GIVEN IN DETAILS II, III AND V

Fin Access Door Allowable Damage  
Figure 101 (Sheet 2 of 4)

**767-300  
STRUCTURAL REPAIR MANUAL**

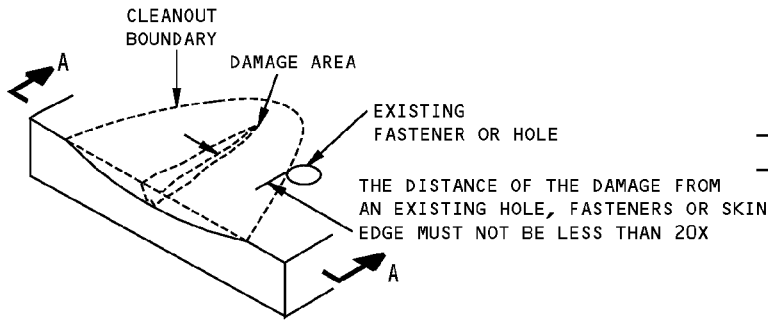


**DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**

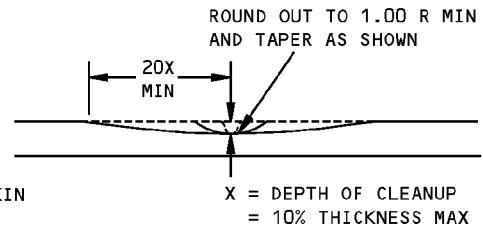


**DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

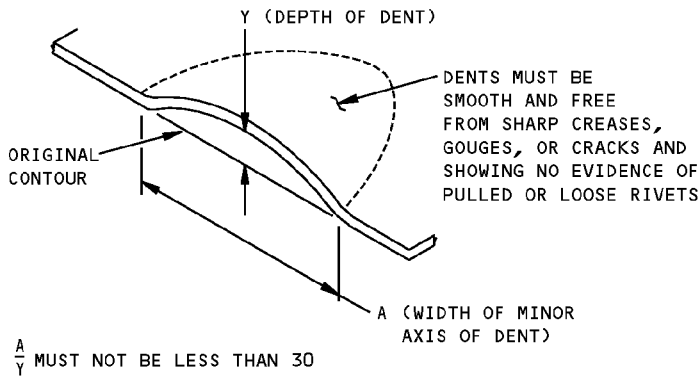
**DETAIL II**



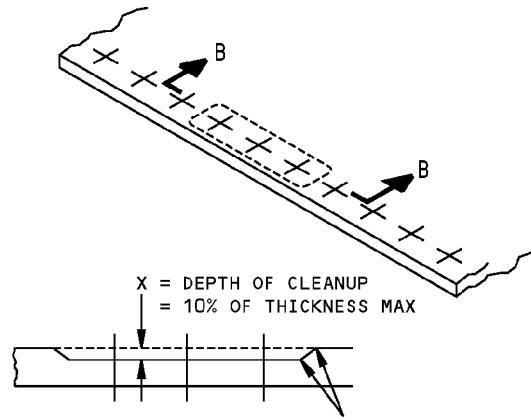
**REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE  
DETAIL III**



**SECTION A-A**



**ALLOWABLE DAMAGE FOR DENT  
DETAIL IV**



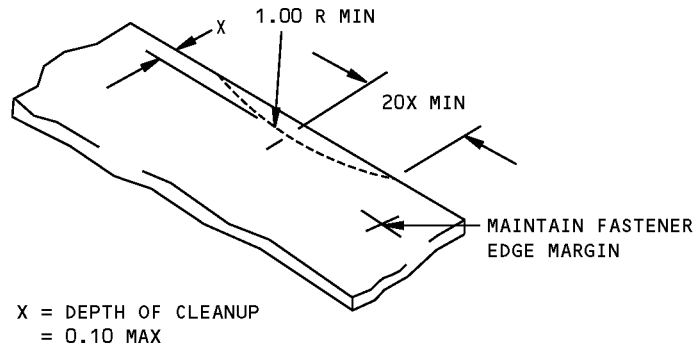
SMOOTH BLENDOUT RADIUS 0.50 INCH MINIMUM. CORROSION CLEANUP AROUND ANY THREE FASTENERS IN TEN IS PERMITTED TO MAX DEPTH

**SECTION B-B  
CORROSION CLEANUP  
DETAIL V**

**Fin Access Door Allowable Damage  
Figure 101 (Sheet 3 of 4)**

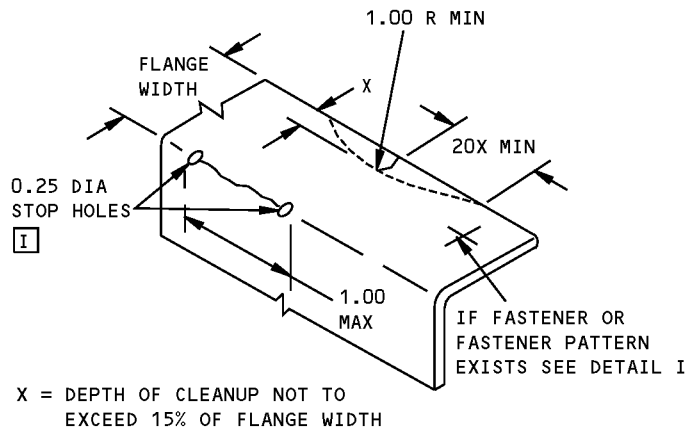


**767-300  
STRUCTURAL REPAIR MANUAL**



**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE**

**DETAIL VI**



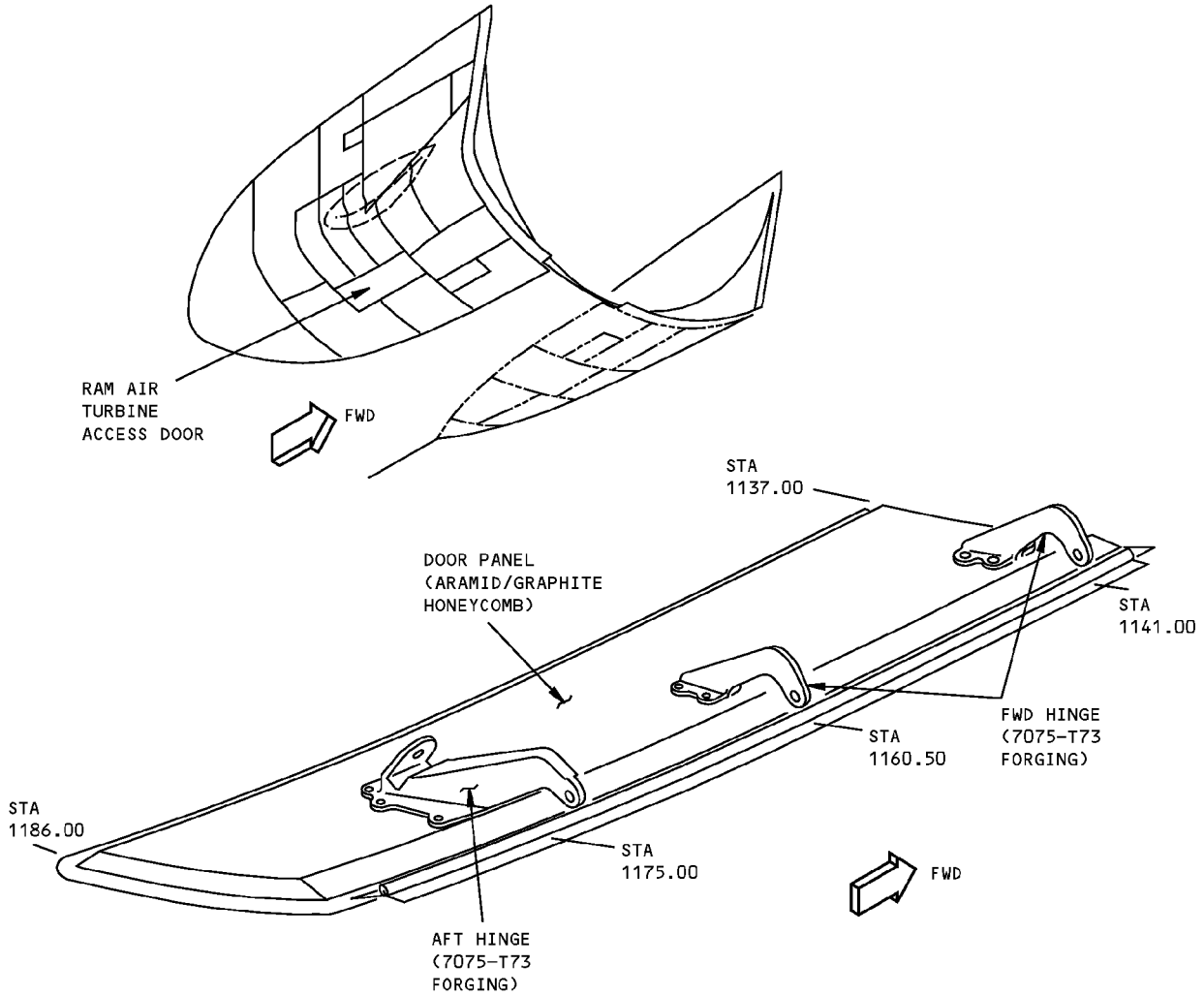
**FORMED MEMBER**

**DETAIL VII**

**Fin Access Door Allowable Damage  
Figure 101 (Sheet 4 of 4)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 2 - RAM AIR TURBINE ACCESS DOOR**



ITEMS	CRACKS	NICKS, GOUGES, AND SCRATCHES	DENTS	PUNCTURES AND HOLES	DELAMINATIONS
DOOR PANEL	A	C	G	E	ONE SQUARE INCH ALLOWED IN HONEYCOMB AREAS ONLY.
FWD HINGE STA. 1141.00 AND STA. 1160.00	D	FOR CORNER DAMAGE SEE DETAIL II FOR OTHERS align="center">B	NOT ALLOWED	NOT ALLOWED	—
AFT HINGE STA. 1175.00 align="center">F	D	FOR CORNER DAMAGE SEE DETAIL II FOR OTHERS align="center">B	NOT ALLOWED	NOT ALLOWED	—

**Ram Air Turbine Access Door Allowable Damage  
Figure 101 (Sheet 1 of 3)**

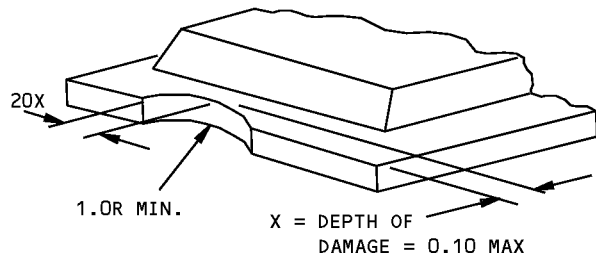
## STRUCTURAL REPAIR MANUAL

## NOTES

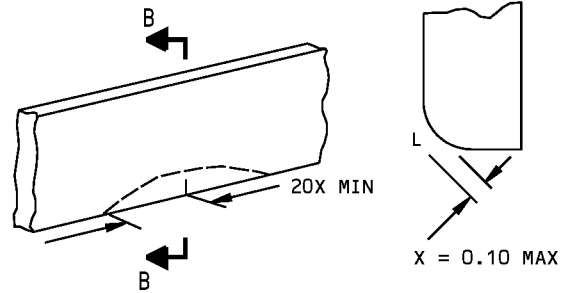
- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
  - REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
  - REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
  - REFINISH REWORK AREAS AS GIVEN IN AMM 51-20
  - DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED
- A** NONE ALLOWED EXCEPT FOR EDGE CRACKS WHICH ARE AT LEAST 2.5 INCHES (63 mm) DIA'S FROM FASTENER HOLES. CLEAN UP EDGE DAMAGE AS GIVEN IN DETAIL I
- B** NICK, GOUGE, OR SCRATCH DAMAGE REMOVED ACCORDING TO DETAIL III IS ALLOWED
- C** DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS ARE NOT PERMITTED **H**
- D** CLEAN UP CORNER CRACKS AS GIVEN IN DETAIL II. ALL OTHER CRACKS MUST BE REPAIRED
- E** HOLES AND PUNCTURES CLEANED UP TO 0.19 INCH (4.8 mm) DIA MAXIMUM ALLOWED PROVIDED THERE IS 2.5 INCHES (63 mm) DIA'S OF SOUND MATERIAL BETWEEN THE NEAREST ADJACENT HOLE OR MATERIAL EDGE
- F** SHOT PEEN OR FLAP PEEN ALL REWORKED SURFACES EXCEPT BORE AS GIVEN IN SRM 51-20-06. SHOT PEEN INTENSITIES WILL VARY WITH THE THICKNESS LEFT OVER AFTER REWORK
- G** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 2.25 INCHES (56 mm) DIA MAX ARE PERMITTED. ONE DENT PER SQUARE FOOT OF AREA PERMITTED WHICH MUST BE A MINIMUM OF 6 INCHES (150 mm) FROM ANY OTHER DENT, PUNCTURE OR DELAMINATION. SEE DETAIL IV. DENTS ALLOWED IN HONEYCOMB AREAS ONLY
- H** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F [52°C]) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DEGRADATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK

Ram Air Turbine Access Door Allowable Damage  
Figure 101 (Sheet 2 of 3)

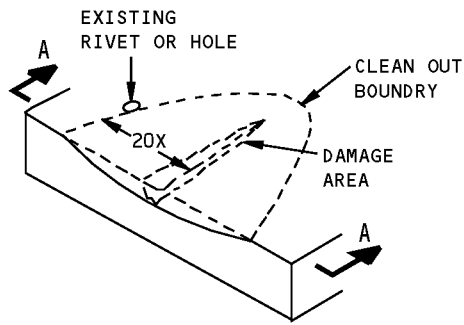
**767-300  
STRUCTURAL REPAIR MANUAL**



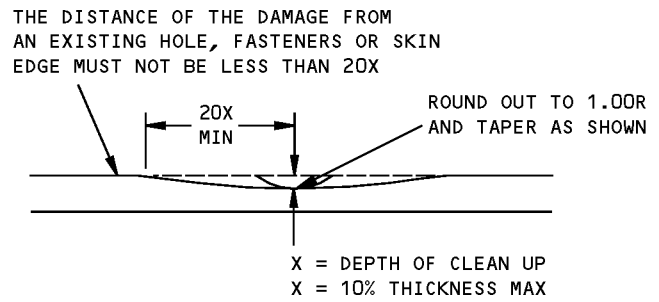
**DETAIL I**



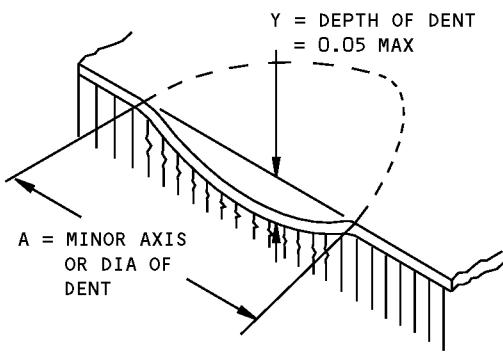
**DETAIL II**



**DETAIL III**



**A-A**



A/Y MUST NOT BE LESS THAN 30

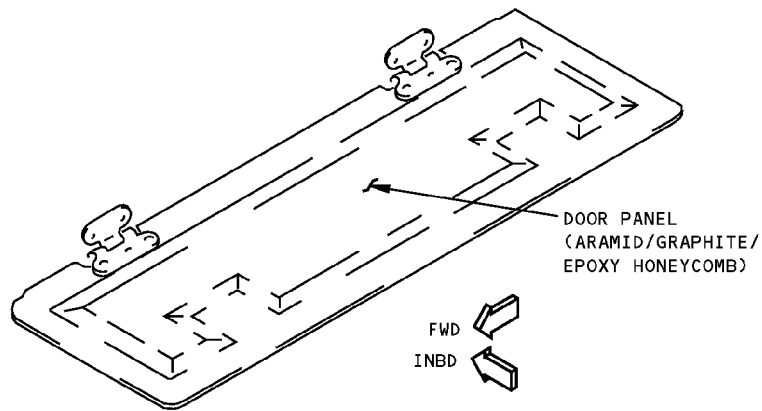
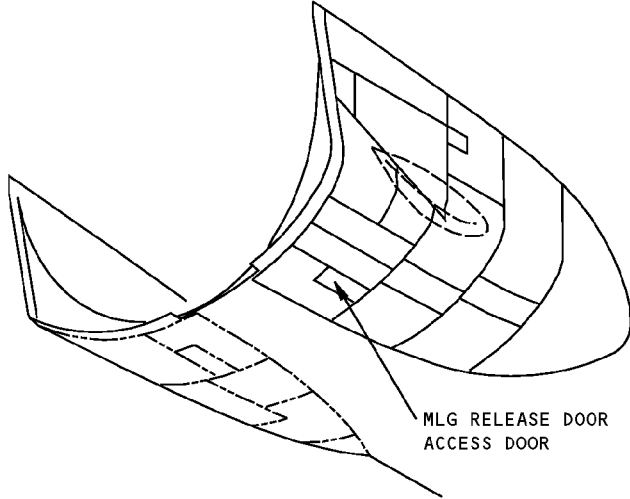
**DETAIL IV**

**Ram Air Turbine Access Door Allowable Damage  
Figure 101 (Sheet 3 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 3 - MLG DOOR RELEASE ACCESS DOOR**

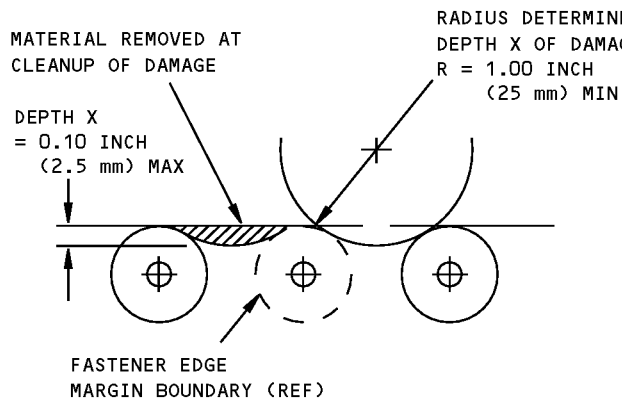
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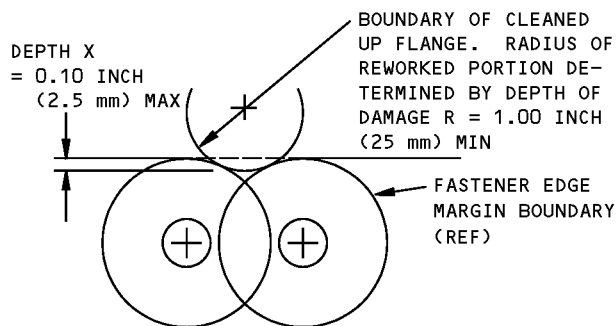
ITEM	CRACKS	NICKS AND GOUGES	DENTS	HOLES AND PUNCTURES	DELAMINATION
DOOR PANEL	B	C	D	E	F

**MLG Door Release Access Door Allowable Damage  
Figure 101 (Sheet 1 of 2)**

STRUCTURAL REPAIR MANUAL



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

DETAIL I

NOTES

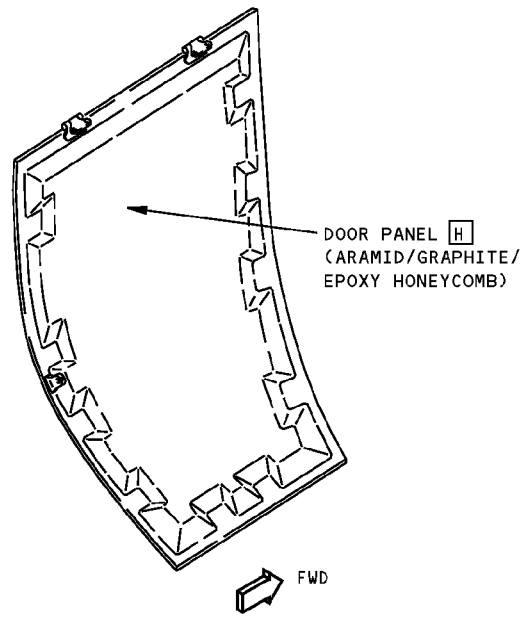
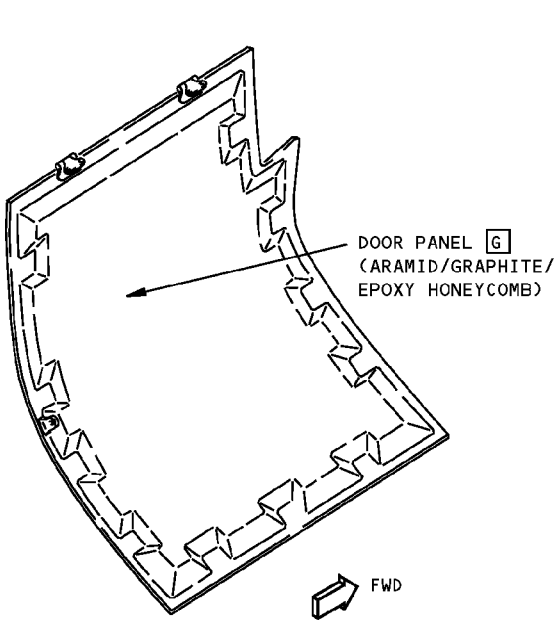
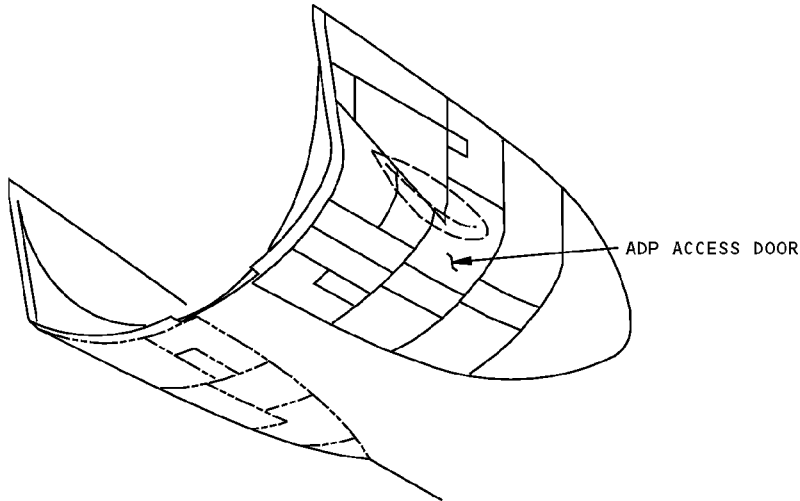
- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
  - REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
  - REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
  - REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
  - DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED
- [A] REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F [52°C]) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DEGRADATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK
- [B] 2.0 INCHES (50 mm) MAX LENGTH IN HONEYCOMB AREA IS PERMITTED FOR EACH SQUARE FOOT OF AREA AND MINIMUM OF 6.0 INCHES (150 mm) FROM ANY OTHER CRACK. CLEAN UP EDGE CRACKS AS GIVEN IN DETAIL I. CRACKS THROUGH CONSECUTIVE FASTENERS OR THROUGH THE PANEL EDGE-BAND ARE PERMITTED PROVIDED DAMAGE DOES NOT EXCEED 10% OF EDGE BAND LENGTH FOR EACH SIDE. [A]
- [C] DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS NOT PERMITTED. CLEAN UP EDGE DAMAGE AS GIVEN IN DETAIL I. [A]
- [D] DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 1.50 INCHES (38 mm) DIA MAX ARE PERMITTED. ONE DENT FOR EACH SQUARE FOOT OF AREA PERMITTED WHICH MUST BE A MINIMUM OF 6 INCHES (150 mm) FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF FIBER DAMAGE OR DELAMINATION IS PRESENT REFER TO APPLICABLE DATA IN TABLE
- [E] 1.0 INCH (25 mm) MAX DIA PERMITTED IN HONEYCOMB AREA ONLY PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. [A]
- [F] 1.0 INCH (25 mm) MAX DIA IS ALLOWED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (2.5 mm) DELAMINATION FROM EDGE IS PERMITTED. REPAIR DELAMINATION IN HONEYCOMB AREA AS GIVEN IN SRM 51-70 NO LATER THEN THE NEXT "C" CHECK. PROTECT EDGE DAMAGE AS GIVEN IN [A]

MLG Door Release Access Door Allowable Damage  
Figure 101 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 4 - ADP ACCESS DOOR**

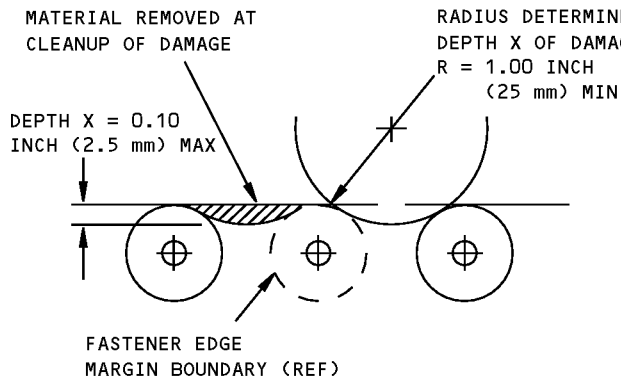
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149T7610



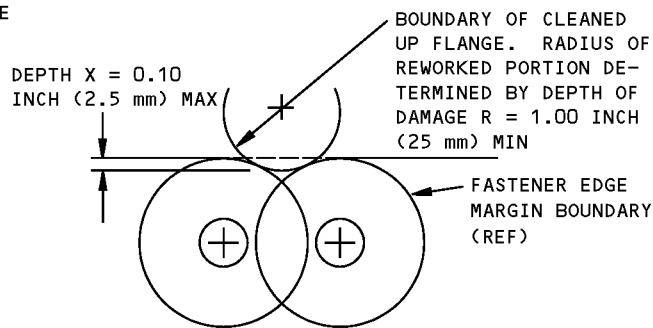
ITEM	CRACKS	NICKS AND GOUGES	DENTS	HOLES AND PUNCTURES	DELAMINATION
DOOR PANEL	<b>R</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>

**ADP Access Door Allowable Damage  
Figure 101 (Sheet 1 of 2)**

STRUCTURAL REPAIR MANUAL



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

DETAIL I

NOTES

- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED

**[A]** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F [52°C]) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DETERIORATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK

**[B]** 2.0 INCHES (50 mm) MAX LENGTH IN HONEYCOMB AREA IS PERMITTED FOR EACH SQUARE FOOT OF AREA AND MINIMUM OF 6.0 INCHES (150 mm) FROM ANY OTHER CRACK. CLEAN UP EDGE CRACKS AS GIVEN IN DETAIL I. CRACKS THROUGH CONSECUTIVE FASTENERS OR THROUGH THE PANEL EDGE-BAND ARE PERMITTED PROVIDED DAMAGE DOES NOT EXCEED 10% OF EDGE BAND LENGTH FOR EACH SIDE. **[A]**

**[C]** DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS NOT PERMITTED. CLEAN UP EDGE DAMAGE PER DETAIL I. **[A]**

**[D]** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 1.50 INCHES (38 mm) DIA MAX ARE PERMITTED. ONE DENT FOR EACH SQUARE FOOT OF AREA PERMITTED WHICH MUST BE A MINIMUM OF 6 INCHES (150 mm) FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF FIBER DAMAGE OR DELAMINATION IS PRESENT REFER TO APPLICABLE DATA IN TABLE

**[E]** 1.0 INCH (25 mm) MAX DIA PERMITTED IN HONEYCOMB AREA ONLY PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. **[A]**

**[F]** 1.0 INCH (25 mm) MAX DIA IS ALLOWED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (2.5 mm) DELAMINATION FROM EDGE IS PERMITTED. REPAIR DELAMINATION IN HONEYCOMB AREA AS GIVEN IN SRM 51-70 NO LATER THEN THE NEXT "C" CHECK. PROTECT EDGE DAMAGE AS GIVEN IN **[A]**

**[G]** FOR CUM LINE NUMBERS:  
1 THRU 29

**[H]** FOR CUM LINE NUMBERS:  
30 AND ON

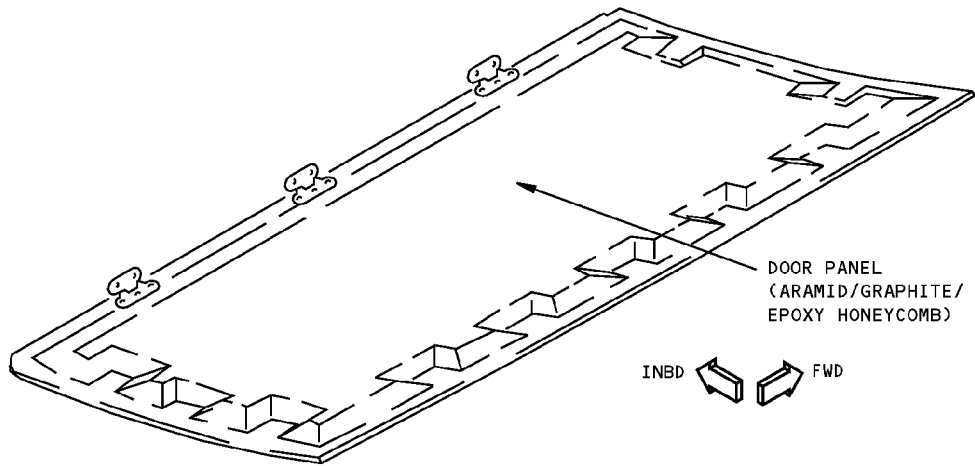
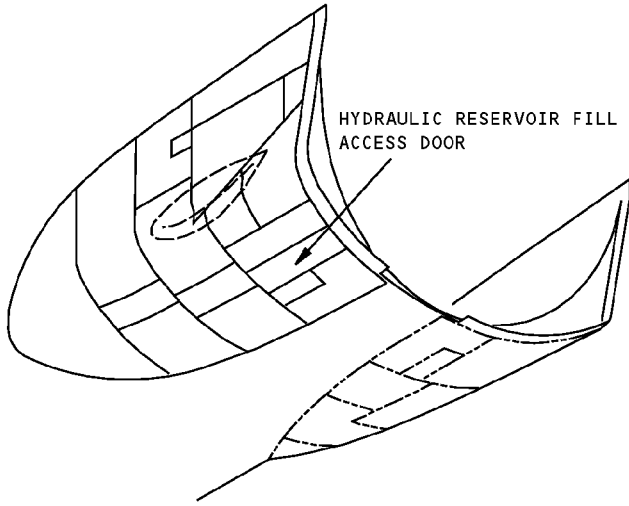
ADP Access Door Allowable Damage  
Figure 101 (Sheet 2 of 2)



**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 5 - HYDRAULIC RESERVOIR FILL ACCESS DOOR**

REF DWG  
149T7611



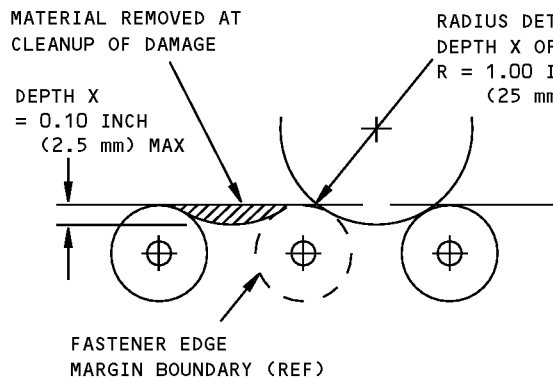
ITEM	CRACKS	NICKS AND GOUGES	DENTS	HOLES AND PUNCTURES	DELAMINATION
DOOR PANEL	B	C	D	E	F

**Hydraulic Reservoir Fill Access Door Allowable Damage  
Figure 101 (Sheet 1 of 2)**

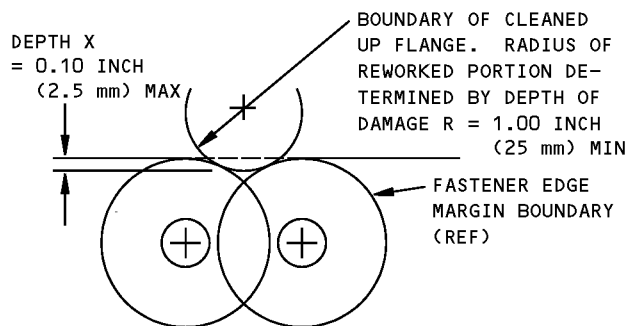
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ALLOWABLE DAMAGE 5  
Page 101  
**52-40-02**  
Apr 01/2005

## 767-300 STRUCTURAL REPAIR MANUAL



DAMAGE CLEANUP OF EDGES WHERE  
FASTENER EDGE MARGINS DO NOT OVERLAP



DAMAGE CLEANUP OF EDGES WHERE  
FASTENER EDGE MARGINS OVERLAP

### DETAIL I

#### NOTES

- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED

**A** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F [52°C]) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DEGRADATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK

**B** 2.0 INCHES (50 mm) MAX LENGTH IN HONEYCOMB AREA IS PERMITTED FOR EACH SQUARE FOOT OF AREA AND MINIMUM OF 6.0 INCHES (150 mm) FROM ANY OTHER CRACK. CLEAN UP EDGE CRACKS AS GIVEN IN DETAIL I. CRACKS THROUGH CONSECUTIVE FASTENERS OR THROUGH THE PANEL EDGE-BAND ARE PERMITTED PROVIDED DAMAGE IS NOT MORE THAN 10% OF EDGE BAND LENGTH FOR EACH SIDE. **A**

**C** DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS NOT PERMITTED. CLEAN UP EDGE DAMAGE AS GIVEN IN DETAIL I. **A**

**D** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 1.50 INCHES (38 mm) DIA MAX ARE ALL PERMITTED ONE DENT FOR EACH SQUARE FOOT OF AREA PERMITTED WHICH MUST BE A MINIMUM OF 6 INCHES (150 mm) FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF FIBER DAMAGE OR DELAMINATION IS PRESENT REFER TO APPLICABLE DATA IN TABLE

**E** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA ONLY PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. **A**

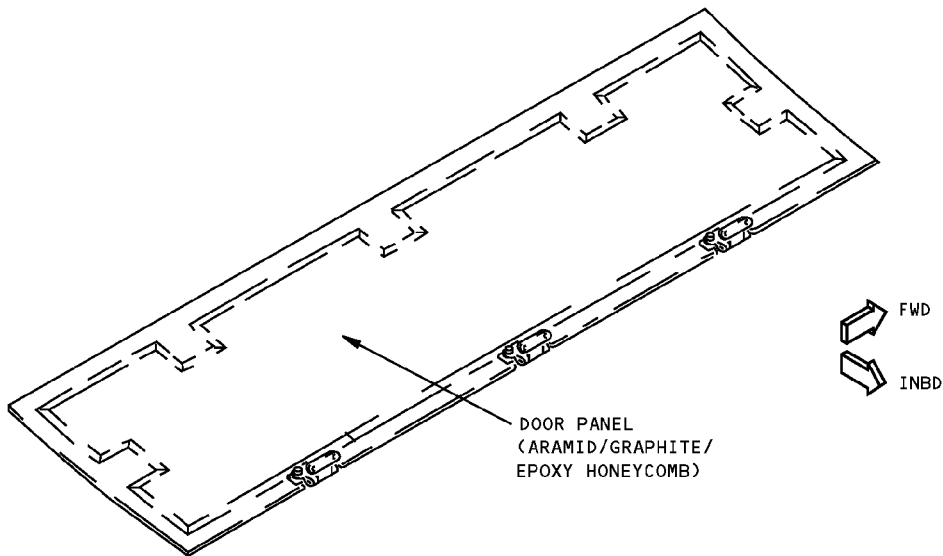
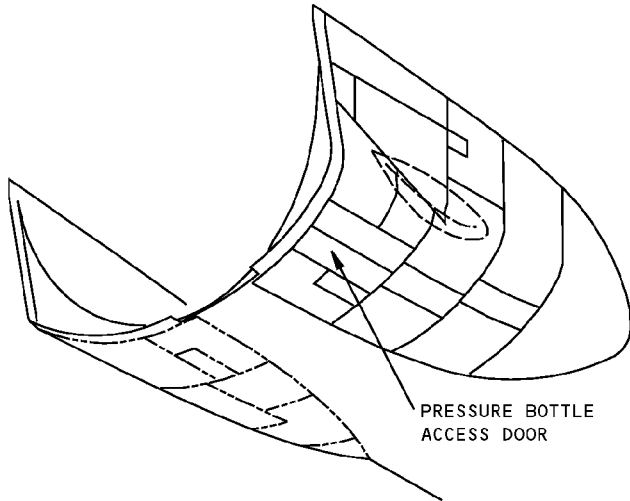
**F** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (2.5 mm) DELAMINATION FROM EDGE IS PERMITTED. REPAIR DELAMINATION IN HONEYCOMB AREA AS GIVEN IN SRM 51-70 NO LATER THAN THE NEXT "C" CHECK. PROTECT EDGE DAMAGE AS GIVEN IN **A**

**Hydraulic Reservoir Fill Access Door Allowable Damage  
Figure 101 (Sheet 2 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 6 - PRESSURE BOTTLE ACCESS DOOR**

REF DWG  
149T7612



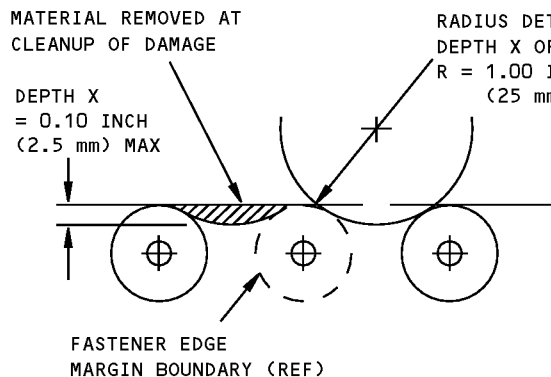
ITEM	CRACKS	NICKS AND GOUGES	DENTS	HOLES AND PUNCTURES	DELAMINATION
DOOR PANEL	B	C	D	E	F

**Pressure Bottle Access Door Allowable Damage  
Figure 101 (Sheet 1 of 2)**

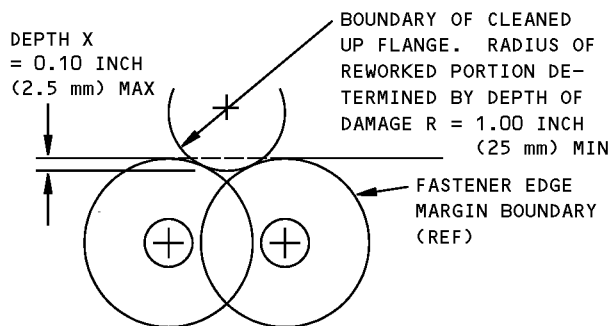
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ALLOWABLE DAMAGE 6  
Page 101  
**52-40-02**  
Apr 01/2005

STRUCTURAL REPAIR MANUAL



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

DETAIL I

NOTES

- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED

**A** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F [52°C]) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DEGRADATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK

**B** 2.0 INCHES (50 mm) MAX LENGTH IN HONEYCOMB AREA IS PERMITTED FOR EACH SQUARE FOOT OF AREA AND MINIMUM OF 6.0 INCHES (150 mm) FROM ANY OTHER CRACK. CLEAN UP EDGE CRACKS FOR EACH DETAIL I. CRACKS THROUGH CONSECUTIVE FASTENERS OR THROUGH THE PANEL EDGE-BAND ARE PERMITTED PROVIDED DAMAGE IS NOT MORE THAN 10% OF EDGE BAND LENGTH FOR EACH SIDE.

**A**

**C** DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS IS NOT PERMITTED. CLEAN UP EDGE DAMAGE AS GIVEN IN DETAIL I. **A**

**D** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 1.50 INCHES (38 mm) DIA MAX ARE PERMITTED. ONE DENT FOR EACH SQUARE FOOT OF AREA PERMITTED, WHICH MUST BE A MINIMUM OF 6 INCHES (150 mm) FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF FIBER DAMAGE OR DELAMINATION IS PRESENT, REFER TO APPLICABLE DATA IN TABLE

**E** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA ONLY PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. **A**

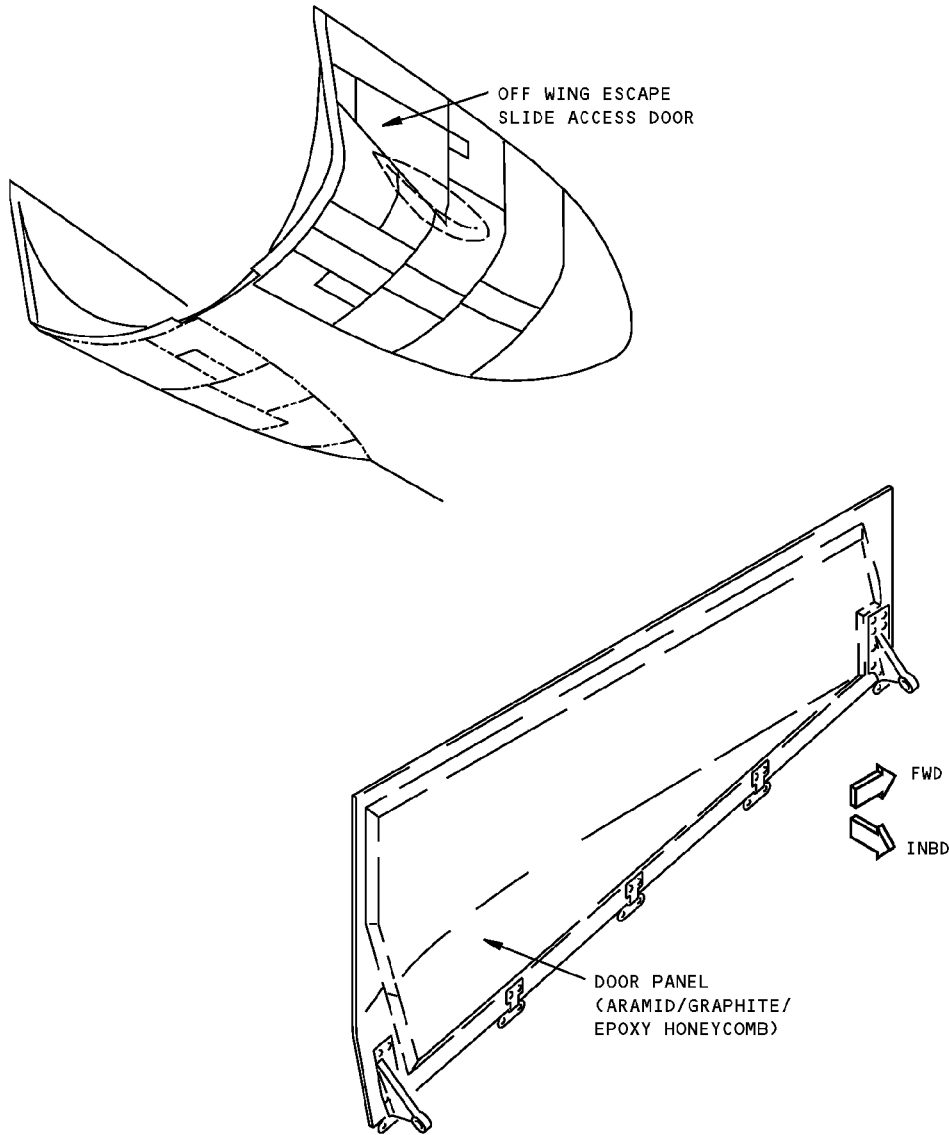
**F** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (2.5 mm) DELAMINATION FROM EDGE IS PERMITTED. REPAIR DELAMINATION IN HONEYCOMB AREA AS GIVEN IN SRM 51-70 NO LATER THAN THE NEXT "C" CHECK. PROTECT EDGE DAMAGE AS GIVEN IN **A**

Pressure Bottle Access Door Allowable Damage  
Figure 101 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 7 - ACCESS DOOR**

REF DWG  
416T2010



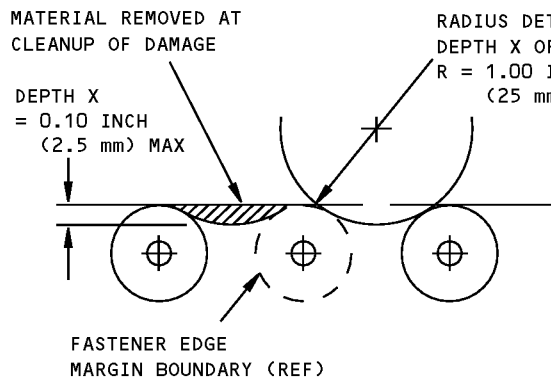
ITEM	CRACKS	NICKS AND GOUGES	DENTS	HOLES AND PUNCTURES	DELAMINATION
DOOR PANEL	B	C	D	E	F

**Off-Wing Escape Slide Access Door Allowable Damage  
Figure 101 (Sheet 1 of 2)**

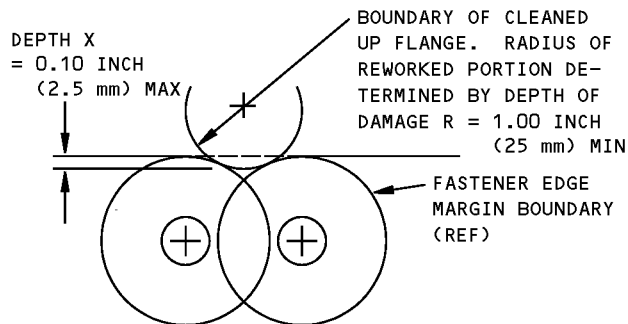
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ALLOWABLE DAMAGE 7  
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STRUCTURAL REPAIR MANUAL



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

DETAIL I

NOTES

- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED

**A** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F [52°C]) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DEGRADATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK

**B** 2.0 INCHES (50 mm) MAX LENGTH IN HONEYCOMB AREA IS PERMITTED FOR EACH SQUARE FOOT OF AREA AND MINIMUM OF 6.0 INCHES (150 mm) FROM ANY OTHER CRACK. CLEAN UP EDGE CRACKS AS GIVEN IN DETAIL I. CRACKS THROUGH CONSECUTIVE FASTENERS OR THROUGH THE PANEL EDGE-BAND ARE PERMITTED PROVIDED DAMAGE IS NOT MORE THAN 10% OF EDGE BAND LENGTH FOR EACH SIDE. **A**

**C** DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS NOT PERMITTED. CLEAN UP EDGE DAMAGE AS GIVEN IN DETAIL I. **A**

**D** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 1.50 INCHES (38 mm) DIA MAX ARE ALL PERMITTED ONE DENT FOR EACH SQUARE FOOT OF AREA PERMITTED WHICH MUST BE A MINIMUM OF 6 INCHES (150 mm) FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF FIBER DAMAGE OR DELAMINATION IS PRESENT REFER TO APPLICABLE DATA IN TABLE

**E** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA ONLY PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. **A**

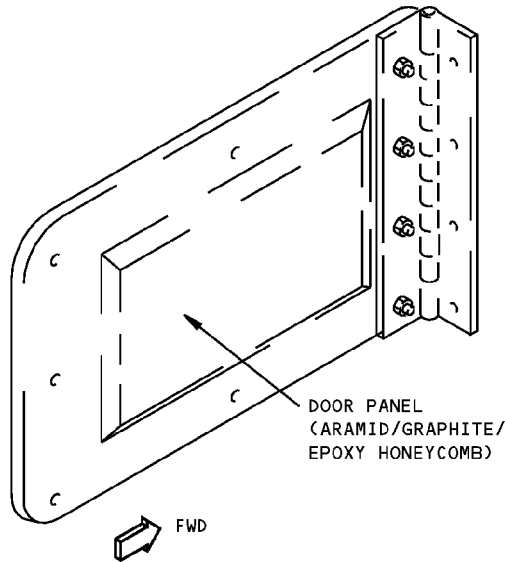
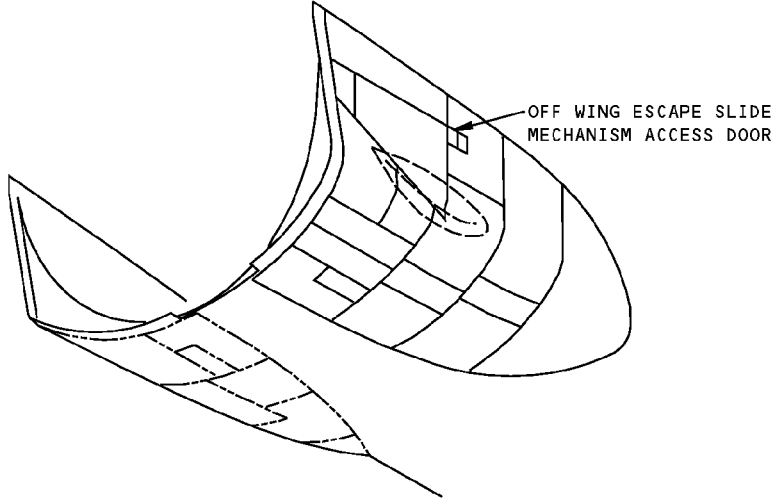
**F** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (2.5 mm) DELAMINATION FROM EDGE IS PERMITTED. REPAIR DELAMINATION IN HONEYCOMB AREA AS GIVEN IN SRM 51-70 NO LATER THAN THE NEXT "C" CHECK. PROTECT EDGE DAMAGE AS GIVEN IN **A**

Off-Wing Escape Slide Access Door Allowable Damage  
Figure 101 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 8 - MECHANISM ACCESS DOOR**

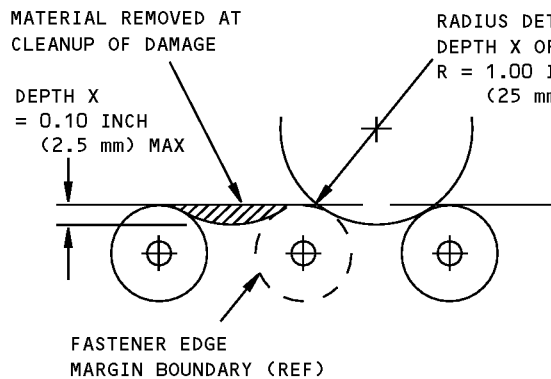
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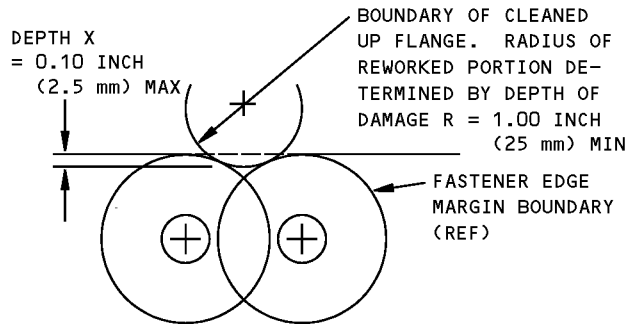
ITEM	CRACKS	NICKS AND GOUGES	DENTS	HOLES AND PUNCTURES	DELAMINATION
DOOR PANEL	B	C	D	E	F

**Off-Wing Escape Slide Mechanism Access Door Allowable Damage  
Figure 101 (Sheet 1 of 2)**

STRUCTURAL REPAIR MANUAL



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP



DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

DETAIL I

NOTES

- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED

**A** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F [52°C]) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DEGRADATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK

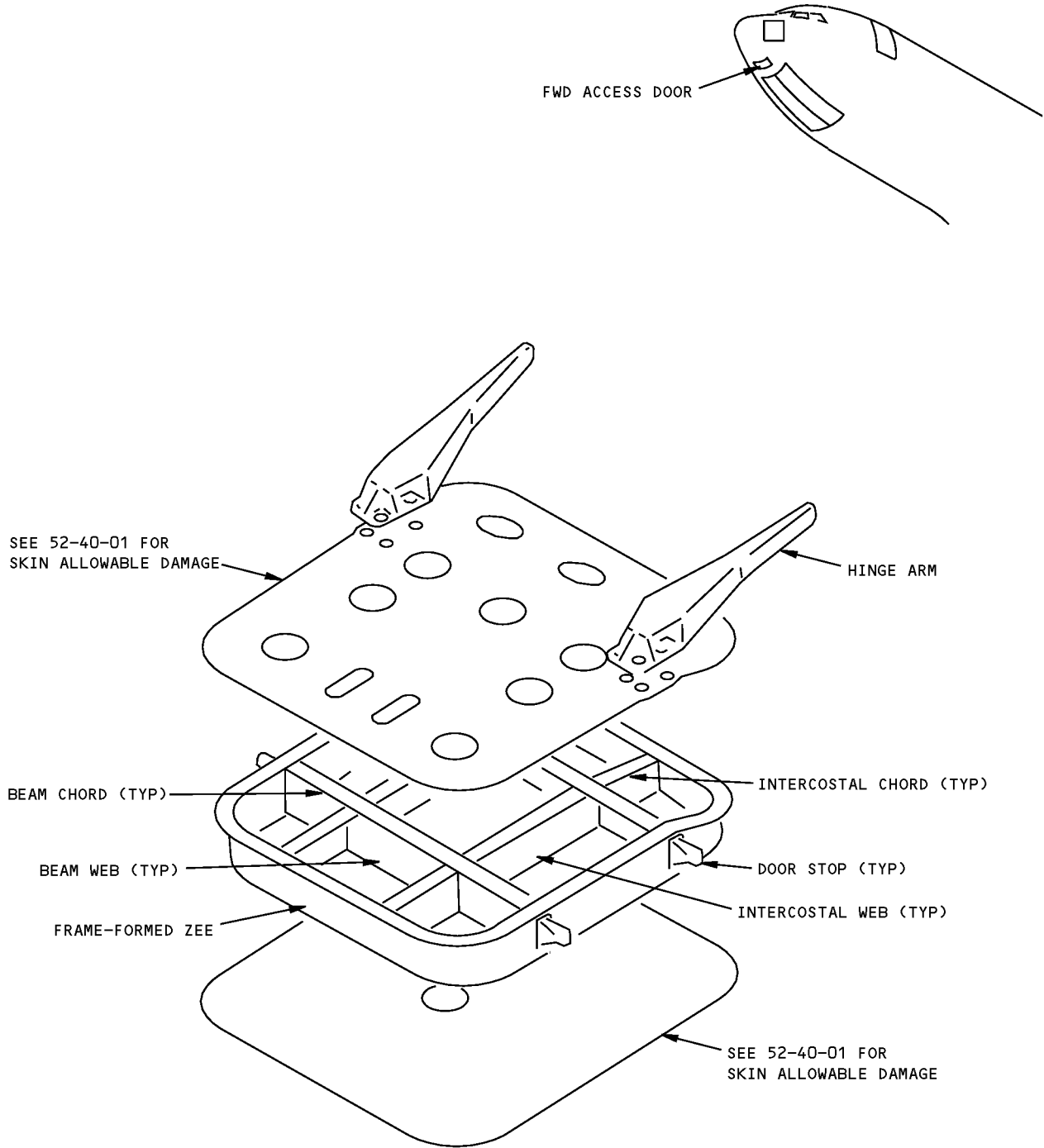
- B** 2.0 INCHES (50 mm) MAX LENGTH IN HONEYCOMB AREA IS PERMITTED FOR EACH SQUARE FOOT OF AREA AND MINIMUM OF 6.0 INCHES (150 mm) FROM ANY OTHER CRACK. CLEAN UP EDGE CRACKS AS GIVEN IN DETAIL I. CRACKS THROUGH CONSECUTIVE FASTENERS OR THROUGH THE PANEL EDGE-BAND ARE PERMITTED PROVIDED DAMAGE IS NOT MORE THAN 10% OF EDGE BAND LENGTH FOR EACH SIDE. **A**
- C** DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS NOT PERMITTED. CLEAN UP EDGE DAMAGE AS GIVEN IN DETAIL I. **A**
- D** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 1.50 INCHES (38 mm) DIA MAX ARE ALL PERMITTED ONE DENT FOR EACH SQUARE FOOT OF AREA PERMITTED WHICH MUST BE A MINIMUM OF 6 INCHES (150 mm) FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF FIBER DAMAGE OR DELAMINATION IS PRESENT REFER TO APPLICABLE DATA IN TABLE
- E** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA ONLY PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. **A**
- F** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (2.5 mm) DELAMINATION FROM EDGE IS PERMITTED. REPAIR DELAMINATION IN HONEYCOMB AREA AS GIVEN IN SRM 51-70 NO LATER THAN THE NEXT "C" CHECK. PROTECT EDGE DAMAGE AS GIVEN IN **A**

Off-Wing Escape Slide Mechanism Access Door Allowable Damage  
Figure 101 (Sheet 2 of 2)



**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 9 - FORWARD ACCESS DOOR STRUCTURE**



MATERIAL: ALUMINUM

**Forward Access Door Structure Allowable Damage  
Figure 101 (Sheet 1 of 5)**

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ALLOWABLE DAMAGE 9  
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**STRUCTURAL REPAIR MANUAL**

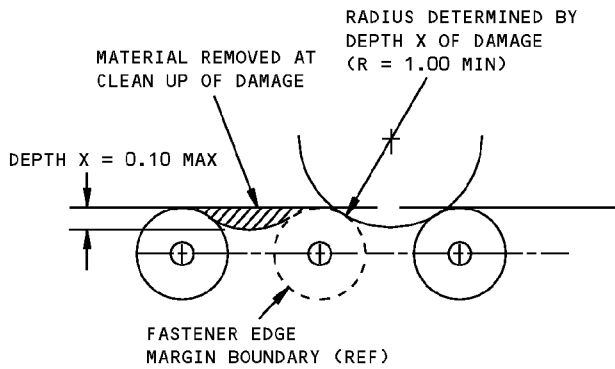
DESCRIPTION		CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
BEAM	CHORD	A	E	NOT PERMITTED	I
	WEB	C	G	SEE DETAIL III	I
INTERCOSTAL	CHORD	A	E	NOT PERMITTED	I
	WEB	C	G	SEE DETAIL III	I
FRAME	FLANGE	B	F	SEE DETAIL III	I
	WEB	C	G	SEE DETAIL III	I
DOOR STOP		A D	H D	NOT PERMITTED	NOT PERMITTED
HINGE ARM		A D	H D	NOT PERMITTED	NOT PERMITTED

**NOTES**

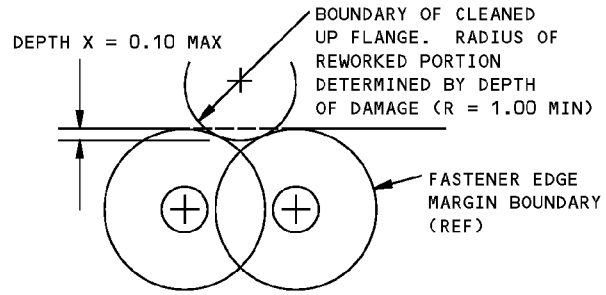
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- A** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS GIVEN IN DETAILS I AND VI
- B** FOR EDGE CRACKS SEE DETAILS I AND VII.
- C** 1.00 INCH (25 mm) MAX LENGTH SURFACE CRACKS ARE PERMITTED, PROVIDED CRACKS ARE WITHIN LIMITS SHOWN IN DETAIL IX, REMOVE EDGE CRACKS AS GIVEN IN DETAILS I AND V
- D** SHOT PEEN REWORKED AREAS AS GIVEN IN CMM 20-10-03 . REFER TO SRM 51-20-06 FOR REQUIRED SHOT NUMBER AND INTENSITY FOR THE MINIMUM THICKNESS OF THE AREA AFTER REWORK
- E** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV AND VI
- F** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV AND VII
- G** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, V, IX AND X
- H** FOR EDGE DAMAGE SEE DETAILS I AND VI, FOR LUG DAMAGE, SEE DETAIL VIII. FOR OTHER DAMAGE, SEE DETAIL II. DAMAGE NOT PERMITTED IN VICINITY OF BUSHINGS
- I** CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAX DIA AND NOT CLOSER THAN 1.0 INCH (25 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- J** 1.50 INCHES (38 mm) MIN TO EDGE OF INITIAL FASTENER HOLE, TO EDGE OF FLANGED HOLE, OR TO EDGE OF CUTOUT

**Forward Access Door Structure Allowable Damage  
Figure 101 (Sheet 2 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

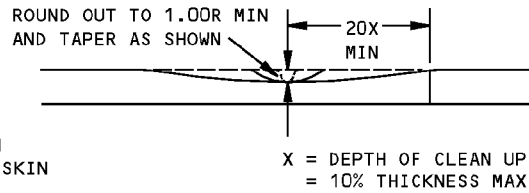
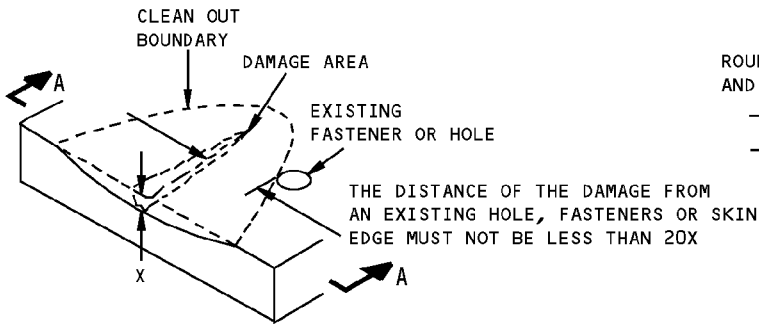


**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**



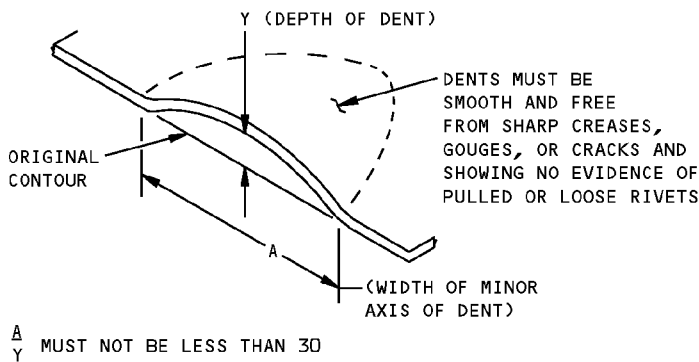
**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL I**

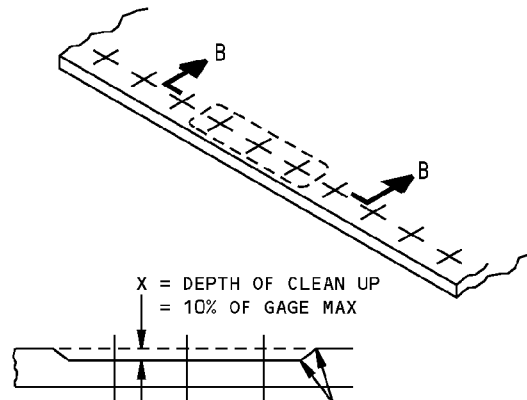


**SECTION A-A**

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



**ALLOWABLE DAMAGE FOR DENT  
DETAIL III**



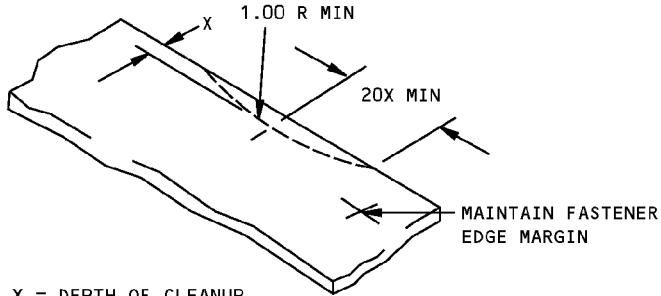
**SMOOTH BLEND-OUT RADIUS 0.50 INCH MINIMUM. CORROSION CLEAN UP AROUND ANY THREE FASTENERS IN TEN IS PERMITTED TO MAX DEPTH**

**SECTION B-B**

**CORROSION CLEANUP  
DETAIL IV**

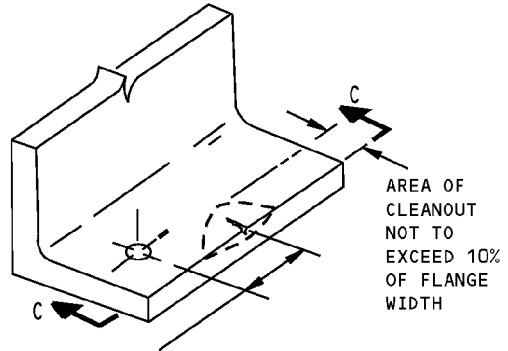
**Forward Access Door Structure Allowable Damage  
Figure 101 (Sheet 3 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

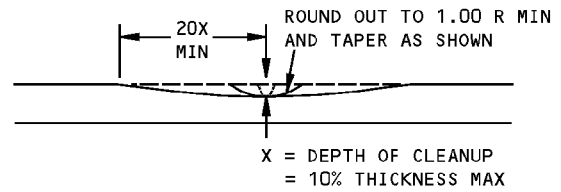


X = DEPTH OF CLEANUP  
= 0.10 MAX

**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL V**

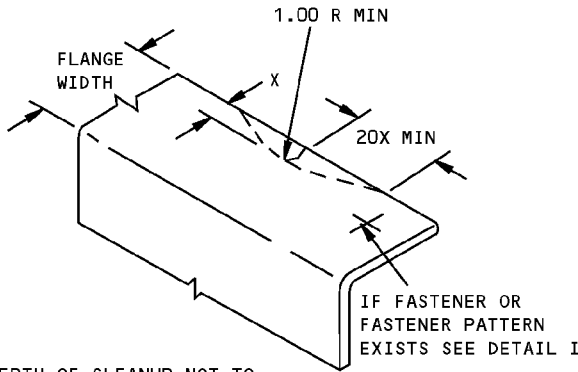


THE DISTANCE OF THE DAMAGE FROM AN  
EXISTING HOLE, FASTENERS OR EDGE  
MUST NOT BE LESS THAN 20X



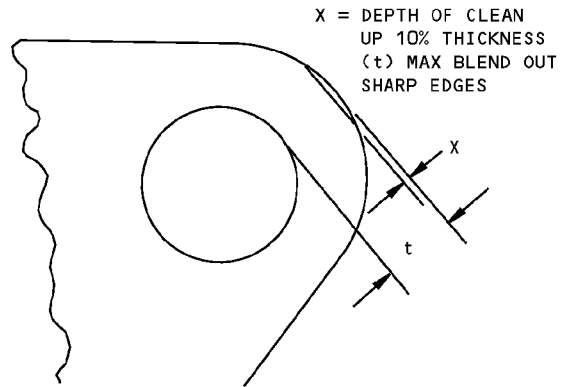
**SECTION C-C**

**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL VI**



X = DEPTH OF CLEANUP NOT TO  
EXCEED 15% OF FLANGE WIDTH

**FORMED MEMBER  
DETAIL VII**

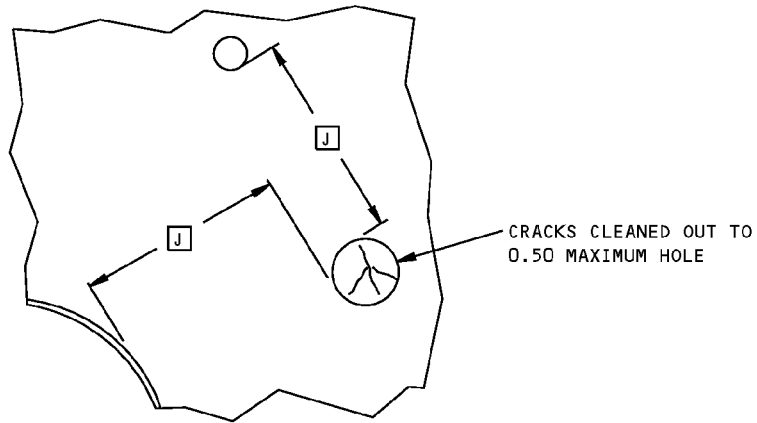


X = DEPTH OF CLEANUP 10% THICKNESS (t) MAX.  
BLEND OUT SHARP EDGES

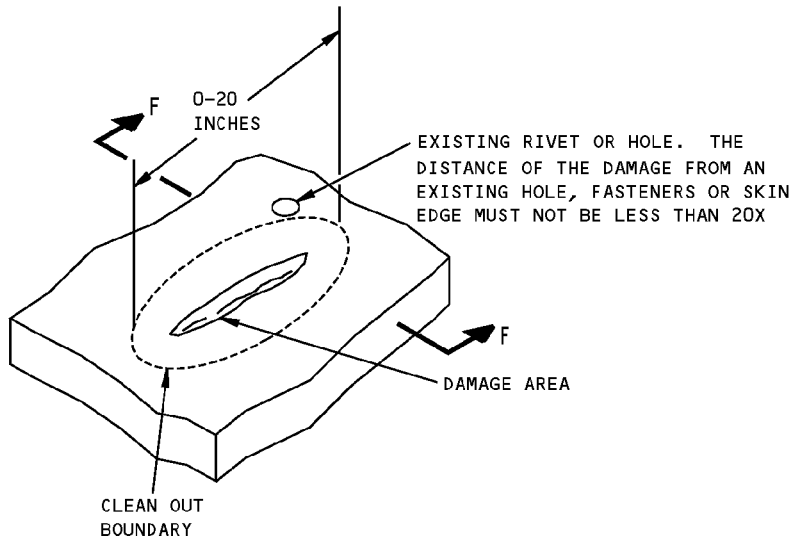
**DAMAGE CLEANUP FOR EDGES OF LUG  
DETAIL VIII**

**Forward Access Door Structure Allowable Damage  
Figure 101 (Sheet 4 of 5)**

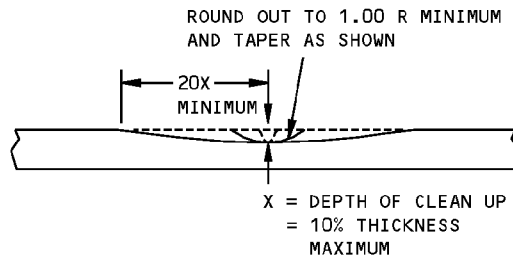
**767-300  
STRUCTURAL REPAIR MANUAL**



**SURFACE CRACKS  
DETAIL IX**



**DETAIL X**

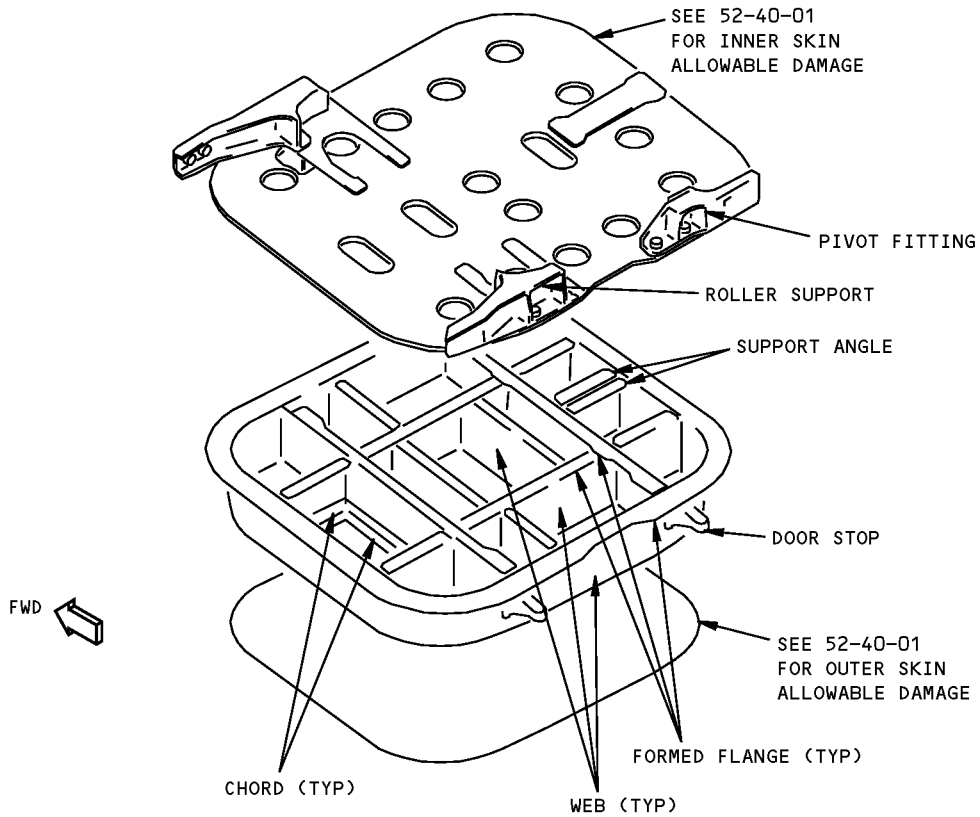
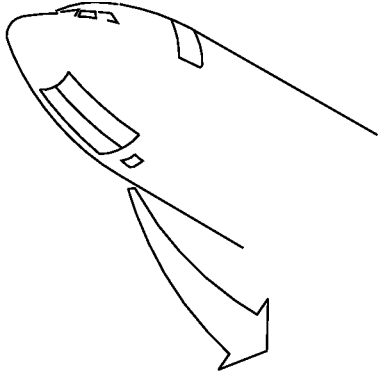


**SECTION F-F**

**Forward Access Door Structure Allowable Damage  
Figure 101 (Sheet 5 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 10 - ELEC/ELEX ACCESS DOOR STRUCTURE**



MATERIAL: ALUMINUM

**Elec/Elex Access Door Structure Allowable Damage  
Figure 101 (Sheet 1 of 5)**

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ALLOWABLE DAMAGE 10  
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**767-300  
STRUCTURAL REPAIR MANUAL**

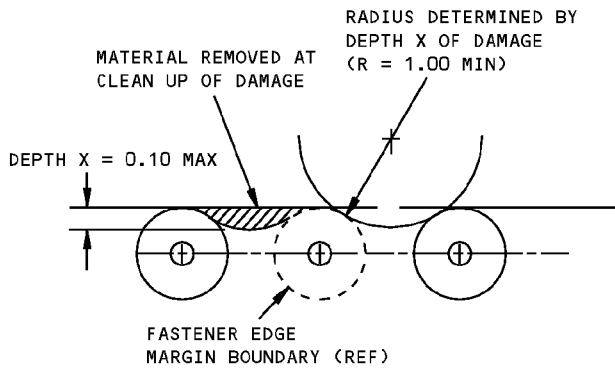
DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
CHORD	A	E	NOT PERMITTED	H
WEB	C	G	SEE DETAIL III	H
FORMED FLANGE	B	F	SEE DETAIL III	H
SUPPORT ANGLE	C	E	NOT PERMITTED	H
DOOR STOP	A	E D	NOT PERMITTED	NOT PERMITTED
PIVOT FITTING	A	E	NOT PERMITTED	NOT PERMITTED
ROLLER SUPPORT	A D	E D	NOT PERMITTED	NOT PERMITTED

**NOTES**

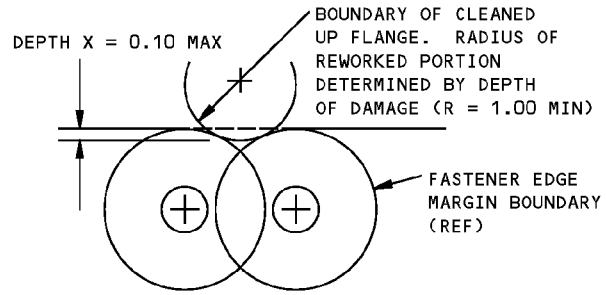
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- A** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS GIVEN IN DETAILS II AND VII
- B** FOR EDGE CRACKS SEE DETAILS I AND VII.
- C** 1.00 INCH (25 mm) MAX LENGTH SURFACE CRACKS ARE PERMITTED, PROVIDED CRACKS ARE WITHIN LIMITS SHOWN IN DETAIL VIII, REMOVE EDGE CRACKS AS GIVEN IN DETAILS I AND V
- D** SHOT PEEN REWORKED AREAS AS GIVEN IN CMM 20-10-03 . REFER TO SRM 51-20-06 FOR REQUIRED SHOT NUMBER AND INTENSITY FOR THE MINIMUM THICKNESS OF THE AREA AFTER REWORK
- E** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV AND IX
- F** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV AND VII
- G** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV, AND V
- H** CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAX DIA AND NOT CLOSER THAN 1.0 INCH (25 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- I** 1.50 INCHES (38 mm) MIN TO EDGE OF INITIAL FASTENER HOLE, TO EDGE OF FLANGED HOLE, OR TO EDGE OF CUTOUT

**Elec/Elex Access Door Structure Allowable Damage  
Figure 101 (Sheet 2 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

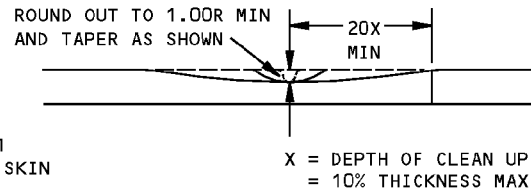
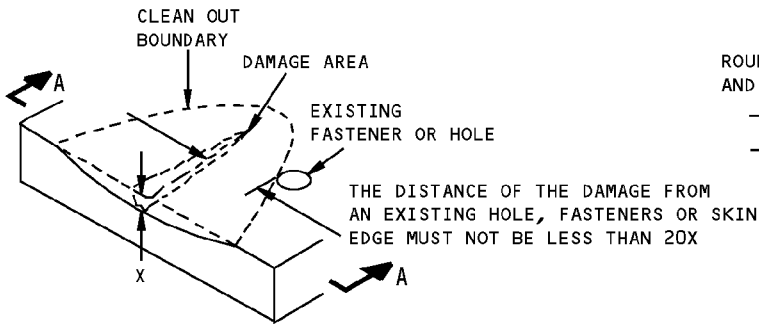


**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**



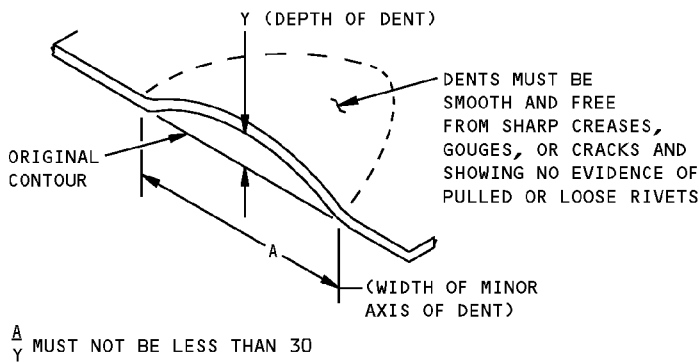
**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL I**

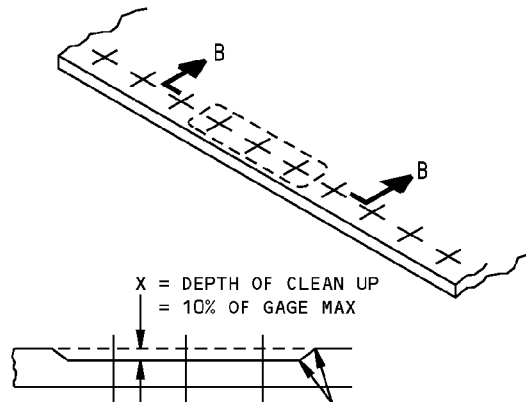


**SECTION A-A**

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



**ALLOWABLE DAMAGE FOR DENT  
DETAIL III**

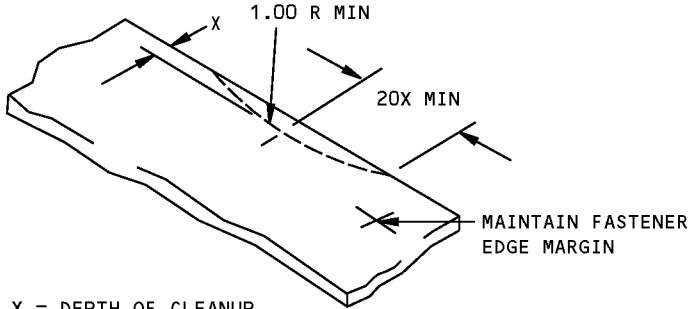


**SECTION B-B  
CORROSION CLEANUP  
DETAIL IV**

**Elec/Elex Access Door Structure Allowable Damage  
Figure 101 (Sheet 3 of 5)**

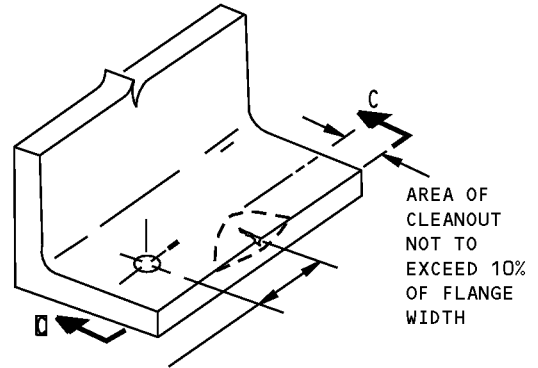


**767-300  
STRUCTURAL REPAIR MANUAL**

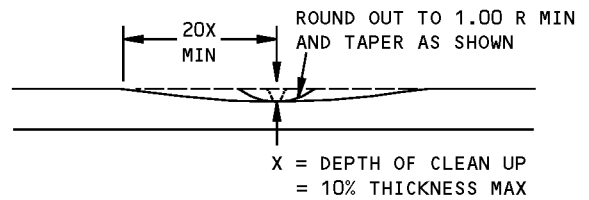


X = DEPTH OF CLEANUP  
= 0.10 MAX

**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL V**

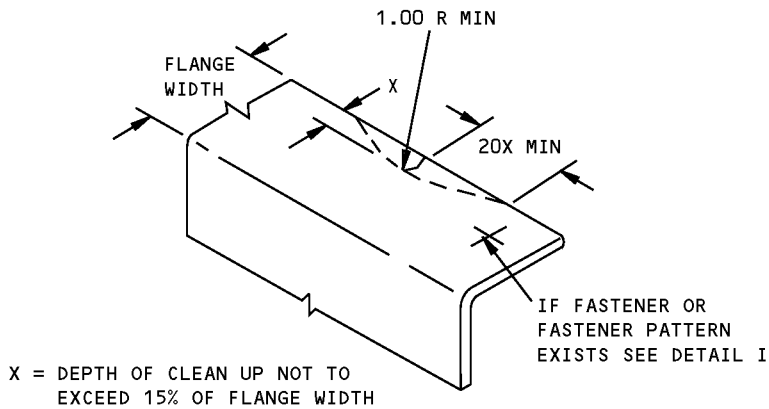


THE DISTANCE OF THE DAMAGE FROM AN EXISTING HOLE, FASTENERS OR EDGE MUST NOT BE LESS THAN 20X



**SECTION C-C**

**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL VI**

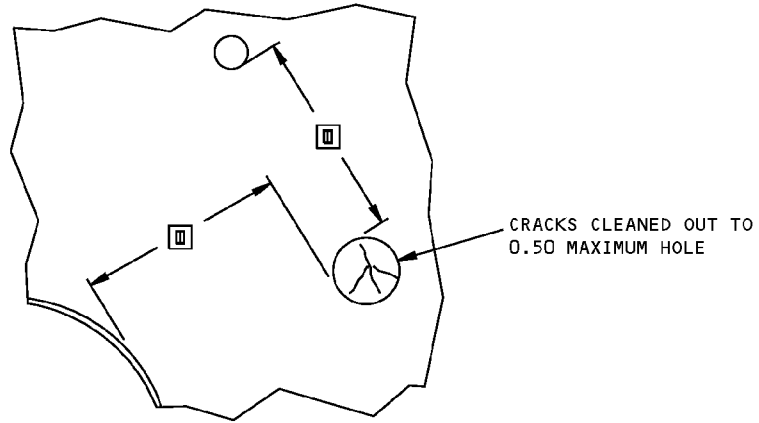


X = DEPTH OF CLEAN UP NOT TO EXCEED 15% OF FLANGE WIDTH

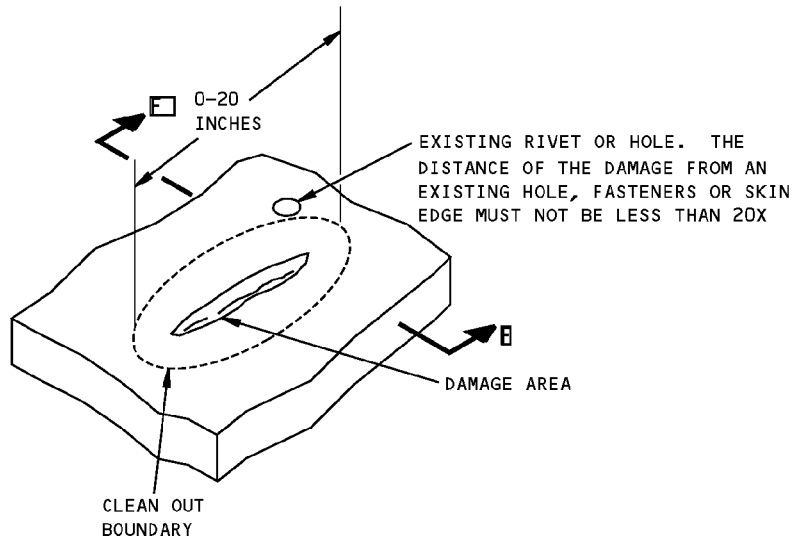
**FORMED MEMBER  
DETAIL VII**

**Elec/Elex Access Door Structure Allowable Damage  
Figure 101 (Sheet 4 of 5)**

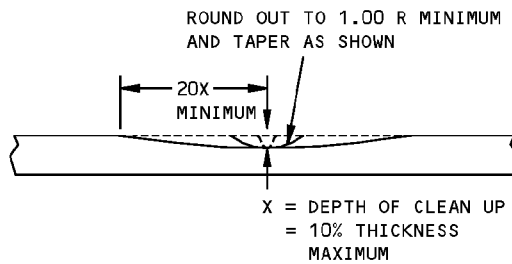
**767-300  
STRUCTURAL REPAIR MANUAL**



**SURFACE CRACKS  
DETAIL VIII**



**DETAIL IX**

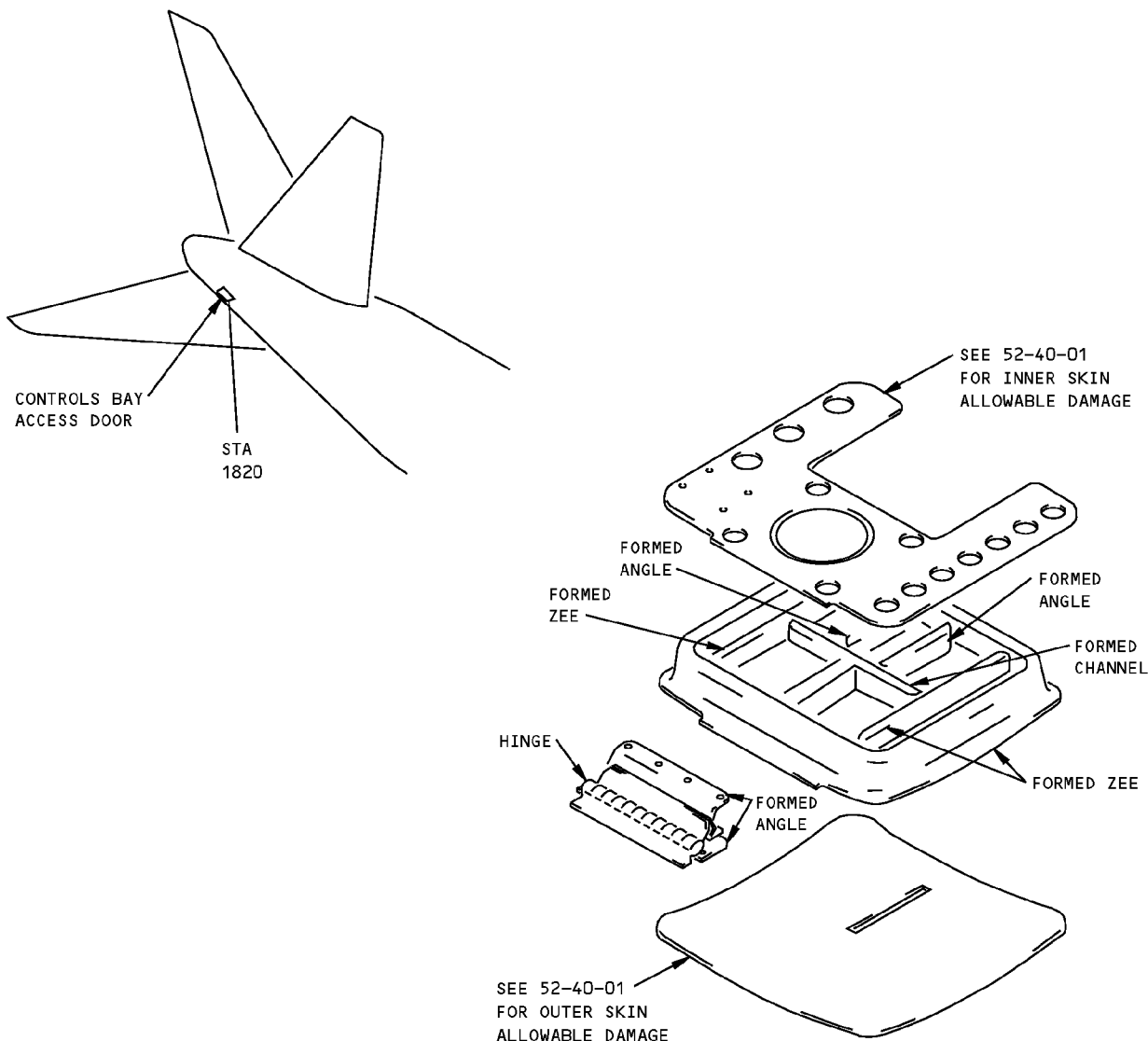


**SECTION F-F**

**Elec/Elex Access Door Structure Allowable Damage  
Figure 101 (Sheet 5 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 11 - CONTROLS BAY ACCESS DOOR**



ITEM	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
FORMED FLANGE	B	E	SEE DETAIL III	G
WEB	C	F	SEE DETAIL III	G
HINGE	A	D	NOT ALLOWED	NOT ALLOWED

**Controls Bay Access Door Allowable Damage  
Figure 101 (Sheet 1 of 4)**

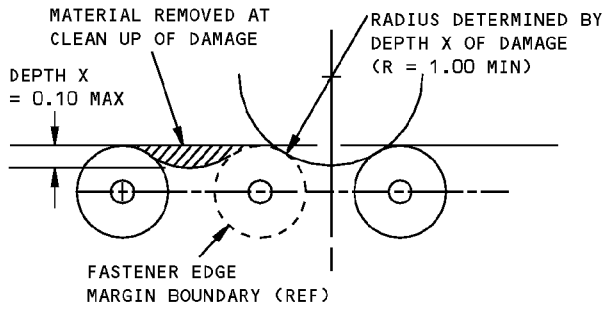
## STRUCTURAL REPAIR MANUAL

## NOTES

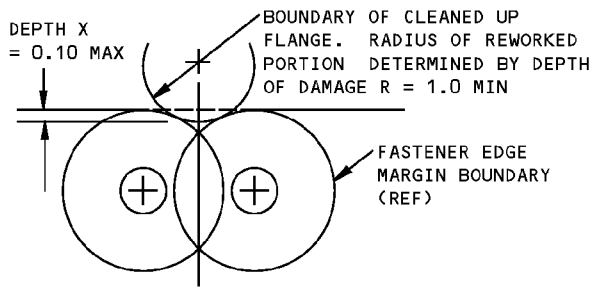
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- A** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS GIVEN IN DETAILS I AND VI
- B** FOR EDGE CRACKS SEE DETAILS I AND VIII. FOR RADIUS CRACKS NOT EXCEEDING 1.00 INCH (25 mm) SEE DETAIL VIII
- C** 1.00 INCH (25 mm) MAX LENGTH SURFACE CRACKS PERMITTED, PROVIDED CRACKS ARE WITHIN LIMITS SHOWN IN DETAIL IX, REMOVE EDGE CRACKS AS GIVEN IN DETAILS I AND V
- D** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV AND VI
- E** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, V AND VIII
- F** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV, V AND VII
- G** CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAX DIA AND NOT CLOSER THAN 1.0 INCH (25 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- H** ACCUMULATED LENGTH OF CRACKS MUST NOT BE MORE THAN 10% OF FLANGE LENGTH. DISTANCE BETWEEN STOP HOLES OF ADJACENT CRACKS MUST NOT BE LESS THAN 4.0 INCHES (100 mm)
- I** 1.50 INCHES (38 mm) MIN TO EDGE OF INITIAL FASTENER HOLE, TO EDGE OF FLANGED HOLE, OR TO EDGE OF CUTOUT

**Controls Bay Access Door Allowable Damage  
Figure 101 (Sheet 2 of 4)**

**STRUCTURAL REPAIR MANUAL**

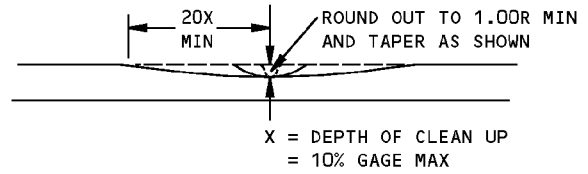
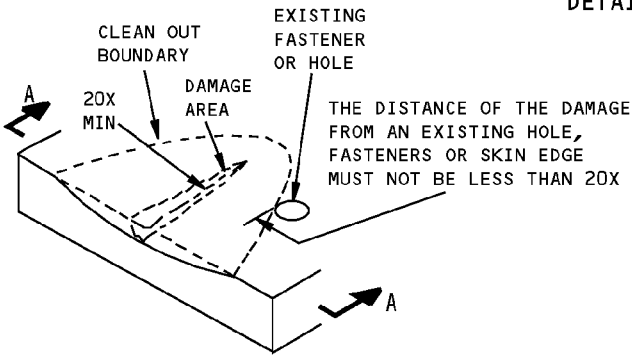


DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP



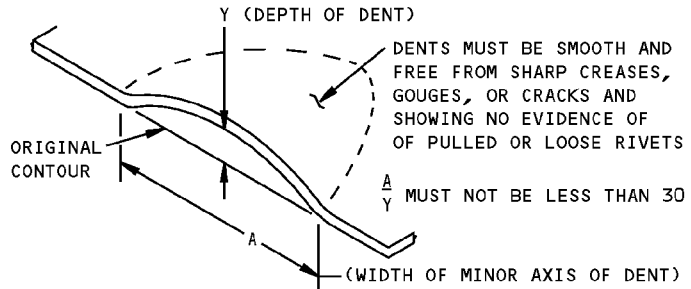
DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP

DETAIL I

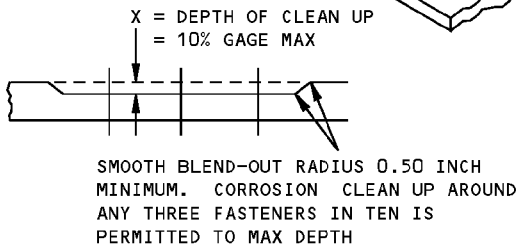


SECTION A-A

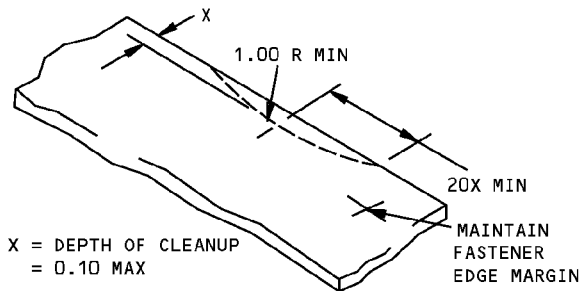
DETAIL II



ALLOWABLE DAMAGE FOR DENT  
DETAIL III



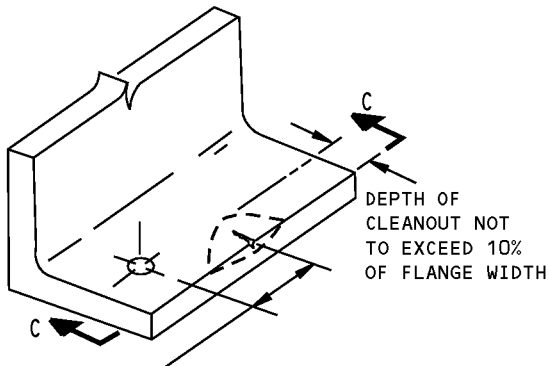
SECTION B-B  
DETAIL IV



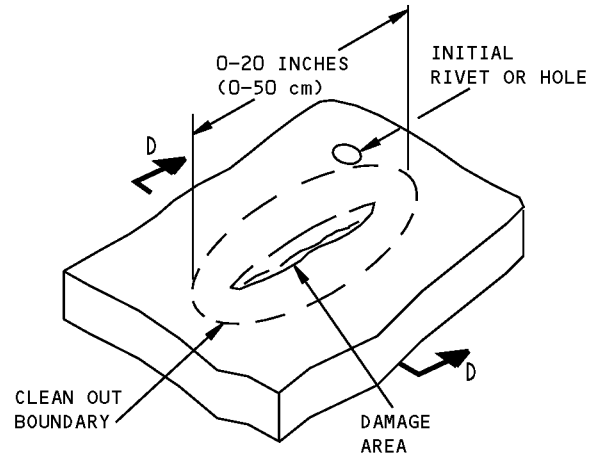
REMOVAL OF NICK OR CRACK DAMDGE ON AN EDGE  
DETAIL V

**Controls Bay Access Door Allowable Damage  
Figure 101 (Sheet 3 of 4)**

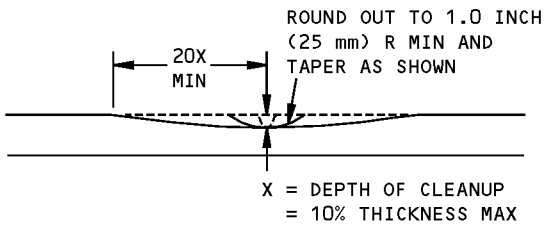
**STRUCTURAL REPAIR MANUAL**



THE DISTANCE OF THE DAMAGE FROM AN INITIAL HOLE, FASTENER OR MATERIAL EDGE MUST NOT BE LESS THAN 20X

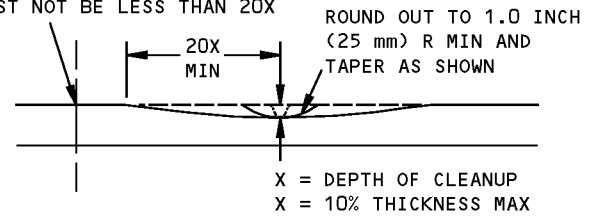


THE DISTANCE OF THE DAMAGE FROM AN INITIAL HOLE, FASTENERS OR SKIN EDGE MUST NOT BE LESS THAN 20X

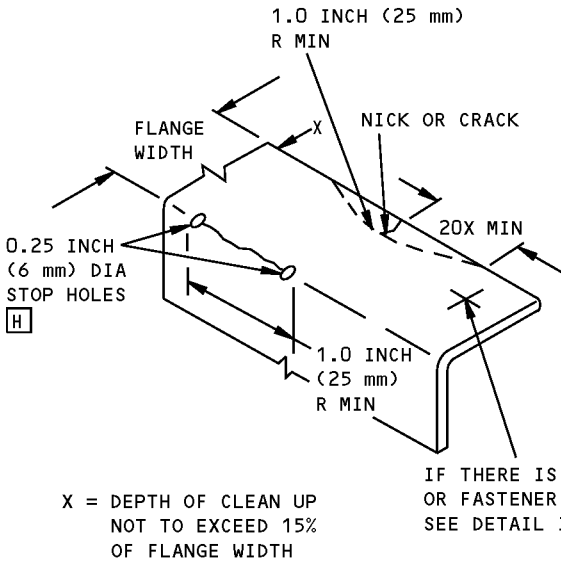


**SECTION C-C**

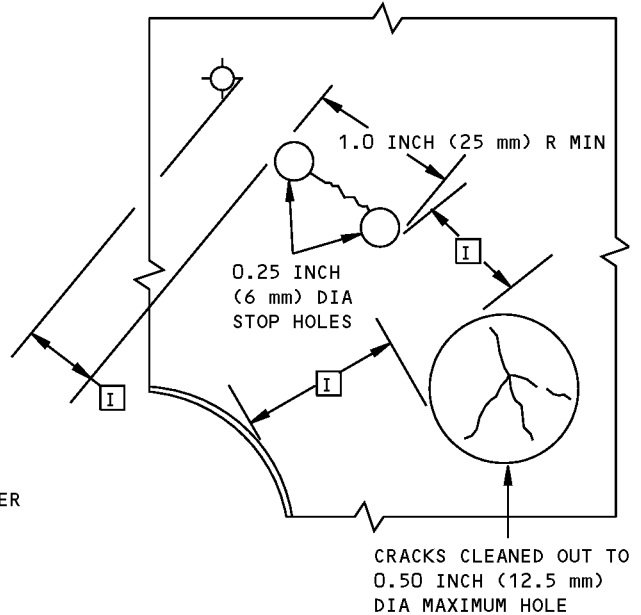
**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL VI**



**SECTION D-D  
DETAIL VII**



**(FORMED MEMBER)  
DETAIL VIII**



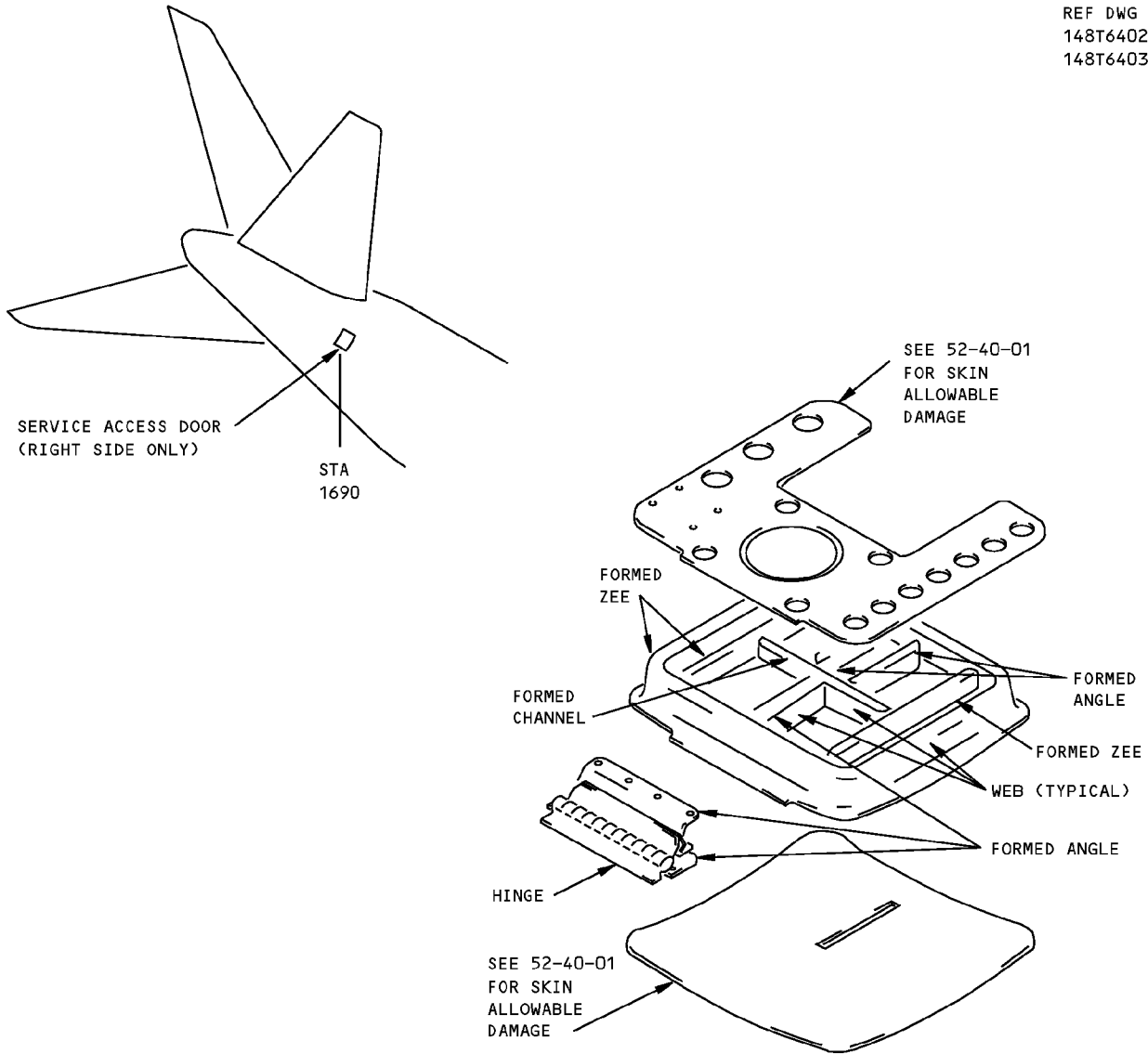
**SURFACE CRACKS  
DETAIL IX**

**Controls Bay Access Door Allowable Damage  
Figure 101 (Sheet 4 of 4)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 12 - SERVICE ACCESS DOOR**

REF DWG  
148T6402  
148T6403



ITEM	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
FORMED FLANGE	B	E	SEE DETAIL III	G
WEB	C	F	SEE DETAIL III	G
HINGE	A	D	NOT ALLOWED	NOT ALLOWED

**Service Access Door Allowable Damage  
Figure 101 (Sheet 1 of 4)**

767-300  
STRUCTURAL REPAIR MANUAL

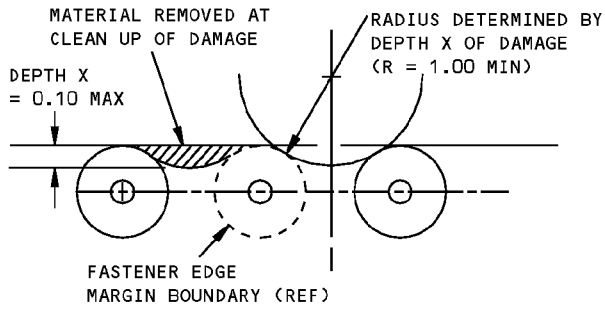
NOTES

- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- A** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS GIVEN IN DETAILS I AND VI
- B** FOR EDGE CRACKS SEE DETAILS I AND VIII. FOR RADIUS CRACKS NOT EXCEEDING 1.00 INCH (25 mm) SEE DETAIL VIII
- C** 1.00 INCH (25 mm) MAX LENGTH SURFACE CRACKS ARE PERMITTED, PROVIDED CRACKS ARE WITHIN LIMITS SHOWN IN DETAIL IX, REMOVE EDGE CRACKS AS GIVEN IN DETAILS I AND V
- D** REMOVE DAMAGE AS GIVE IN DETAILS I, II, IV AND VI
- E** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV AND VIII
- F** REMOVE DAMAGEAS GIVEN INR DETAILS I, II, IV, V AND VII
- G** CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAX DIA AND NOT CLOSER THAN 1.0 INCH (25 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- H** ACCUMULATED LENGTH OF CRACKS MUST NOT BE MORE THAN 10% OF FLANGE LENGTH. DISTANCE BETWEEN STOP HOLES OF ADJACENT CRACKS MUST NOT BE LESS THAN 4.0 INCHES (100 mm)
- I** 1.50 INCHES (38 mm) MIN TO EDGE OF INITIAL FASTENER HOLE, TO EDGE OF FLANGED HOLE, OR TO EDGE OF CUTOUT

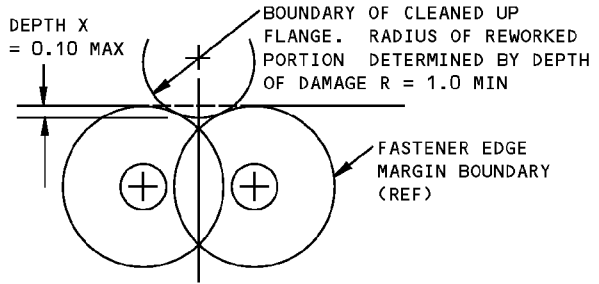
Service Access Door Allowable Damage  
Figure 101 (Sheet 2 of 4)



**STRUCTURAL REPAIR MANUAL**

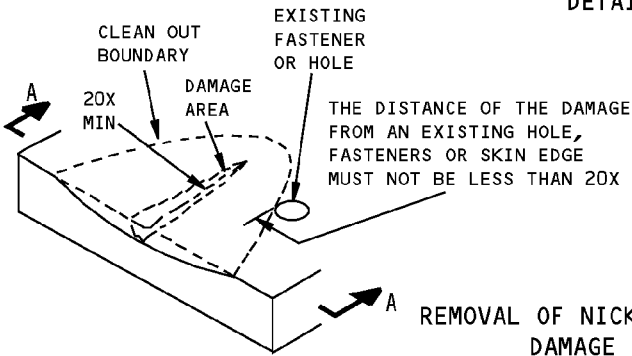


**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**



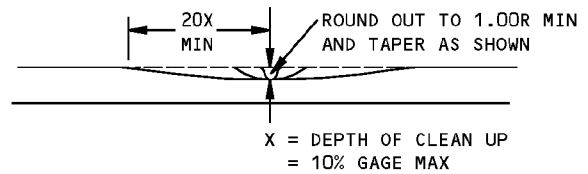
**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL I**

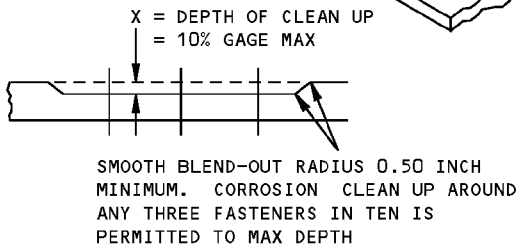
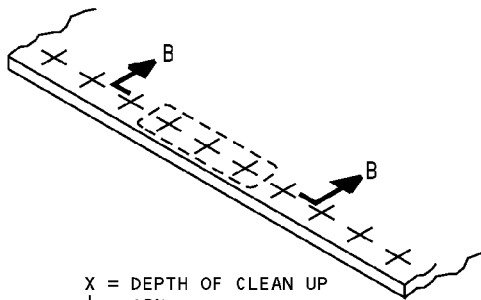


**REMOVAL OF NICK, GOUGE AND SCRATCH DAMAGE ON A SURFACE**

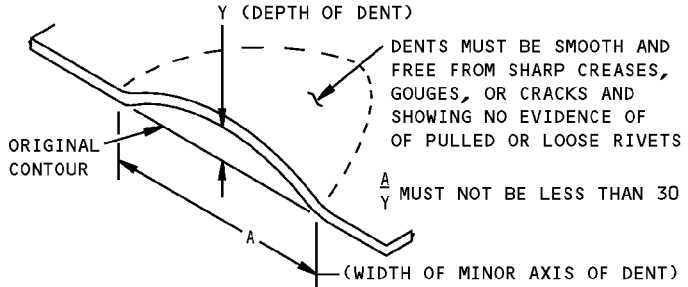
**DETAIL II**



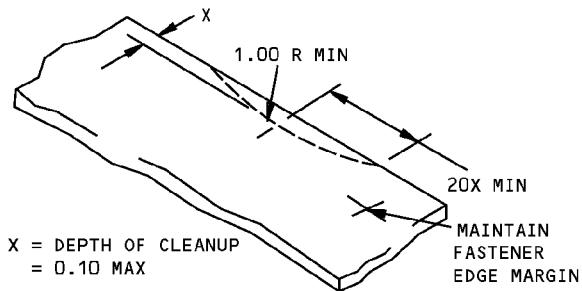
**SECTION A-A**



**SECTION B-B  
CORROSION CLEANUP  
DETAIL IV**



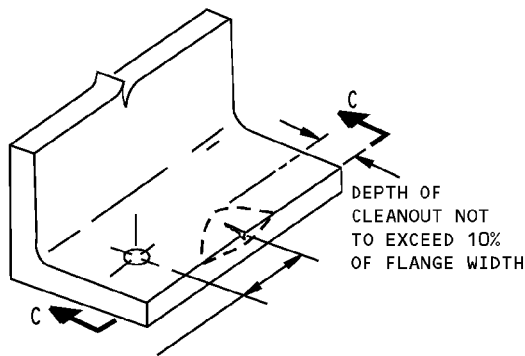
**ALLOWABLE DAMAGE FOR DENT  
DETAIL III**



**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL V**

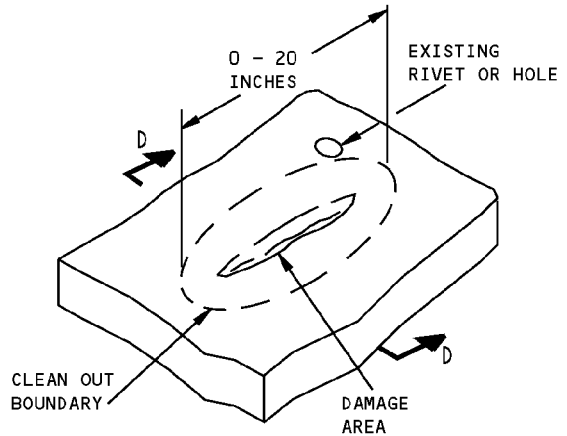
**Service Access Door Allowable Damage  
Figure 101 (Sheet 3 of 4)**

**767-300  
STRUCTURAL REPAIR MANUAL**



DEPTH OF CLEANOUT NOT TO EXCEED 10% OF FLANGE WIDTH

THE DISTANCE OF THE DAMAGE FROM AN EXISTING HOLE, FASTENER OR MATERIAL EDGE MUST NOT BE LESS THAN 20X



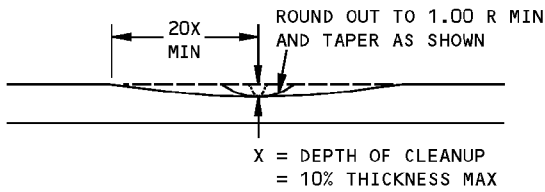
0 - 20 INCHES

EXISTING RIVET OR HOLE

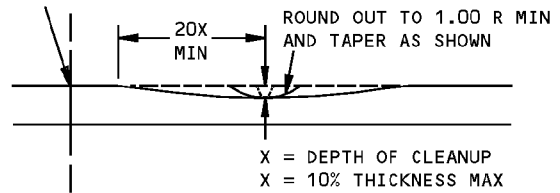
CLEAN OUT BOUNDARY

DAMAGE AREA

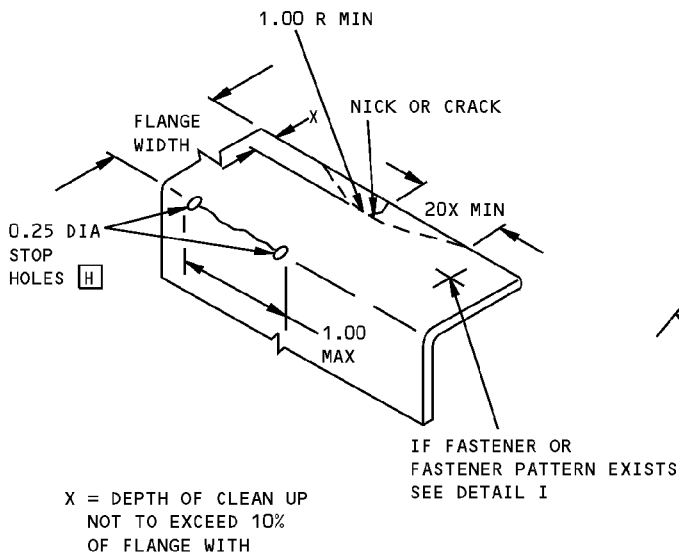
THE DISTANCE OF THE DAMAGE FROM AN EXISTING HOLE, FASTENERS OR SKIN EDGE MUST NOT BE LESS THAN 20X



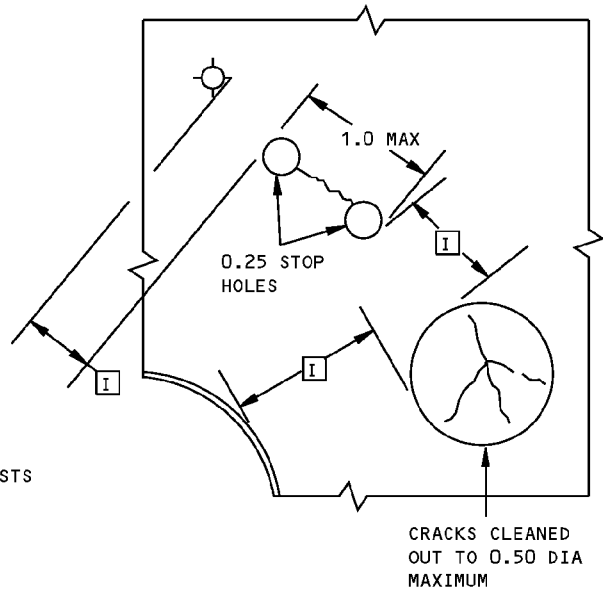
SECTION C-C  
REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL VI



SECTION D-D  
DETAIL VII



(FORMED MEMBER)  
DETAIL VIII



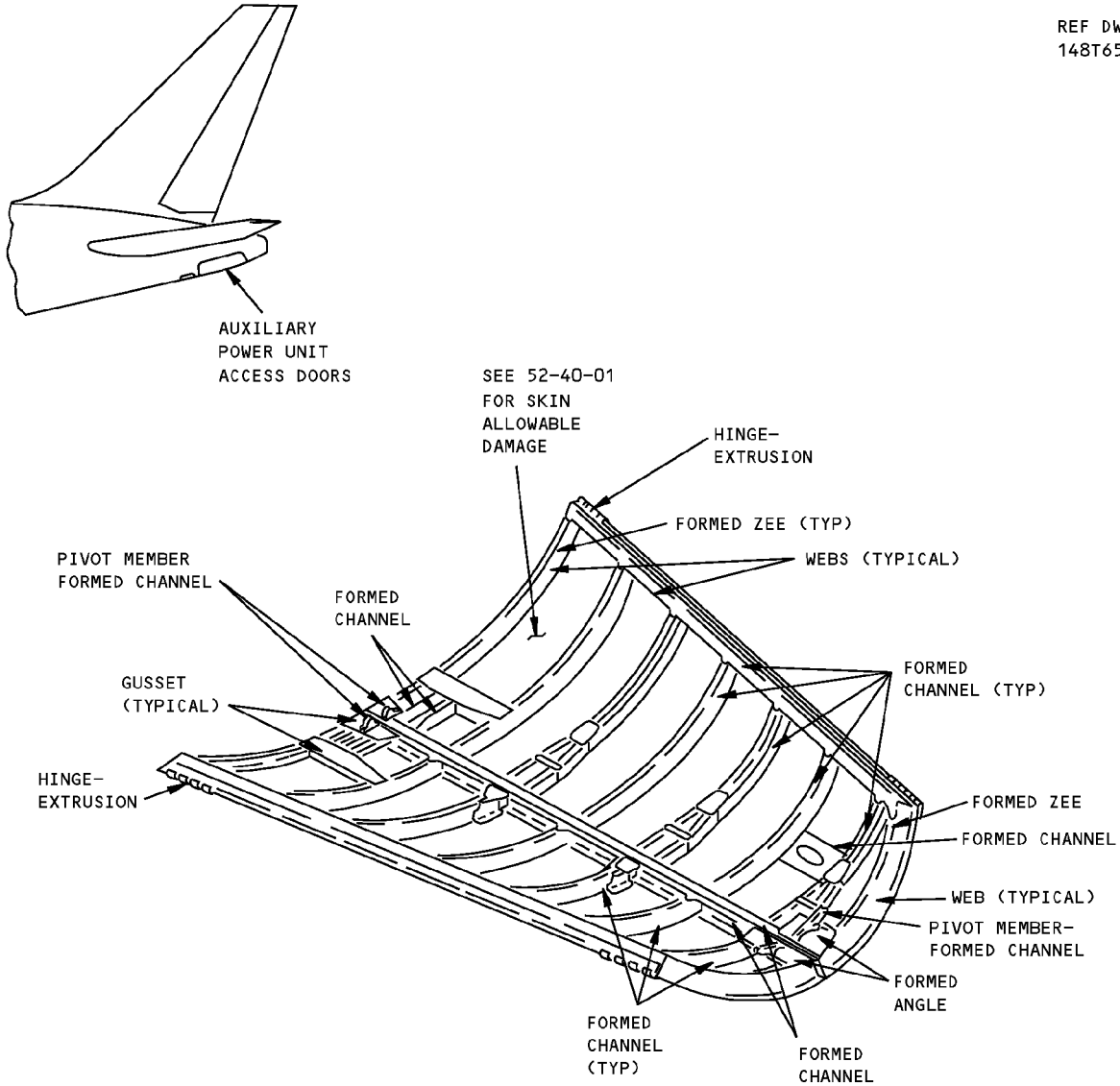
SURFACE CRACKS  
DETAIL IX

**Service Access Door Allowable Damage  
Figure 101 (Sheet 4 of 4)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 13 - AUXILIARY POWER UNIT ACCESS DOOR**

REF DWG  
148T6500



ITEM	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
FORMED FLANGE	B	E	SEE DETAIL IV	H
WEB	C	F	SEE DETAIL IV	H
PIVOT MEMBER FORMED FLANGE	B	E G	SEE DETAIL IV	H
GUSSET	C	F	SEE DETAIL IV	H
HINGE	A	D	NOT ALLOWED	NOT ALLOWED

**Auxiliary Power Unit Access Door Allowable Damage  
Figure 101 (Sheet 1 of 5)**

D634T210

ALLOWABLE DAMAGE 13  
Page 101  
**52-40-02**  
Apr 01/2005



767-300

## STRUCTURAL REPAIR MANUAL

### NOTES

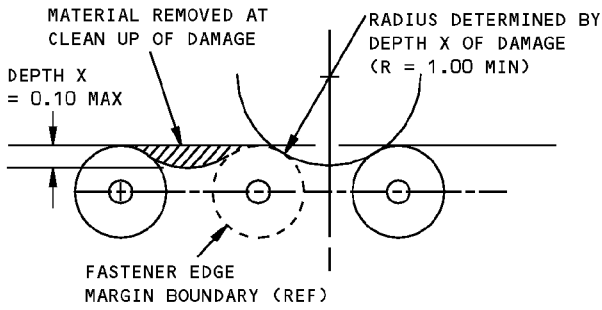
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- A** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS GIVEN IN DETAILS I AND VI
- B** FOR EDGE CRACKS SEE DETAILS I AND VIII. FOR RADIUS CRACKS NOT EXCEEDING 1.00 INCH (25 mm) SEE DETAIL VIII
- C** 1.00 INCH (25 mm) MAX LENGTH SURFACE CRACKS ARE PERMITTED, PROVIDED CRACKS ARE WITHIN LIMITS SHOWN IN DETAIL IX, REMOVE EDGE CRACKS AS GIVEN IN DETAILS I AND III
- D** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, V AND VI
- E** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, V AND VIII
- F** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, III, V AND X
- G** FOR LUG DAMAGE SEE DETAIL VII
- H** CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAX DIA AND NOT CLOSER THAN 1.0 INCH (25 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED
- I** ACCUMULATED LENGTH OF CRACKS MUST NOT BE MORE THAN 10% OF FLANGE LENGTH. DISTANCE BETWEEN STOP HOLES OF ADJACENT CRACKS MUST NOT BE LESS THAN 4.0 INCHES (100 mm)
- J** 1.50 INCHES (38 mm) MIN TO EDGE OF INITIAL FASTENER HOLE, TO EDGE OF FLANGED HOLE, OR TO EDGE OF CUTOUT

**Auxiliary Power Unit Access Door Allowable Damage  
Figure 101 (Sheet 2 of 5)**

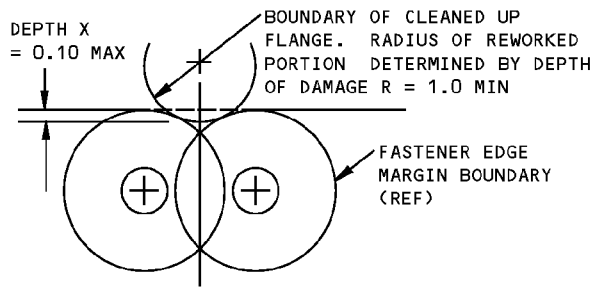
D634T210

ALLOWABLE DAMAGE 13  
**52-40-02**  
Page 102  
Apr 01/2005

**STRUCTURAL REPAIR MANUAL**

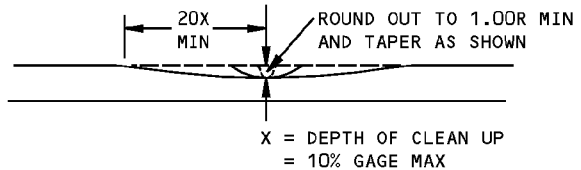
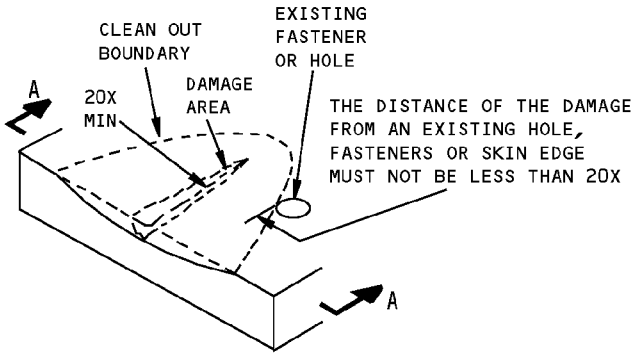


**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**



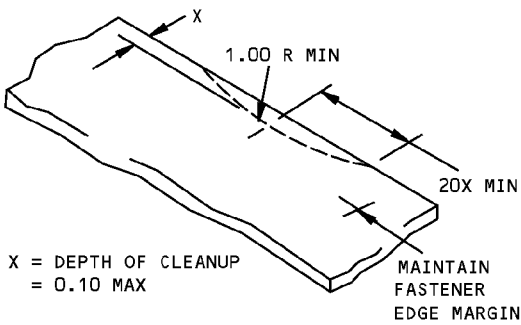
**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL I**

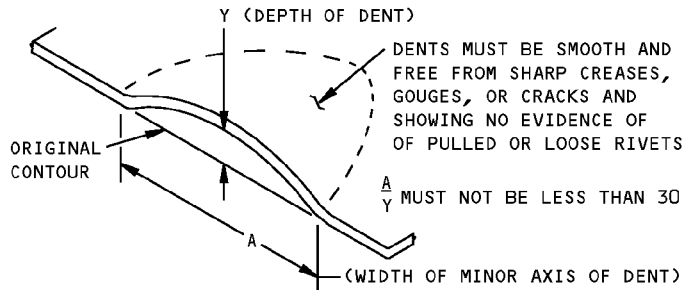


**SECTION A-A**

**REMOVAL OF NICK GOUGES AND SCRATCH DAMAGE ON A SURFACE  
DETAIL II**



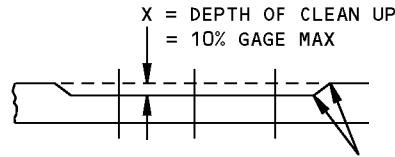
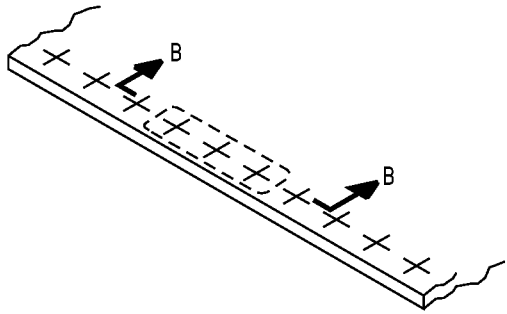
**REMOVAL OF NICK OR CRACK  
DAMDGE ON AN EDGE  
DETAIL III**



**ALLOWABLE DAMAGE FOR DENT  
DETAIL IV**

**Auxiliary Power Unit Access Door Allowable Damage  
Figure 101 (Sheet 3 of 5)**

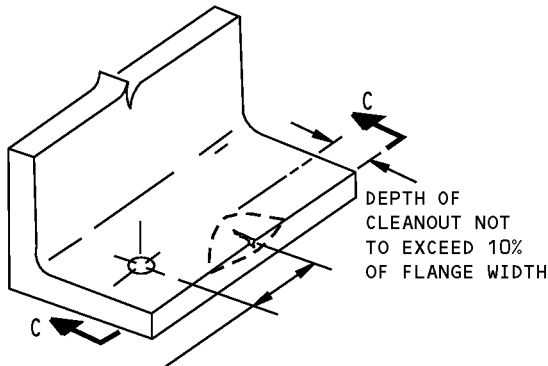
**STRUCTURAL REPAIR MANUAL**



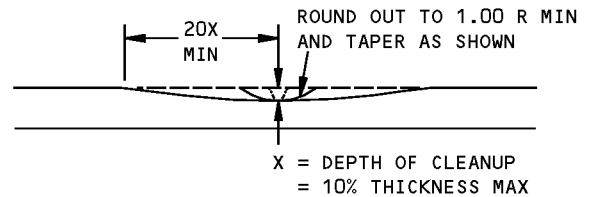
SMOOTH BLEND-OUT RADIUS 0.50 INCH MINIMUM. CORROSION CLEAN UP AROUND ANY THREE FASTENERS IN TEN IS PERMITTED TO MAX DEPTH

SECTION B-B

CORROSION CLEANUP  
DETAIL V



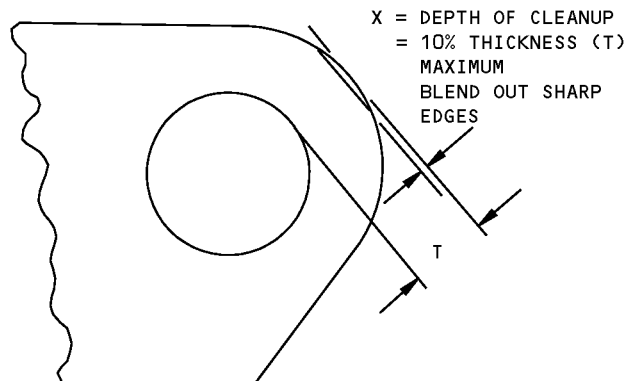
THE DISTANCE OF THE DAMAGE FROM AN EXISTING HOLE, FASTENER OR MATERIAL EDGE MUST NOT BE LESS THAN 20X



SECTION C-C

REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE

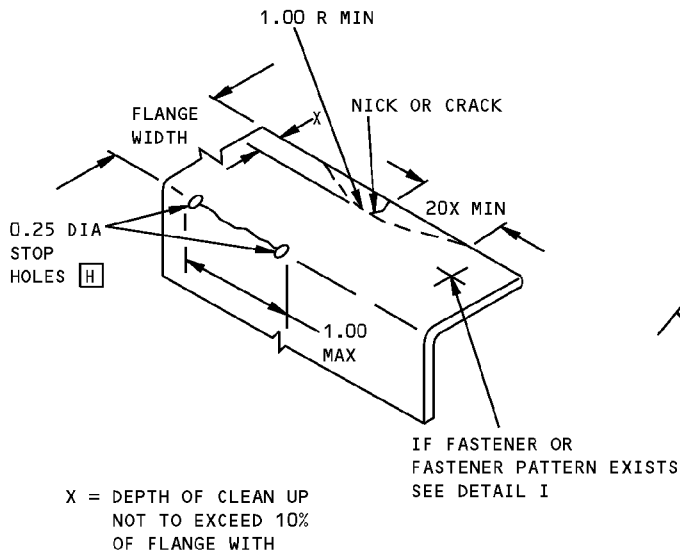
DETAIL VI



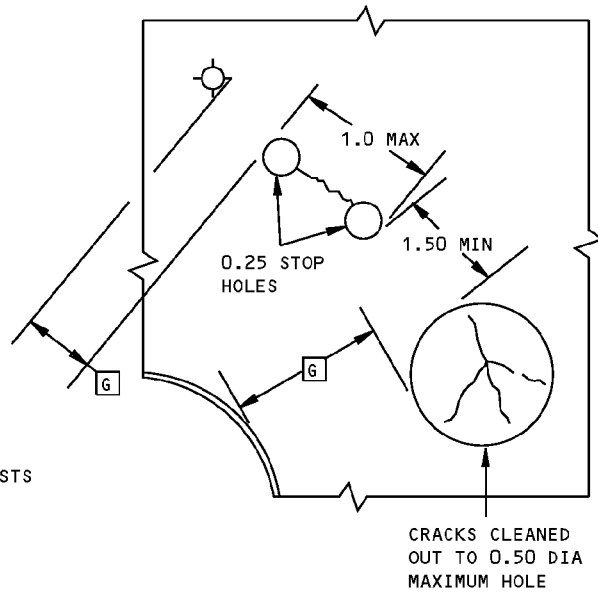
DAMAGE CLEANUP FOR EDGES OF LUG  
DETAIL VII

**Auxiliary Power Unit Access Door Allowable Damage  
Figure 101 (Sheet 4 of 5)**

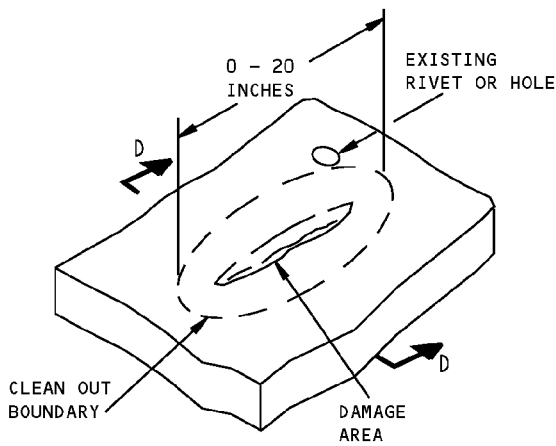
**767-300  
STRUCTURAL REPAIR MANUAL**



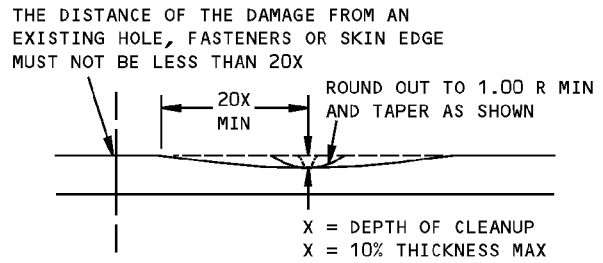
**FORMED MEMBER  
DETAIL VIII**



**SURFACE CRACKS  
DETAIL IX**



**DETAIL X**



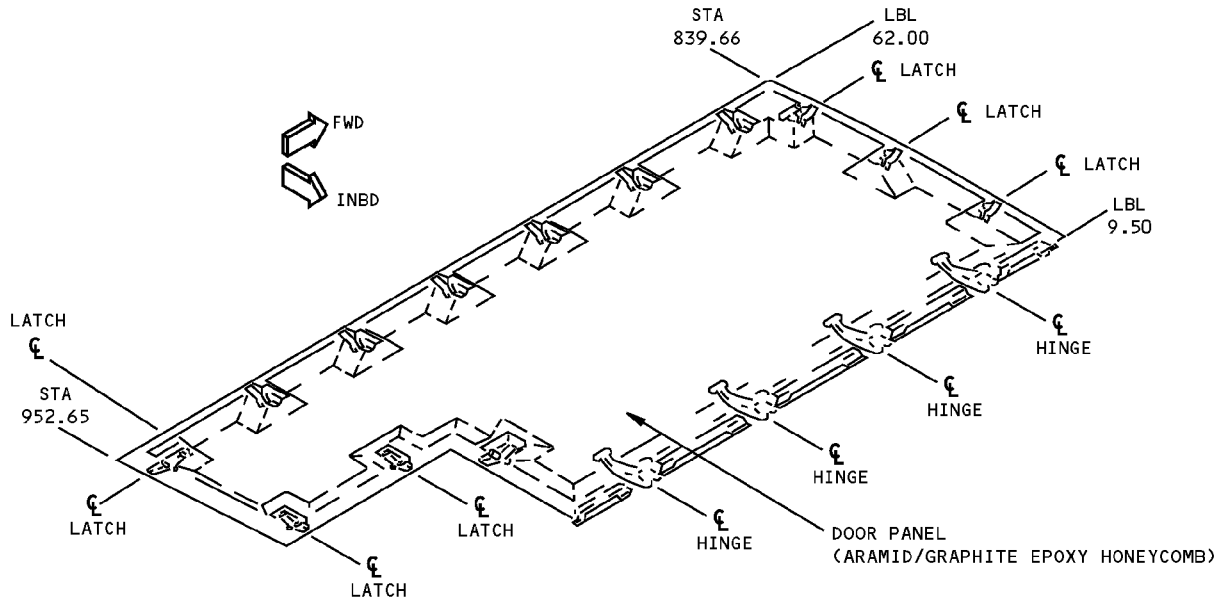
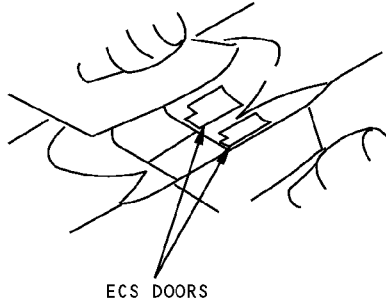
**SECTION D-D**

**Auxiliary Power Unit Access Door Allowable Damage  
Figure 101 (Sheet 5 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 14 - ECS DOOR**

REF DWG  
149T7210



LEFT SIDE SHOWN  
RIGHT SIDE OPPOSITE

ITEM	CRACKS	NICKS AND GOUGES	DENTS	HOLES AND PUNCTURES	DELAMINATION
DOOR PANEL	R	C	D	E	F

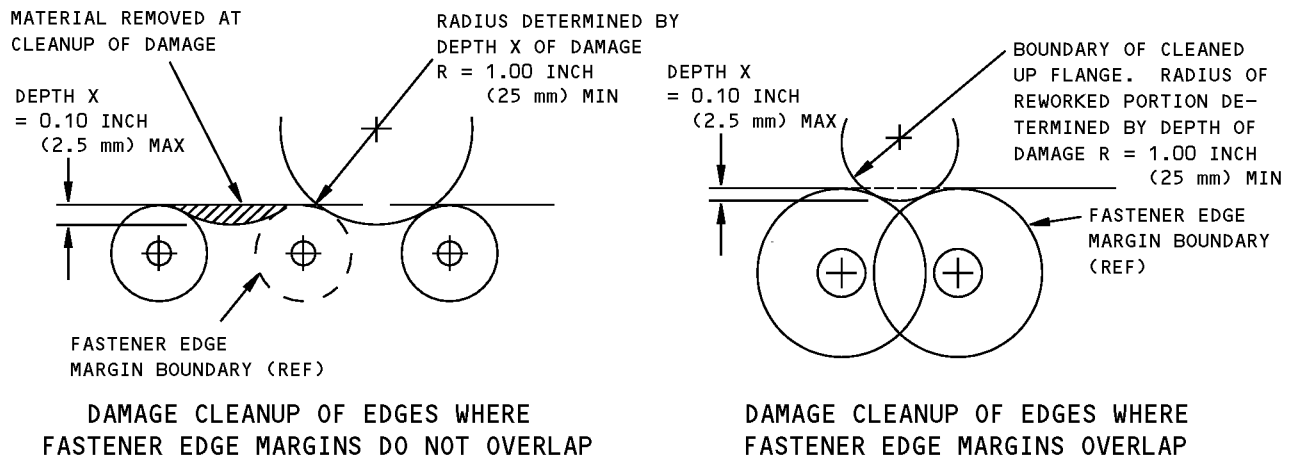
**ECS Door Allowable Damage  
Figure 101 (Sheet 1 of 2)**

D634T210

ALLOWABLE DAMAGE 14  
Page 101  
**52-40-02**  
Apr 01/2005



STRUCTURAL REPAIR MANUAL



DETAIL I

NOTES

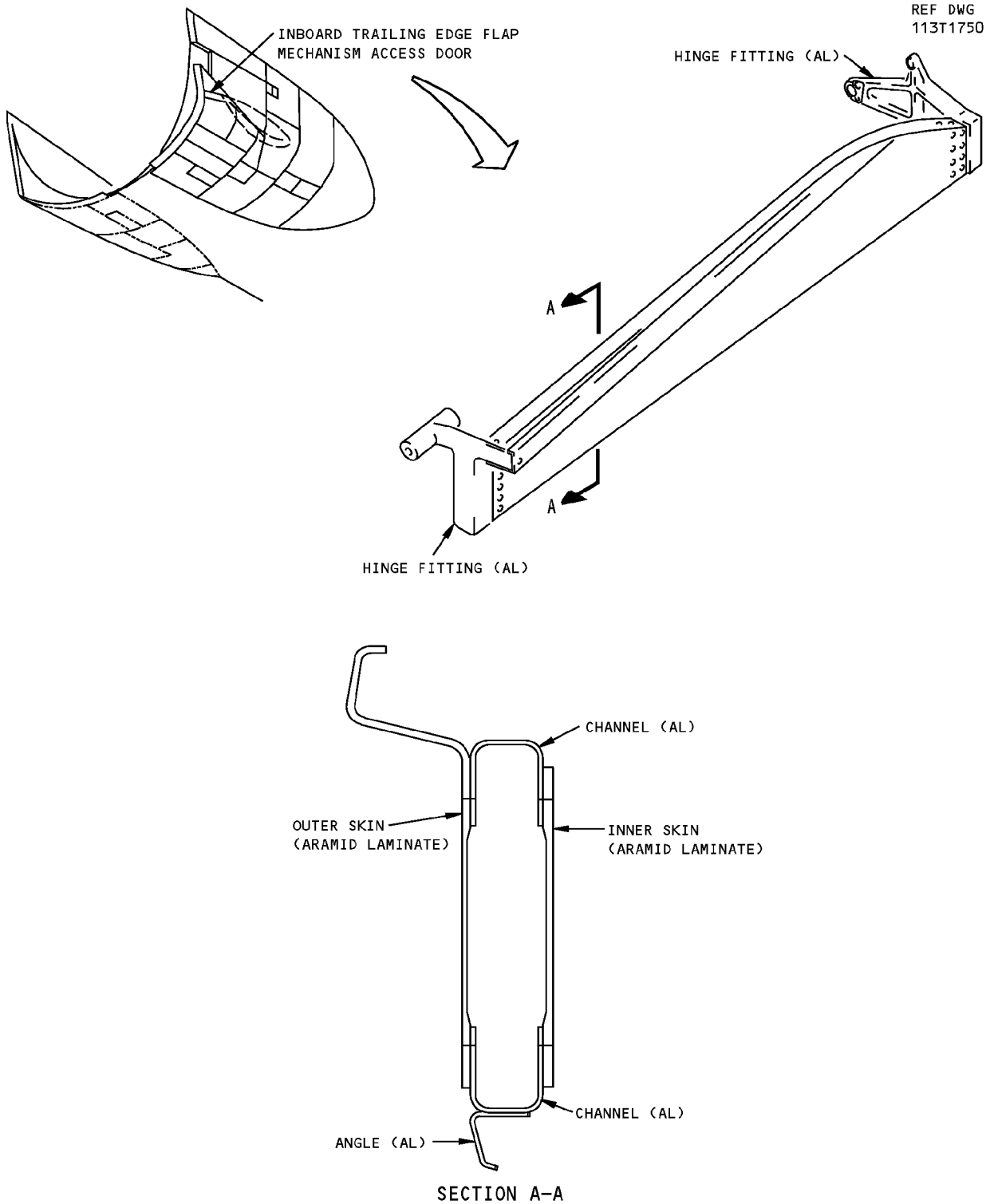
- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED

**A** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F [52°C]) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DEGRADATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK

- B** 2.0 INCHES (50 mm) MAX LENGTH IN HONEYCOMB AREA IS PERMITTED FOR EACH SQUARE FOOT OF AREA AND MINIMUM OF 6.0 INCHES (150 mm) FROM ANY OTHER CRACK. CLEAN UP EDGE CRACKS AS GIVEN IN DETAIL I. CRACKS THROUGH CONSECUTIVE FASTENERS OR THROUGH THE PANEL EDGE-BAND ARE PERMITTED PROVIDED DAMAGE IS NOT MORE THAN 10% OF EDGE BAND LENGTH FOR EACH SIDE. **A**
- C** DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS NOT PERMITTED. CLEAN UP EDGE DAMAGE AS GIVEN IN DETAIL I. **A**
- D** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 1.50 INCHES (38 mm) DIA MAX ARE ALL PERMITTED. ONE DENT FOR EACH SQUARE FOOT OF AREA PERMITTED WHICH MUST BE A MINIMUM OF 6 INCHES (150 mm) FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF FIBER DAMAGE OR DELAMINATION IS PRESENT REFER TO **E** OR **F**
- E** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA ONLY PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. **A**
- F** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (2.5 mm) DELAMINATION FROM EDGE IS PERMITTED. REPAIR DELAMINATION IN HONEYCOMB AREA AS GIVEN IN SRM 51-70 NO LATER THAN THE NEXT "C" CHECK. PROTECT EDGE DAMAGE AS GIVEN IN **A**

ECS Door Allowable Damage  
Figure 101 (Sheet 2 of 2)

**ALLOWABLE DAMAGE 15 - INBOARD TRAILING EDGE FLAP MECHANISM ACCESS DOOR**



**Inboard Trailing Edge Flap Mechanism Access Door - Allowable Damage  
Figure 101 (Sheet 1 of 4)**

**STRUCTURAL REPAIR MANUAL**

DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES	PANEL DELAMINATION
SKIN PANELS	[B]	[C]	NOT PERMITTED	[D]	[E]
CHANNELS	[F]	[G]	SEE DETAIL III	[H]	---
ANGLE	[F]	[G]	SEE DETAIL III	[H]	---
HINGE FITTINGS	[J]	[I]	NOT PERMITTED	NOT PERMITTED	---

**NOTES**

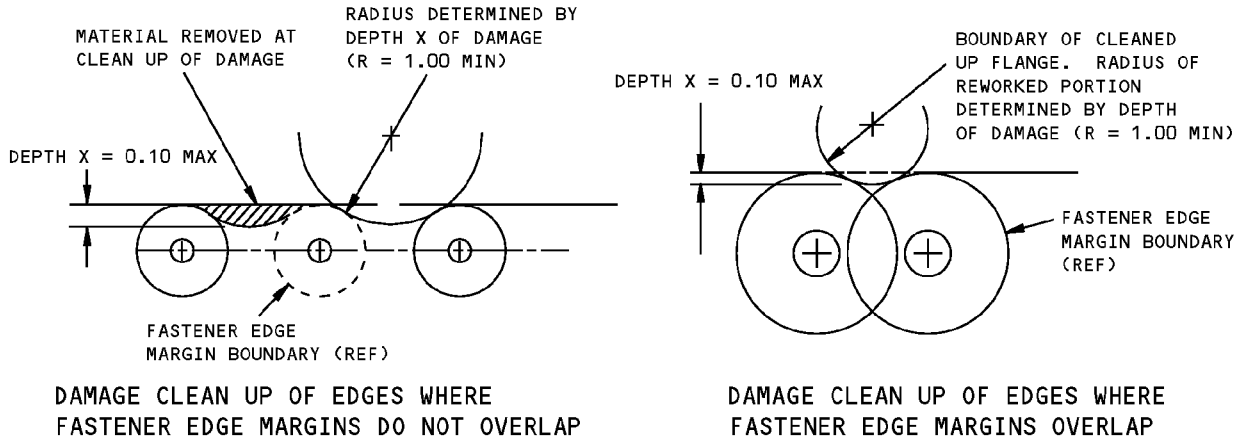
- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20
- DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED

- [A] REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F [52°C]) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DETERIORATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK
- [B] 1.0 INCH (25 mm) MAX LENGTH FOR EACH SQUARE FOOT OF AREA AND A MIN OF 6.0 INCHES (15 mm) FROM ANY OTHER CRACK. CLEAN UP EDGE CRACKS AS GIVEN IN DETAIL I. CRACKS THROUGH CONSECUTIVE FASTENERS THROUGH THE EDGE BAND ARE PERMITTED PROVIDED DAMAGE DOES NOT EXCEED 10% OF EDGE BAND LENGTH FOR EACH SIDE. [A]
- [C] DAMAGE PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS NOT PERMITTED. CLEAN UP EDGE DAMAGE PER DETAIL I. [A]

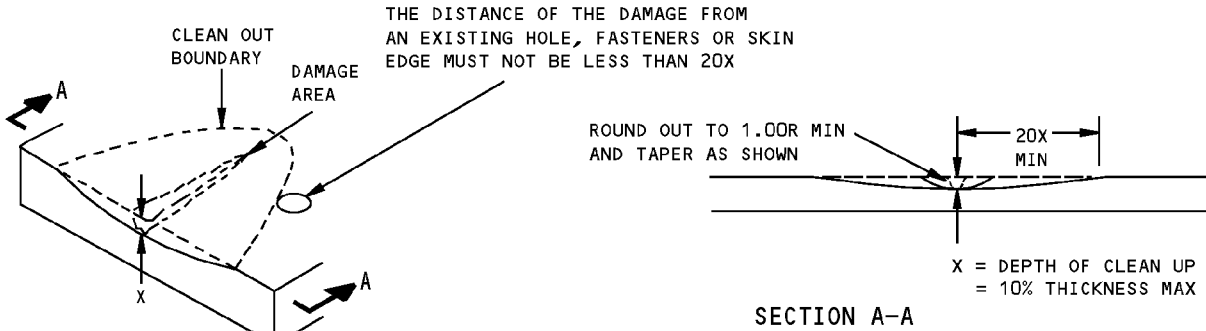
- [D] 1.0 INCH (25 mm) MAX DIA PERMITTED PROVIDED DAMAGE IS 2.5 TIMES THE DAMAGE DIAMETER FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. [A]
- [E] 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (25 mm) DELAMINATION FROM EDGE IS PERMITTED. PROTECT EDGE DAMAGE AS GIVEN IN [A].
- [F] CRACKS NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS I AND V.
- [G] REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV AND V.
- [H] CLEAN OUT DAMAGE UP TO 0.25 INCH (6 mm) MAX DIA AND NOT CLOSER THAN 1.0 INCH (25 mm) TO FASTENER HOLE, MATERIAL EDGE, OR OTHER DAMAGE. FILL HOLE WITH 2117-T3 OR T4 ALUMINUM RIVET INSTALLED WET WITH BMS 5-95 SEALANT. ALL OTHER HOLES TO BE REPAIRED.
- [I] FOR EDGE DAMAGE SEE DETAIL I. FOR LUG DAMAGE SEE DETAIL VII. FOR OTHER DAMAGE SEE DETAIL II. DAMAGE NOT PERMITTED IN VICINITY OF BUSHINGS.
- [J] CRACKS NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS GIVEN IN DETAILS I AND VI.

**Inboard Trailing Edge Flap Mechanism Access Door - Allowable Damage  
Figure 101 (Sheet 2 of 4)**

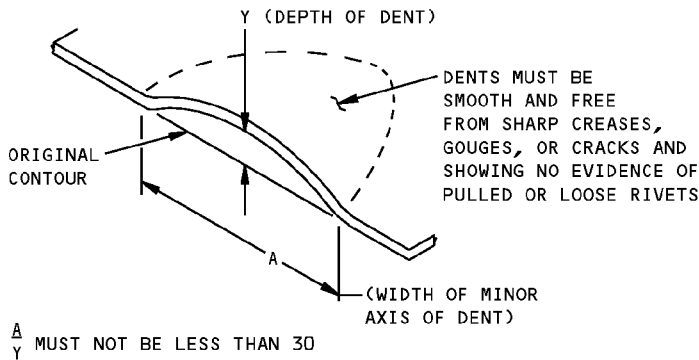
**767-300  
STRUCTURAL REPAIR MANUAL**



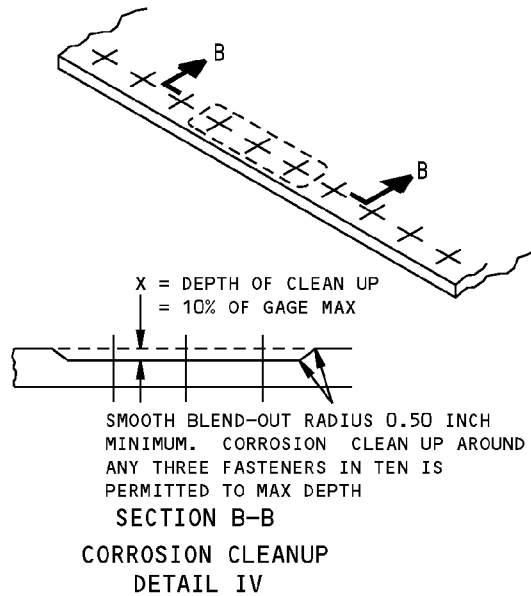
**DETAIL I**



**DETAIL II**

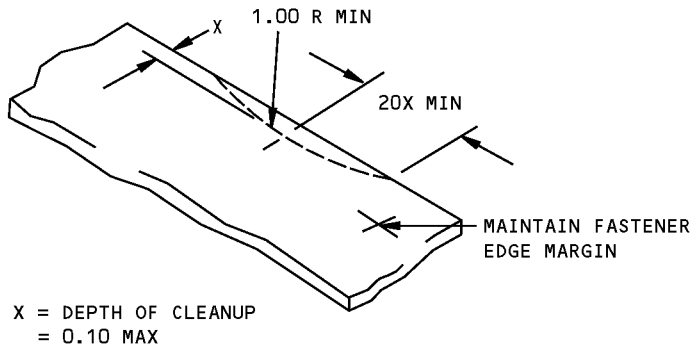


**ALLOWABLE DAMAGE FOR DENT  
DETAIL III**

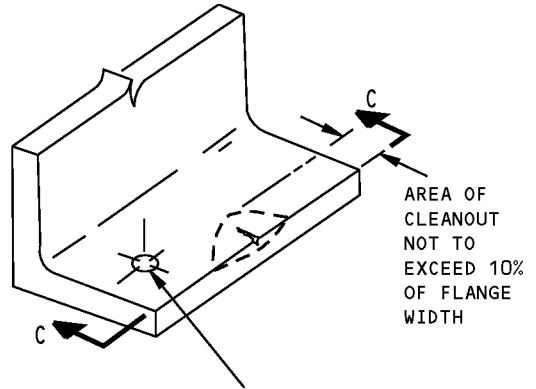


**Inboard Trailing Edge Flap Mechanism Access Door - Allowable Damage  
Figure 101 (Sheet 3 of 4)**

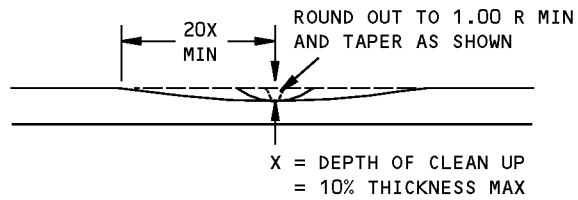
**767-300  
STRUCTURAL REPAIR MANUAL**



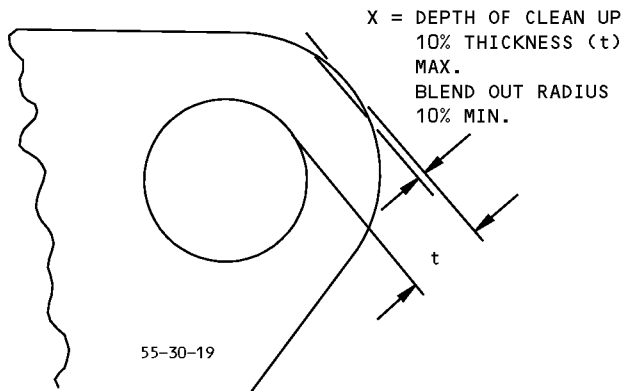
**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL V**



**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL V**



**REMOVAL OF NICK OR CRACK  
DAMAGE ON AN EDGE  
DETAIL VI**

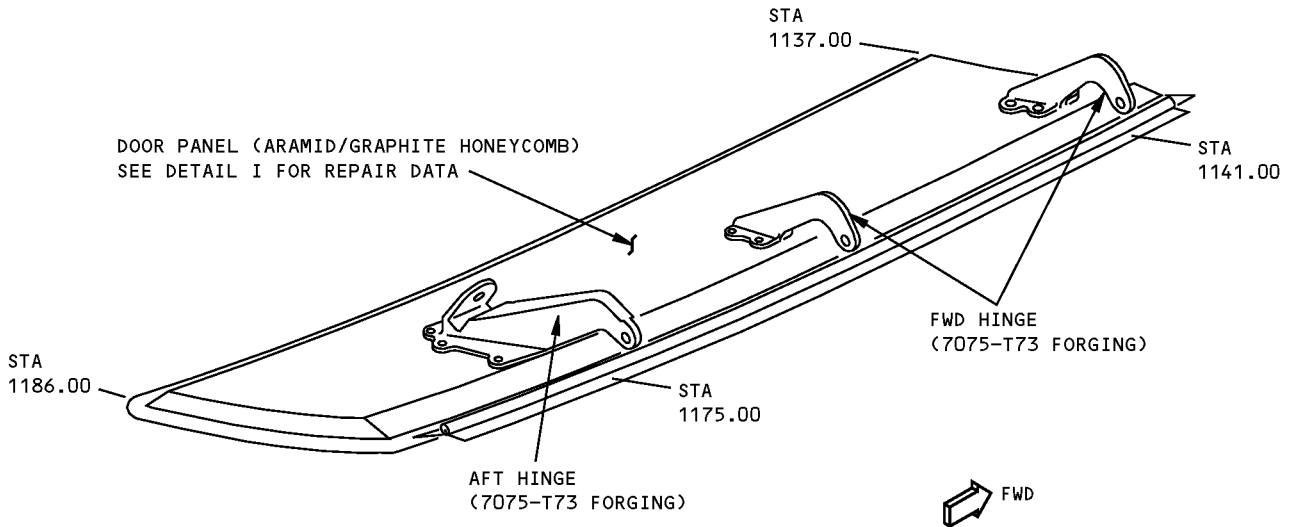
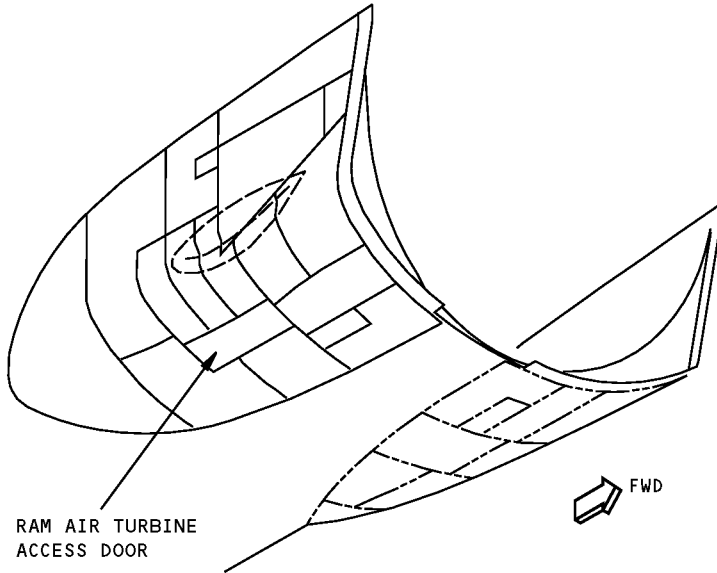


**DAMAGE CLEAN UP FOR EDGES OF LUG  
DETAIL VII**

**Inboard Trailing Edge Flap Mechanism Access Door - Allowable Damage  
Figure 101 (Sheet 4 of 4)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 1 - RAM AIR TURBINE ACCESS DOOR**



**Ram Air Turbine Access Door Repair  
Figure 201 (Sheet 1 of 2)**

STRUCTURAL REPAIR MANUAL

DAMAGE	INTERIM REPAIRS <b>C</b>	PERMANENT REPAIRS <b>A</b>		
	WET LAYUP ROOM TEMP/150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03, <b>B</b>	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE
HOLES	4.0 INCHES (100 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, <b>B</b>	8.0 INCHES (200 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED <b>B</b>	16.0 INCHES (400 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED	NO SIZE LIMIT
DELAMINATION	CUT OUT AND REPAIR AS A HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE			
DENTS	UP TO 4.0 INCHES (100 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 OVER 4.0 INCHES (100 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE			

REPAIR DATA FOR 250°F (121°C) CURE ARAMID/GRAPHITE HONEYCOMB PANELS  
DETAIL I

NOTES

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- REFER TO SRM 52-40-02, IDENTIFICATION 7 FOR DOOR IDENTIFICATION
- REFER TO SRM 52-40-02, ALLOWABLE DAMAGE 2 FOR DOOR ALLOWABLE DAMAGE

- B** MINIMUM SPACING (EDGE TO EDGE) SHALL BE 6.0 INCHES (150 mm) BETWEEN CORE REPAIRS
- C** LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN

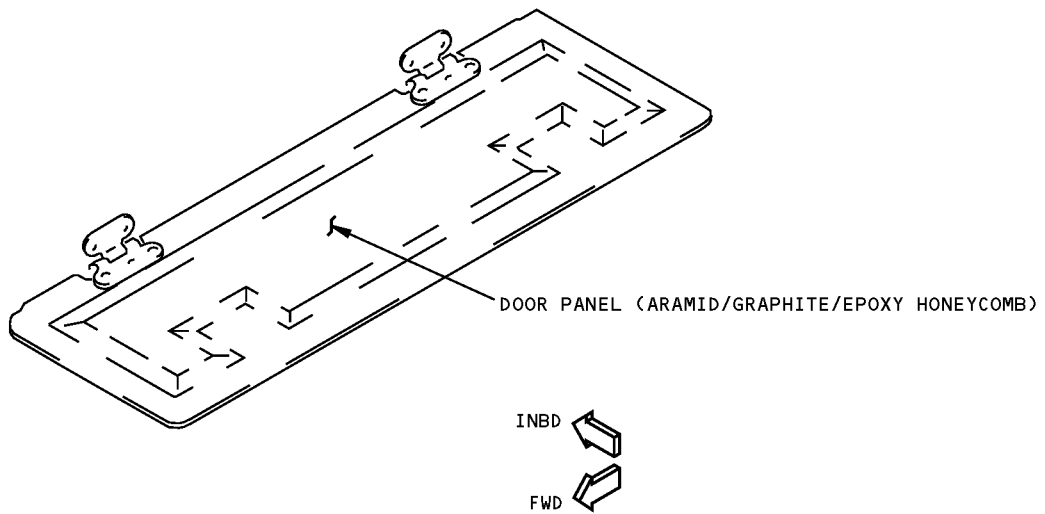
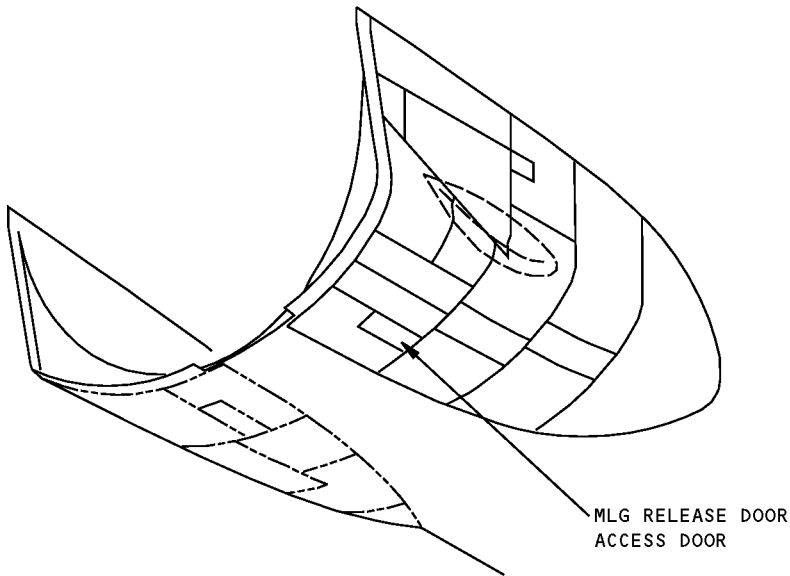
- A** DO NOT EXTEND GRAPHITE/EPOXY REPAIR PLIES INTO PANEL EDGE BAND

Ram Air Turbine Access Door Repair  
Figure 201 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 2 - MLG DOOR RELEASE ACCESS DOOR**

REF DWG  
149T7613



**MLG Door Release Access Door Repair  
Figure 201 (Sheet 1 of 2)**

D634T210

**52-40-02**

REPAIR 2  
Page 201  
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STRUCTURAL REPAIR MANUAL

DAMAGE	INTERIM REPAIRS [C]	PERMANENT REPAIRS [A]		
	WET LAYUP ROOM TEMP/150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03, [B]	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE
HOLES	4.0 INCHES (100 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, [B]	8.0 INCHES (200 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED [B]	16.0 INCHES (400 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED	NO SIZE LIMIT
DELAMINATION	CUT OUT AND REPAIR AS A HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE			
DENTS	UP TO 4.0 INCHES (100 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 OVER 4.0 INCHES (100 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE			

REPAIR DATA FOR 250°F (121°C) CURE ARAMID/GRAPHITE HONEYCOMB PANELS

NOTES

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- REFER TO SRM 52-40-02, IDENTIFICATION 8 FOR DOOR IDENTIFICATION
- REFER TO SRM 52-40-02, ALLOWABLE DAMAGE 3 FOR DOOR ALLOWABLE DAMAGE

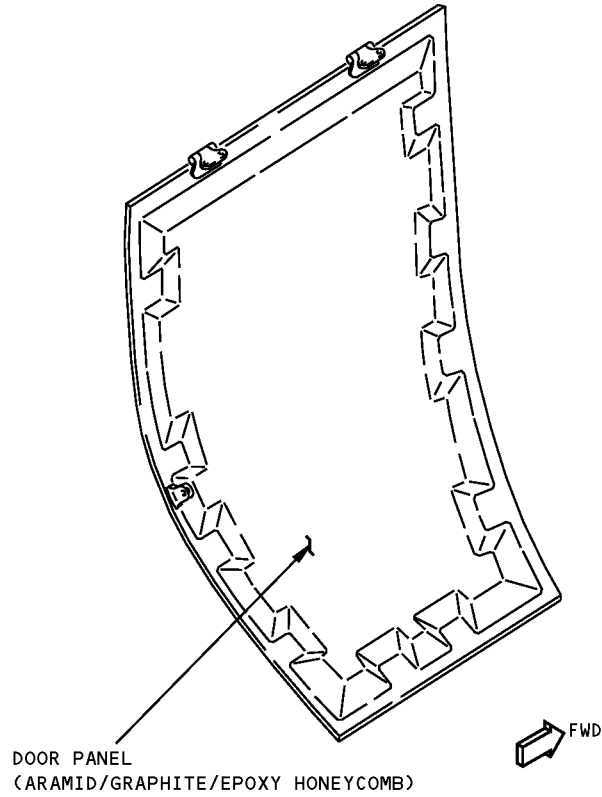
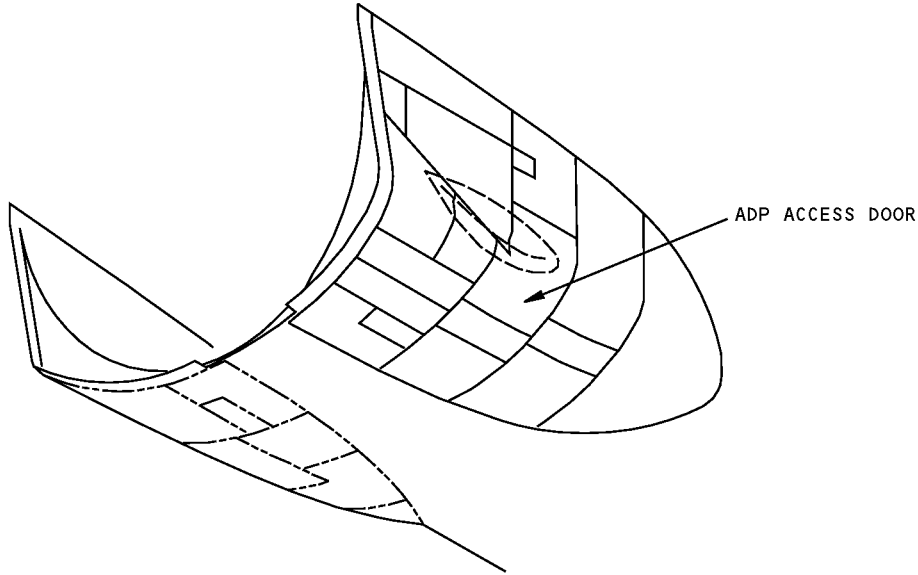
- [B] MINIMUM SPACING (EDGE TO EDGE) SHALL BE 6.0 INCHES (150 mm) BETWEEN CORE REPAIRS
- [C] LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN

[A] DO NOT EXTEND GRAPHITE/EPOXY REPAIR PLYS INTO PANEL EDGE BAND

MLG Door Release Access Door Repair  
Figure 201 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 3 - ADP ACCESS DOOR**



**ADP Access Door Repair  
Figure 201 (Sheet 1 of 2)**

D634T210

**52-40-02**

REPAIR 3  
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Apr 01/2005

STRUCTURAL REPAIR MANUAL

DAMAGE	INTERIM REPAIRS [C]	PERMANENT REPAIRS [A]		
	WET LAYUP ROOM TEMP/150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03, [B]	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE
HOLES	4.0 INCHES (100 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, [B]	8.0 INCHES (200 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLYS FOR EACH FACESHEET REPAIRED [B]	16.0 INCHES (400 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLYS FOR EACH FACESHEET REPAIRED	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS A HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE			
DENTS	UP TO 4.0 INCHES (100 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 OVER 4.0 INCHES (100 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE			

REPAIR DATA FOR 250°F (121°C) CURE ARAMID/GRAPHITE HONEYCOMB PANELS

NOTES

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- REFER TO SRM 52-40-02, IDENTIFICATION 9 FOR DOOR IDENTIFICATION
- REFER TO SRM 52-40-02, ALLOWABLE DAMAGE 4 FOR DOOR ALLOWABLE DAMAGE

- [B] MINIMUM SPACING (EDGE TO EDGE) SHALL BE 6.0 INCHES (150 mm) BETWEEN CORE REPAIRS
- [C] LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN

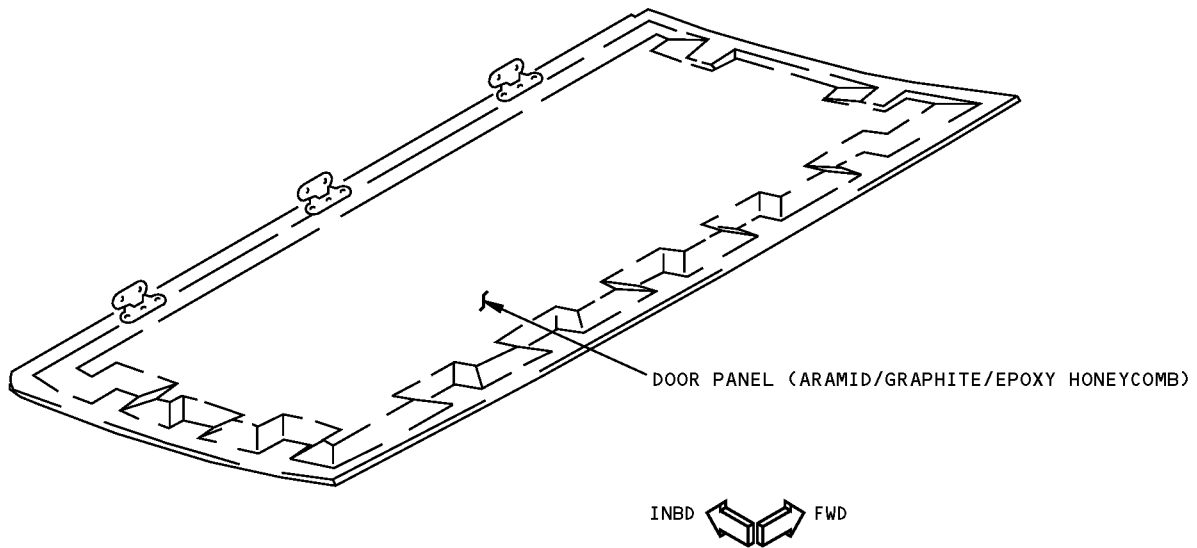
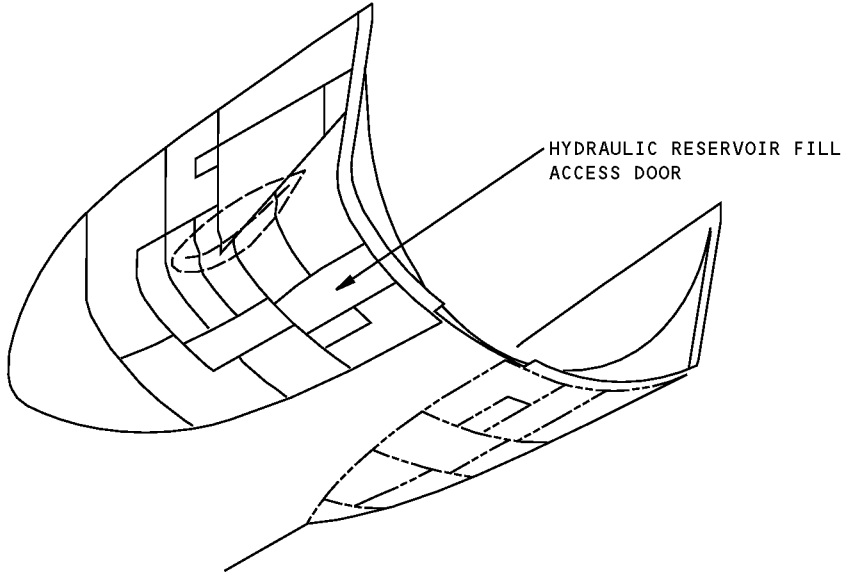
[A] DO NOT EXTEND GRAPHITE/EPOXY REPAIR PLYS INTO PANEL EDGEBAND

ADP Access Door Repair  
Figure 201 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 4 - HYDRAULIC RESERVOIR FILL ACCESS DOOR**

REF DWG  
149T7611



**Hydraulic Reservoir Fill Access Door Repair  
Figure 201 (Sheet 1 of 2)**

D634T210

**52-40-02**

REPAIR 4  
Page 201  
Apr 01/2005

STRUCTURAL REPAIR MANUAL

DAMAGE	INTERIM REPAIRS [C]	PERMANENT REPAIRS [A]		
	WET LAYUP ROOM TEMP/150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN 51-70-03, [B]	CLEAN UP DAMAGE AND REPAIR AS HOLE	CLEAN UP DAMAGE AND REPAIR AS HOLE	CLEAN UP DAMAGE AND REPAIR AS HOLE
HOLES	4.0 INCHES (100 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, [B]	8.0 INCHES (200 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED [B]	16.0 INCHES (400 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE			
DENTS	UP TO 4.0 INCHES (100 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 OVER 4.0 INCHES (100 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE			

REPAIR DATA FOR 250°F CURE ARAMID/GRAPHITE HONEYCOMB PANELS

NOTES

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE REPAIR IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01 CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- REFER TO SRM 52-40-02, IDENTIFICATION 10 FOR DOOR IDENTIFICATION
- REFER TO SRM 52-40-02, ALLOWABLE DAMAGE 5 FOR DOOR ALLOWABLE DAMAGE

- [B] MINIMUM SPACING (EDGE TO EDGE) SHALL BE 6.0 INCHES (150 mm) BETWEEN CORE REPAIRS
- [C] LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN

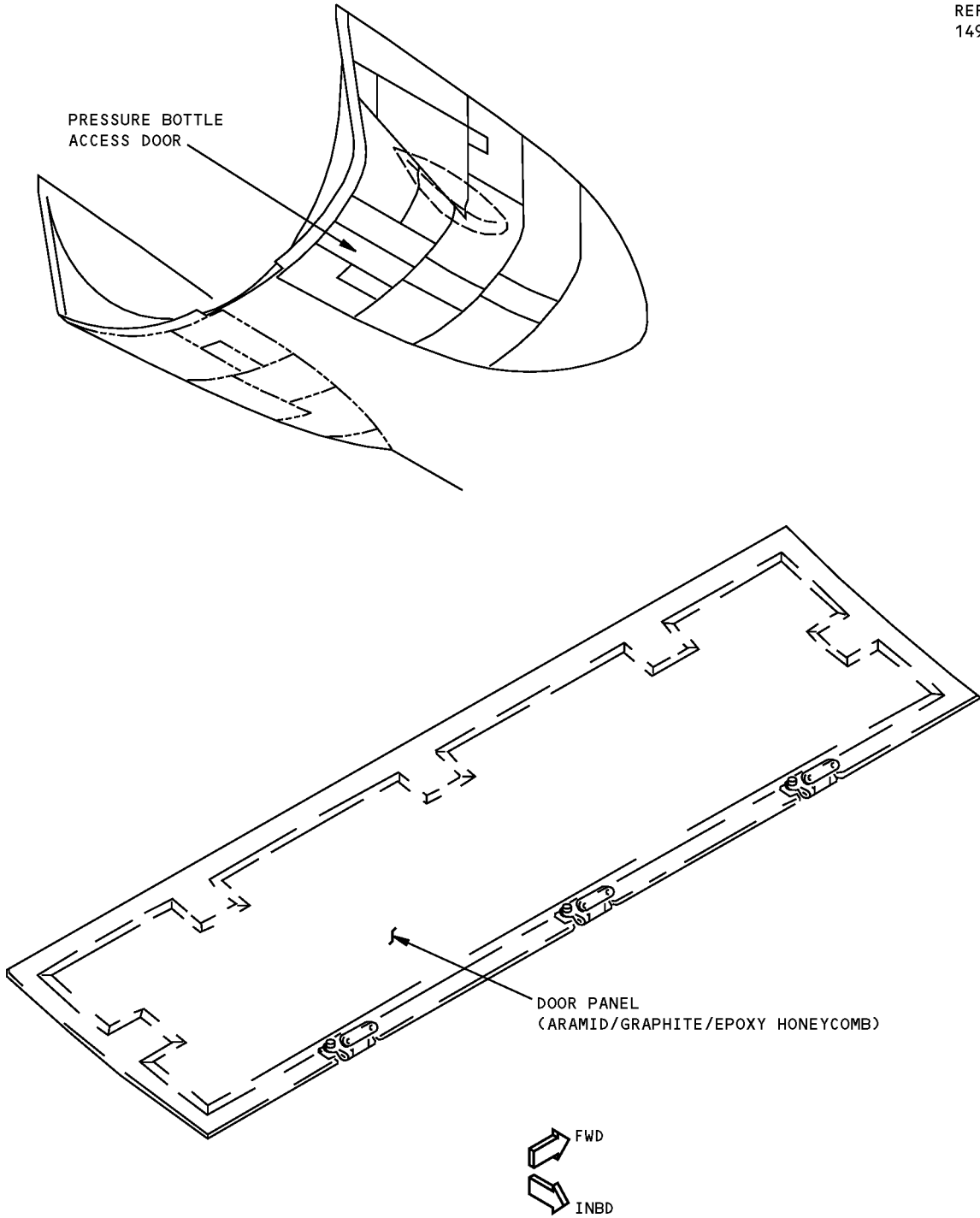
[A] DO NOT EXTEND GRAPHITE/EPOXY REPAIR PLIES INTO PANEL EDGE BAND

Hydraulic Reservoir Fill Access Door Repair  
Figure 201 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 5 - PRESSURE BOTTLE ACCESS DOOR**

REF DWG  
149T7612



**Pressure Bottle Access Door Repair  
Figure 201 (Sheet 1 of 2)**

D634T210

**52-40-02**

REPAIR 5  
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STRUCTURAL REPAIR MANUAL

DAMAGE	INTERIM REPAIRS <b>C</b>	PERMANENT REPAIRS <b>A</b>		
	WET LAYUP ROOM TEMP/150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03, <b>B</b>	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE
HOLES	4.0 INCHES (100 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, <b>B</b>	8.0 INCHES (200 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED <b>B</b>	16.0 INCHES (400 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS A HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE			
DENTS	UP TO 4.0 INCHES (100 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 OVER 4.0 INCHES (100 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE			

REPAIR DATA FOR 250°F (121°C) CURE ARAMID/GRAPHITE HONEYCOMB PANELS

NOTES

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- REFER TO SRM 52-40-02, IDENTIFICATION 11 FOR DOOR IDENTIFICATION
- REFER TO SRM 52-40-02, ALLOWABLE DAMAGE 6 FOR DOOR ALLOWABLE DAMAGE

- B** MINIMUM SPACING (EDGE TO EDGE) SHALL BE 6.0 INCHES (150 mm) BETWEEN CORE REPAIRS
- C** LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN

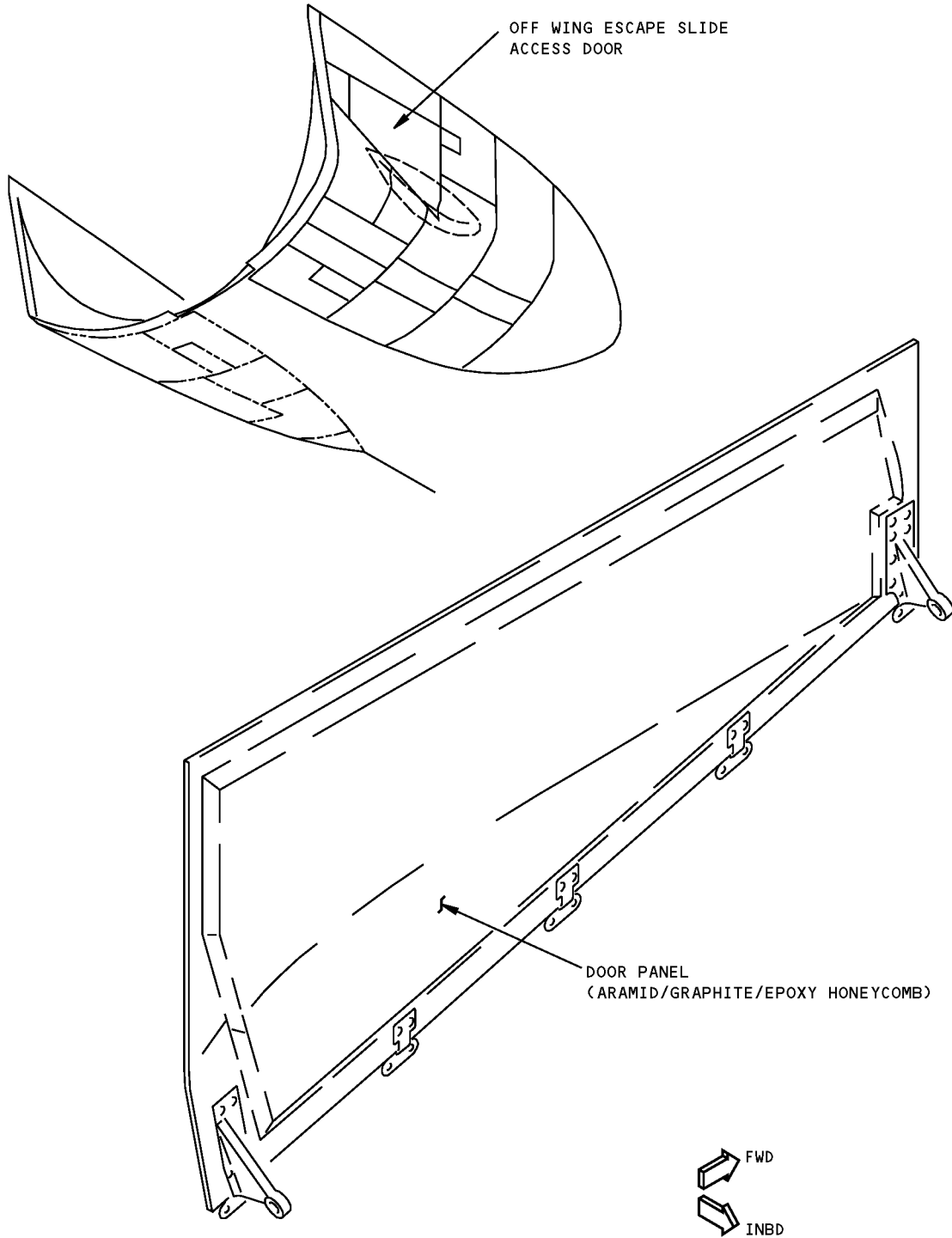
- A** DO NOT EXTEND GRAPHITE/EPOXY REPAIR PLIES INTO PANEL EDGE BAND

Pressure Bottle Access Door Repair  
Figure 201 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 6 - ACCESS DOOR**

REF DWG  
416T2010



**Off-Wing Escape Slide Access Door Repair  
Figure 201 (Sheet 1 of 2)**

D634T210

**52-40-02**

REPAIR 6  
Page 201  
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**767-300  
STRUCTURAL REPAIR MANUAL**

DAMAGE	INTERIM REPAIRS <b>C</b>	PERMANENT REPAIRS <b>A</b>		
	WET LAYUP ROOM TEMP/150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03, <b>B</b>	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE
HOLES	4.0 INCHES (100 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, <b>B</b>	8.0 INCHES (200 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED <b>B</b>	16.0 INCHES (400 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS A HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE			
DENTS	UP TO 4.0 INCHES (100 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 OVER 4.0 INCHES (100 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE			

**REPAIR DATA FOR 250°F (121°C) CURE ARAMID/GRAPHITE HONEYCOMB PANELS**

**NOTES**

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- REFER TO SRM 52-40-02, IDENTIFICATION 13 FOR DOOR IDENTIFICATION
- REFER TO SRM 52-40-02, ALLOWABLE DAMAGE 7 FOR DOOR ALLOWABLE DAMAGE

**A** DO NOT EXTEND GRAPHITE/EPOXY REPAIR PLIES INTO PANEL EDGE BAND

**B** MINIMUM SPACING (EDGE TO EDGE) SHALL BE 6.0 INCHES (150 mm) BETWEEN CORE REPAIRS

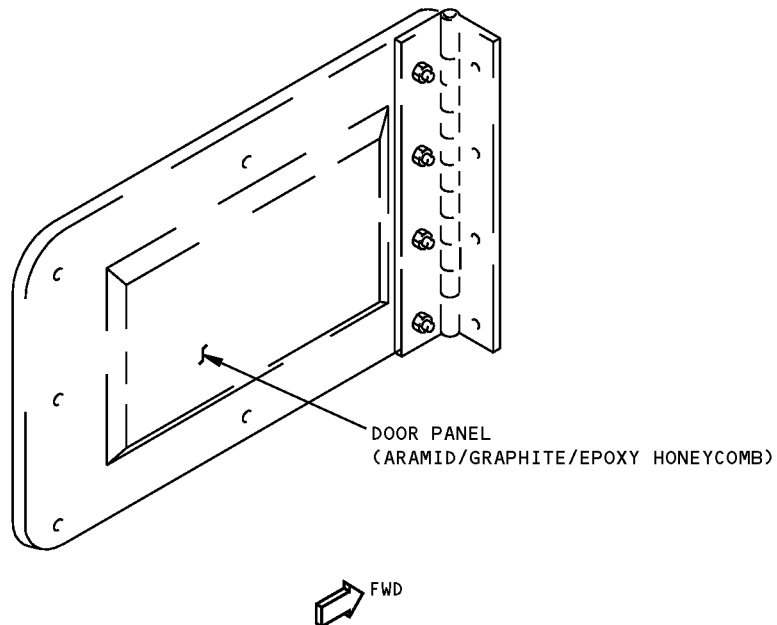
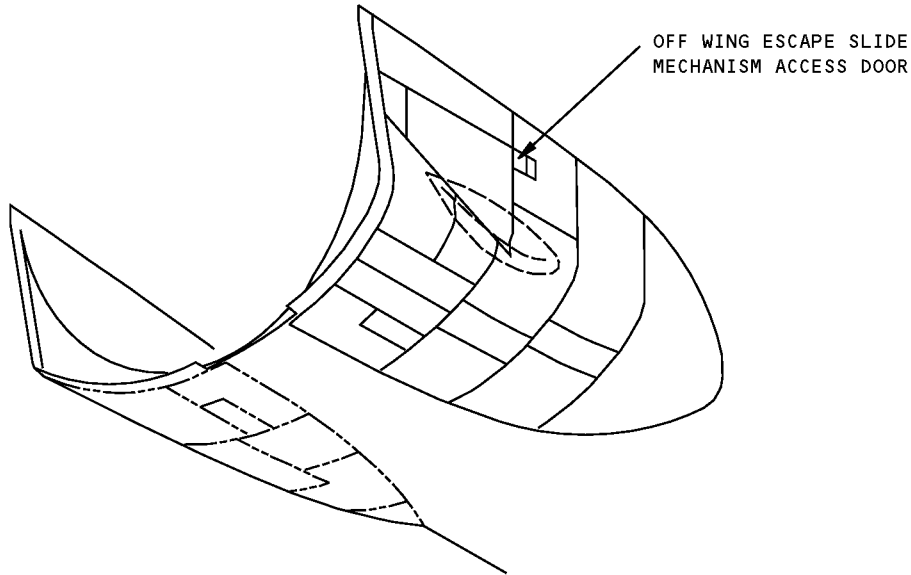
**C** LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN

**Off-Wing Escape Slide Access Door Repair  
Figure 201 (Sheet 2 of 2)**

**767-300**  
**STRUCTURAL REPAIR MANUAL**

**REPAIR 7 - MECHANISM ACCESS DOOR**

REF DWG  
416T2012



**Off-Wing Escape Slide Mechanism Access Door Repair**  
**Figure 201 (Sheet 1 of 2)**

STRUCTURAL REPAIR MANUAL

DAMAGE	INTERIM REPAIRS [C]	PERMANENT REPAIRS [A]		
	WET LAYUP ROOM TEMP/150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03, [B]	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE
HOLES	4.0 INCHES (100 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, [B]	8.0 INCHES (200 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLYS FOR EACH FACESHEET REPAIRED	16.0 INCHES (400 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLYS FOR EACH FACESHEET REPAIRED	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS A HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE			
DENTS	UP TO 4.0 INCHES (100 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 OVER 4.0 INCHES (100 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE			

REPAIR DATA FOR 250°F (121°C) CURE ARAMID/GRAPHITE HONEYCOMB PANELS

NOTES

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- REFER TO SRM 52-40-02, IDENTIFICATION 14 FOR DOOR IDENTIFICATION
- REFER TO SRM 52-40-02, ALLOWABLE DAMAGE 8 FOR DOOR ALLOWABLE DAMAGE

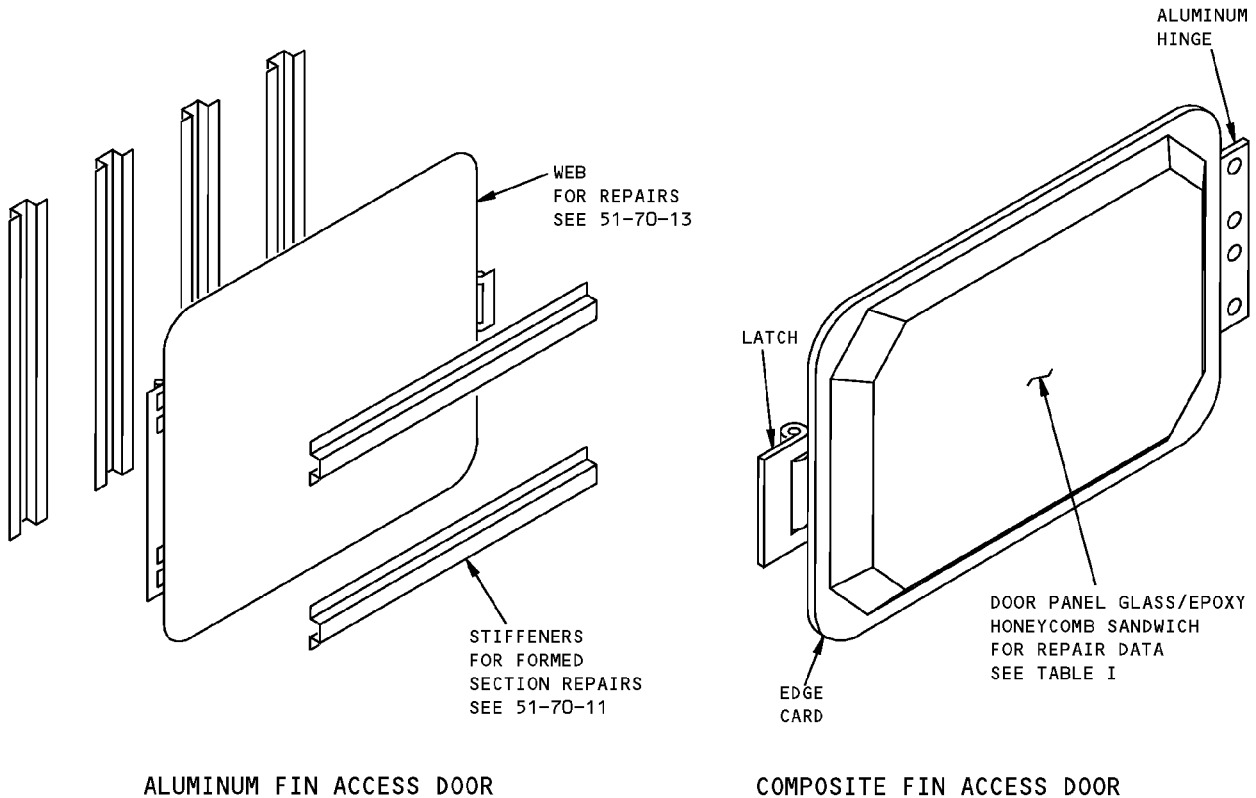
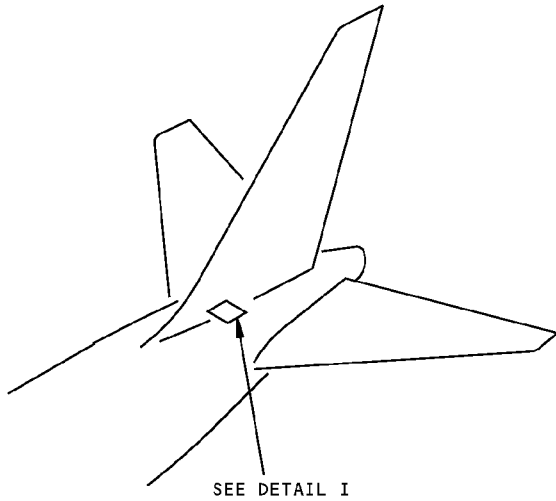
- [B] MINIMUM SPACING (EDGE TO EDGE) SHALL BE 6.0 INCHES (150 mm) BETWEEN CORE REPAIRS
- [C] LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN

- [A] DO NOT EXTEND GRAPHITE/EPOXY REPAIR PLYS INTO PANEL EDGE BAND

Off-Wing Escape Slide Mechanism Access Door Repair  
Figure 201 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 8 - FIN ACCESS DOOR**



**DETAIL I**

**Fin Access Door Repair  
Figure 201 (Sheet 1 of 2)**

**STRUCTURAL REPAIR MANUAL**

DAMAGE	INTERIM REPAIRS [C]	PERMANENT REPAIRS [A]		
	WET LAYUP ROOM TEMP/150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03, [B]	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE
HOLES	4.0 INCHES (100 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, [B]	8.0 INCHES (200 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED [B]	16.0 INCHES (400 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS A HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE			
DENTS	UP TO 4.0 INCHES (100 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 OVER 4.0 INCHES (100 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE			

REPAIR DATA FOR 250°F CURE FIBERGLASS HONEYCOMB PANELS  
TABLE I

**NOTES**

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - APPLY THE FINISH TO REWORKED AREAS AS GIVEN IN AMM 51-21.
  - REFER TO SRM 52-40-02, IDENTIFICATION 4 FOR DOOR IDENTIFICATION
  - REFER TO SRM 52-40-02, ALLOWABLE DAMAGE 1 FOR DOOR ALLOWABLE DAMAGE
- [A] DO NOT EXTEND FIBERGLASS/EPOXY REPAIR PLIES INTO THE PANEL EDGE BAND.
- [B] MINIMUM SPACING (EDGE TO EDGE) SHALL BE 6.0 INCHES (150 mm) BETWEEN CORE REPAIRS.

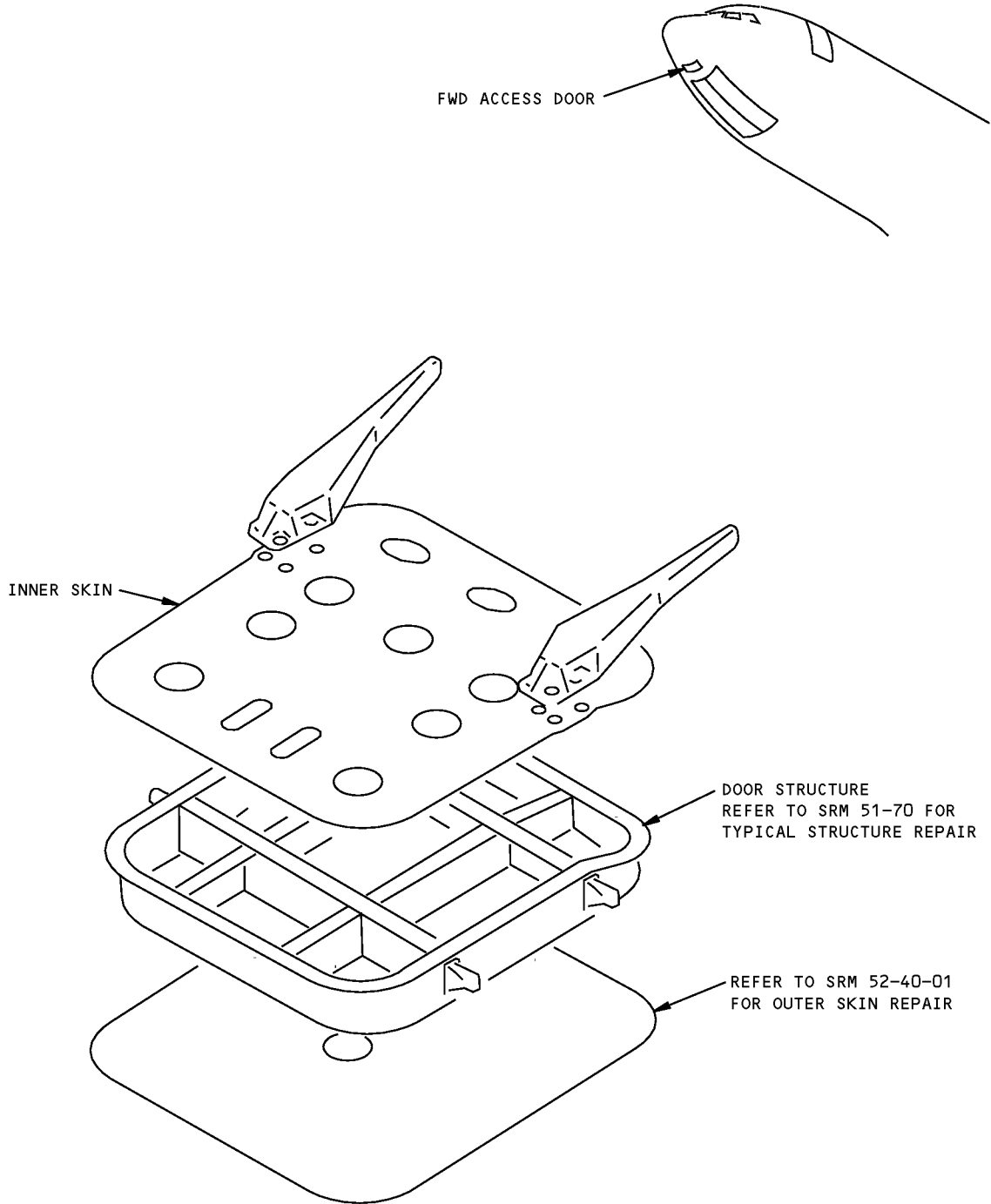
[C] LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDI METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF THERE IS DETERIORATION. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN.

**Fin Access Door Repair  
Figure 201 (Sheet 2 of 2)**

**767-300**  
**STRUCTURAL REPAIR MANUAL**

**REPAIR 9 - FORWARD ACCESS DOOR STRUCTURE**

REFERENCE DRAWING  
141T6401



**Forward Access Door Structure Repair**  
**Figure 201**

D634T210

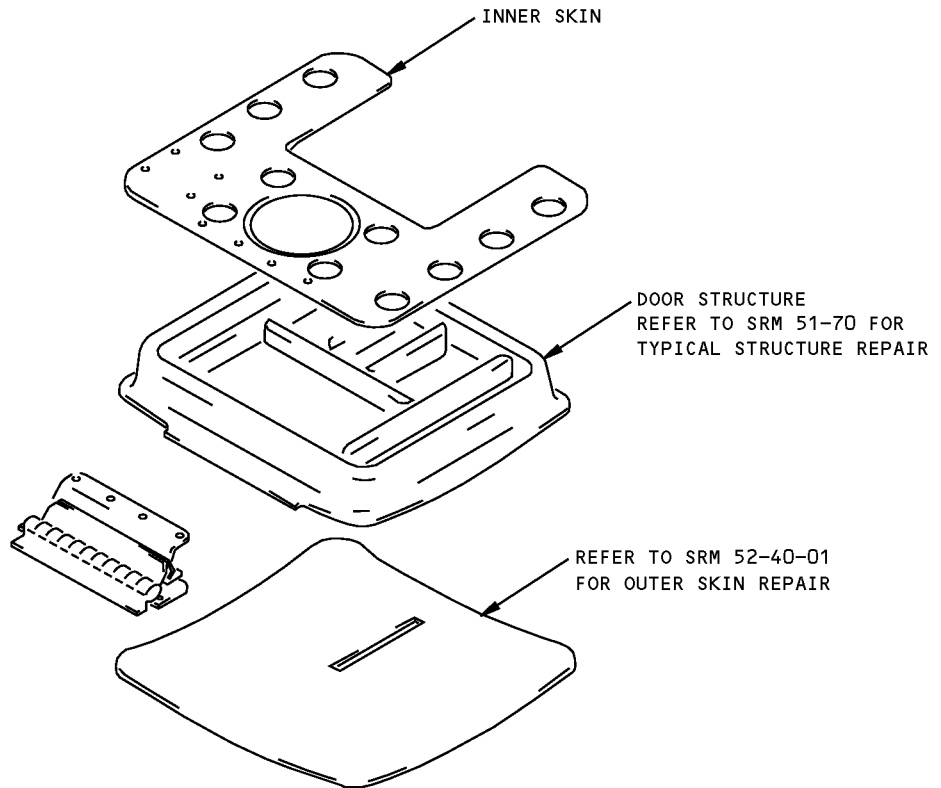
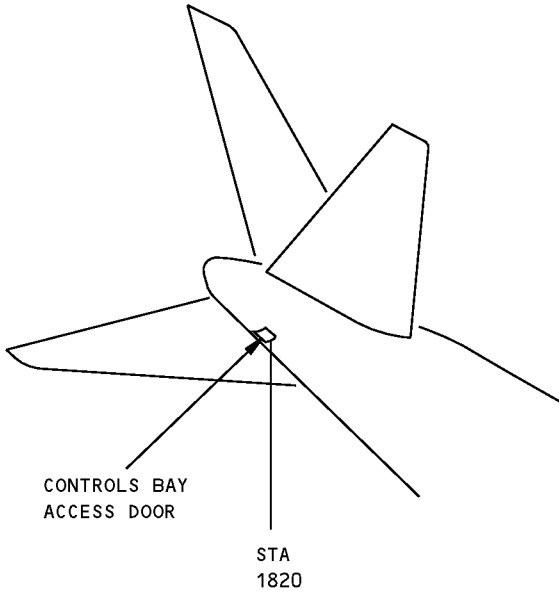
**52-40-02**

REPAIR 9  
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**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 10 - CONTROLS BAY ACCESS DOOR STRUCTURE**

REFERENCE DRAWINGS  
148T6602  
148T6404



**Controls Bay Access Door Repair  
Figure 201**

D634T210

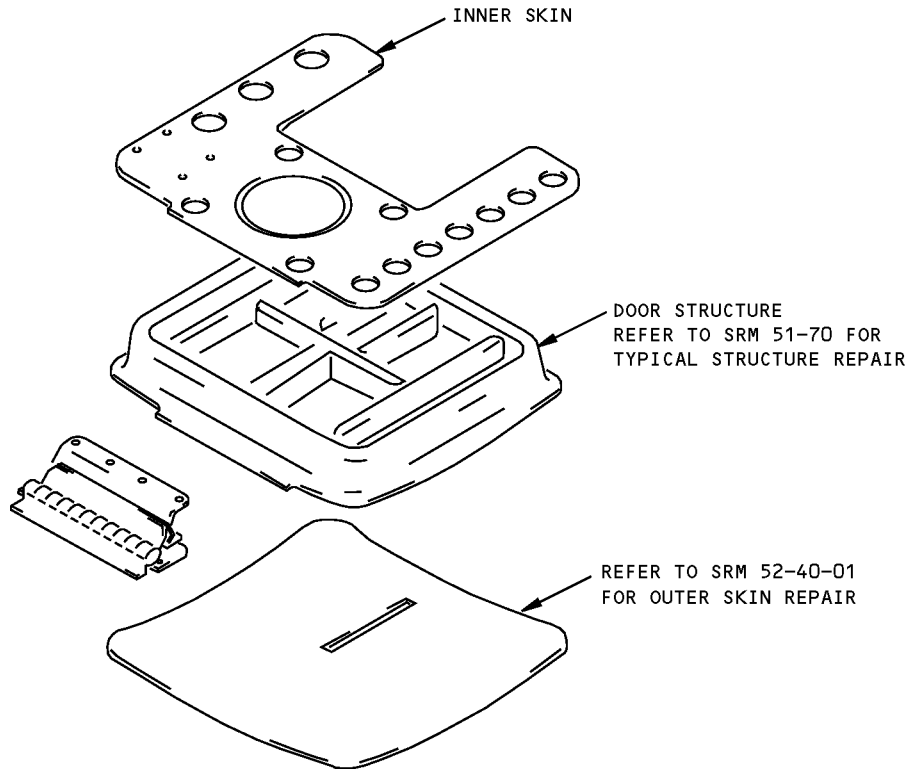
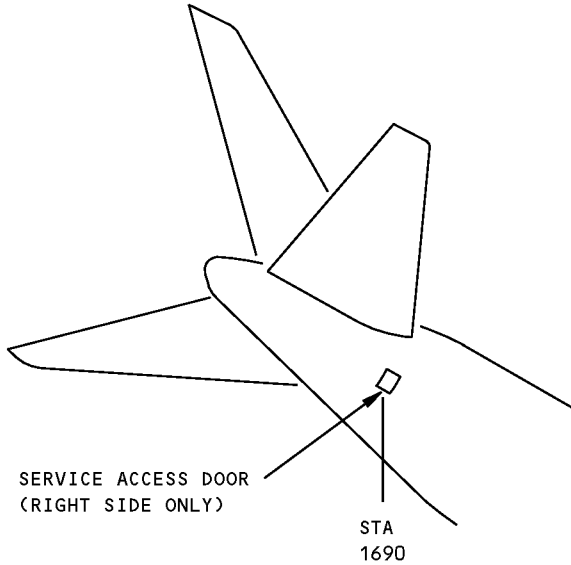
**52-40-02**

REPAIR 10  
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**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 11 - SERVICE ACCESS DOOR STRUCTURE - STA 1690**

REFERENCE DRAWING  
148T6402  
148T6403



**Service Access Door Structure Repair - Sta 1690  
Figure 201**

D634T210

**52-40-02**

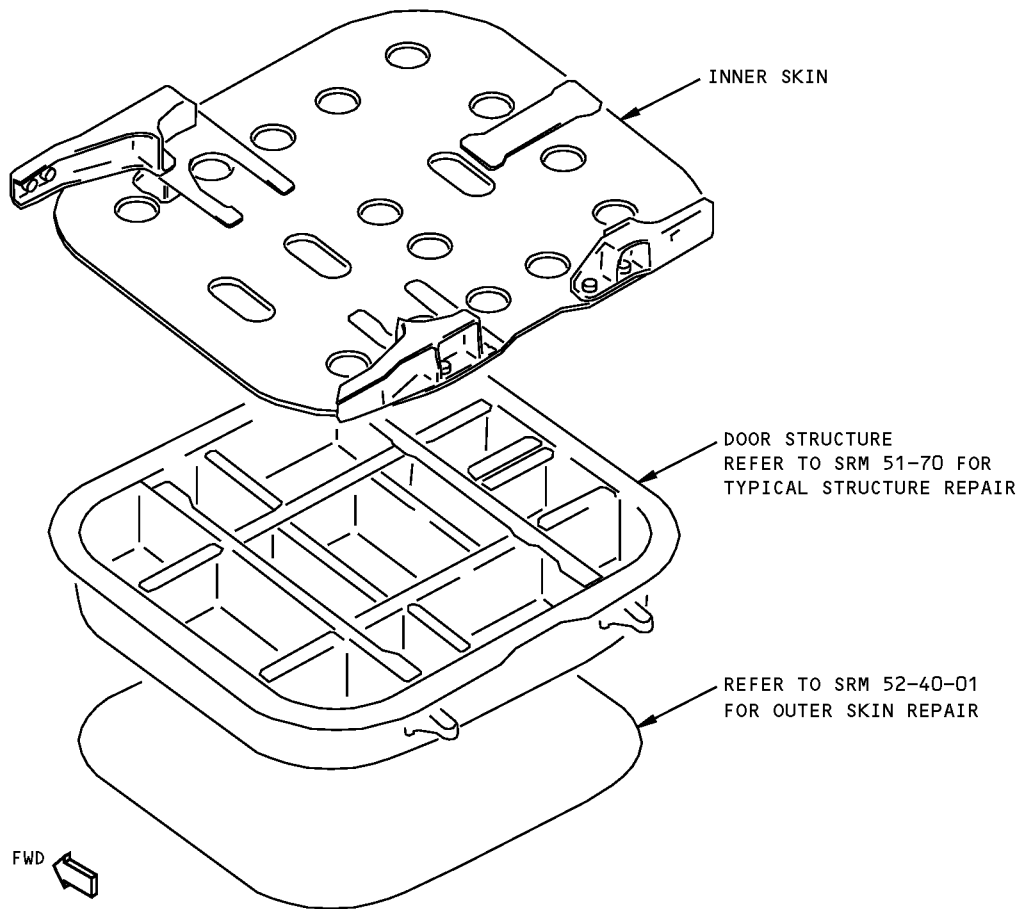
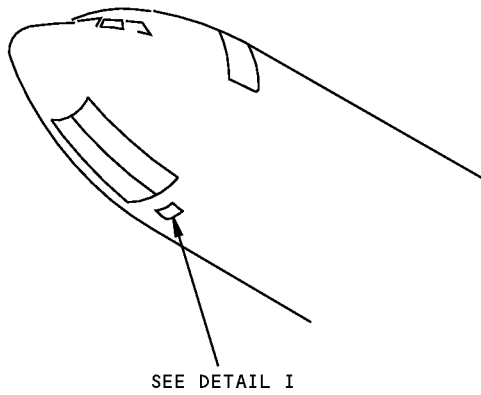
REPAIR 11  
Page 201  
Apr 01/2005



**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 12 - ELEC/ELEX ACCESS DOOR STRUCTURE**

REFERENCE DRAWING  
141T6301



DETAIL I

**Elec/Elex Access Door Structure Repair  
Figure 201**

D634T210

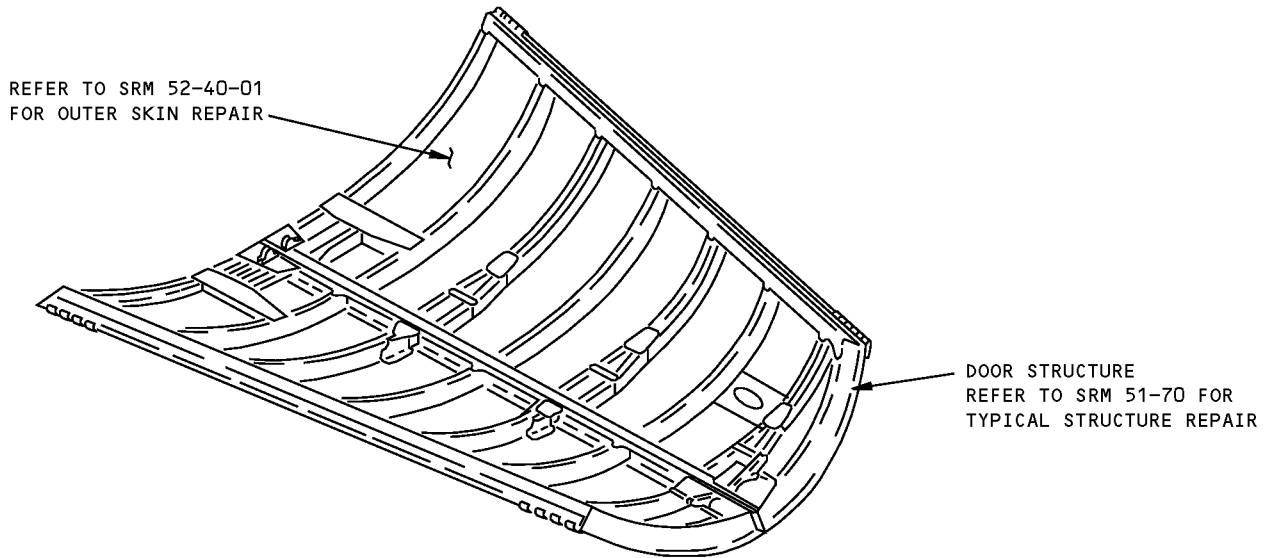
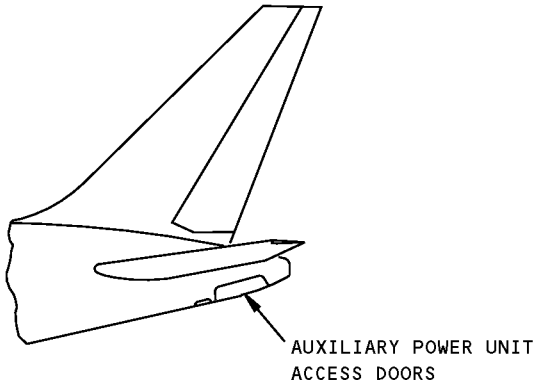
**52-40-02**

REPAIR 12  
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**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 13 - AUXILIARY POWER UNIT ACCESS DOOR STRUCTURE**

REFERENCE DRAWING  
148T6500



**Auxiliary Power Unit Access Door Structure Repair  
Figure 201**

D634T210

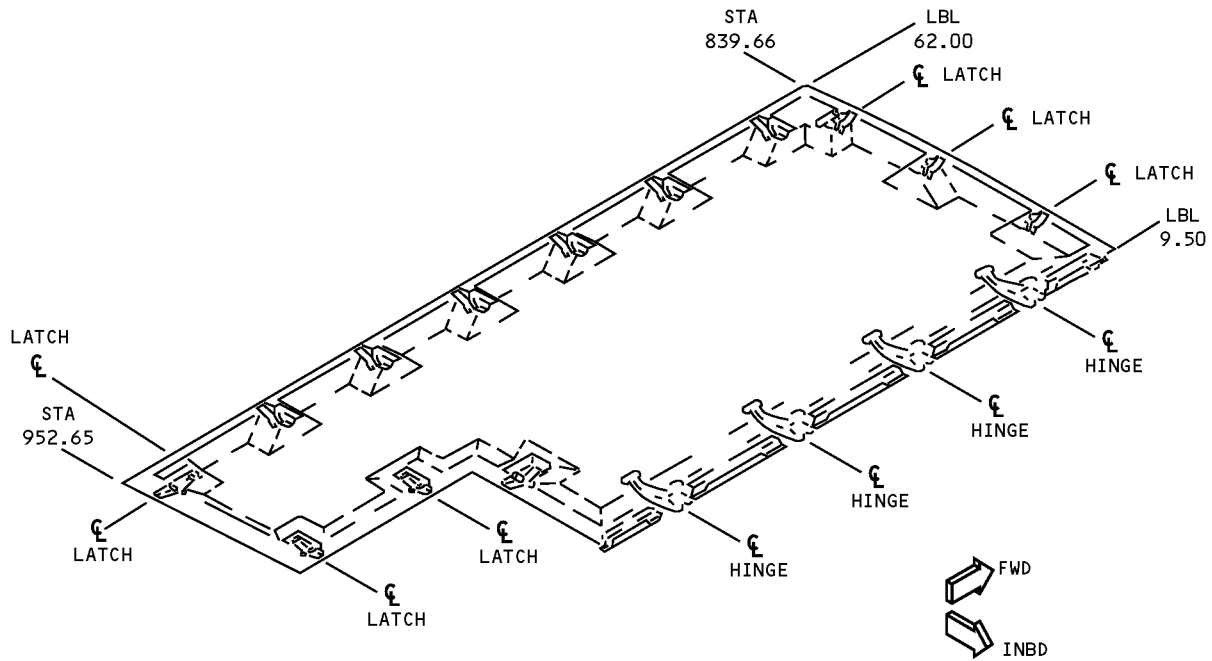
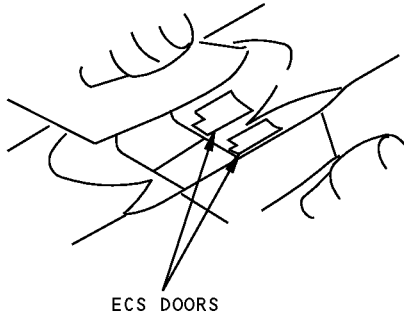
**52-40-02**

REPAIR 13  
Page 201  
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**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 14 - ECS DOOR**

REF DWG  
149T7210



LEFT SIDE SHOWN  
RIGHT SIDE OPPOSITE

**ECS Door Repair  
Figure 201 (Sheet 1 of 2)**

D634T210

**52-40-02**

REPAIR 14  
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STRUCTURAL REPAIR MANUAL

DAMAGE	INTERIM REPAIRS <b>B</b>	PERMANENT REPAIRS		
	WET LAYUP ROOM TEMP (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN 51-70-03, <b>A</b>	CLEAN UP DAMAGE AND REPAIR AS HOLE	CLEAN UP DAMAGE AND REPAIR AS HOLE	CLEAN UP DAMAGE AND REPAIR AS HOLE
HOLES	4.0 MAX INCHES (100 mm) DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH SA GIVEN IN SRM 51-70-03, <b>A</b>	8.0 INCHES (200 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED <b>C</b>	16.0 INCHES (400 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED <b>C</b>	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION EXISTS, REPAIR AS A HOLE			
DENTS	UP TO 4.0 INCHES (100 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 OVER 4.0 INCH (100 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE			

REPAIR DATA FOR 250°F CURE ARAMID/GRAPHITE HOONEYCOMB PANELS

NOTES

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE REPAIR EXCEEDS THE LIMITS SHOWN IN SRM 51-10-01 CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- REFER TO SRM 52-40-02, IDENTIFICATION 12 FOR DOOR IDENTIFICATION
- REFER TO SRM 52-40-02, ALLOWABLE DAMAGE 14 FOR DOOR ALLOWABLE DAMAGE

**A** LIMITED TO REPAIR OF DAMAGE TO ONE FACESHEET SKIN AND HONEYCOMB CORE. ONE REPAIR FOR EACH SQUARE FOOT OF AREA AND MINIMUM OF 6.0 INCHES (150 mm) (EDGE TO EDGE) FROM ANY OTHER DAMAGE, FASTENER HOLE, EDGE OF PANEL OR A MINIMUM OF 2.0 INCHES (50 mm) FROM TAPERED EDGE OF HONEYCOMB CORE

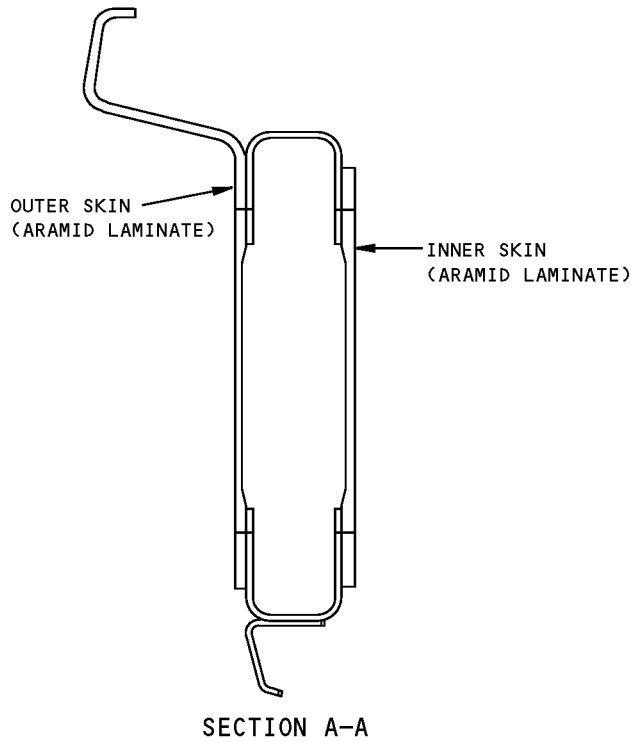
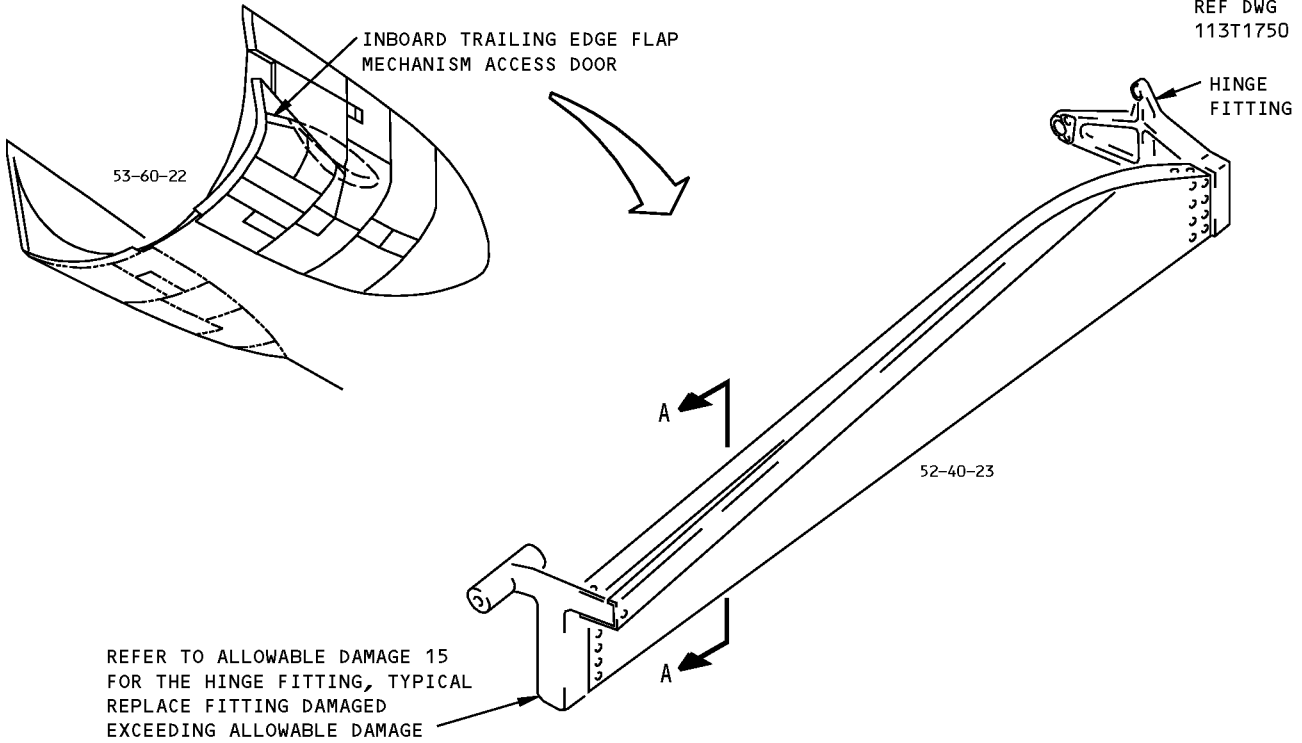
**B** INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST EVERY AIRPLANE "2A" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN

**C** ONE REPAIR PER SQUARE FOOT OF AREA AND A MINIMUM OF 6.0 INCHES (150 mm) (EDGE TO EDGE) FROM ANY OTHER DAMAGE, FASTENER HOLE, EDGE OF PANEL, OR A MINIMUM OF 2.0 IN. (50 mm) FROM TAPERED EDGE OF HONEYCOMB CORE

ECS Door Repair  
Figure 201 (Sheet 2 of 2)

**REPAIR 15 - INBOARD TRAILING EDGE FLAP MECHANISM ACCESS DOOR**

REF DWG  
113T1750



**Inboard Trailing Edge Flap Mechanism Access Door Repair  
Figure 201 (Sheet 1 of 2)**

**STRUCTURAL REPAIR MANUAL**

DAMAGE	INTERIM REPAIRS <b>B</b>	PERMANENT REPAIRS		
	WET LAYUP ROOM TEMP/150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 4.0 INCHES (100 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03, <b>A</b>	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE	CLEAN UP DAMAGE AND REPAIR AS A HOLE
HOLES	4.0 INCHES (100 mm) MAX DIA NOT TO EXCEED 40% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, <b>A</b>	6.0 INCHES (150 mm) MAX DIA NOT TO EXCEED 40% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED <b>A</b>	12.0 INCHES (300 mm) MAX DIA NOT TO EXCEED 40% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS HOLE			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03 IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE			
DENTS	CUT OUT AND REPAIR AS A HOLE			

REPAIR DATA FOR 250°F (121°C) CURE ARAMID/GRAPHITE HONEYCOMB PANELS

NOTES

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- RESTORE DAMAGED ALUMINUM FLAME SPRAY OR CONDUCTIVE COATING AS GIVEN IN SRM 51-70-14
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21
- THIS REPAIR APPLICABLE TO INNER AND OUTER SKIN PANELS OF ACCESS DOOR.

**A** MINIMUM SPACING (EDGE TO EDGE) SHALL BE 7.0 (175 mm) BETWEEN REPAIRS.

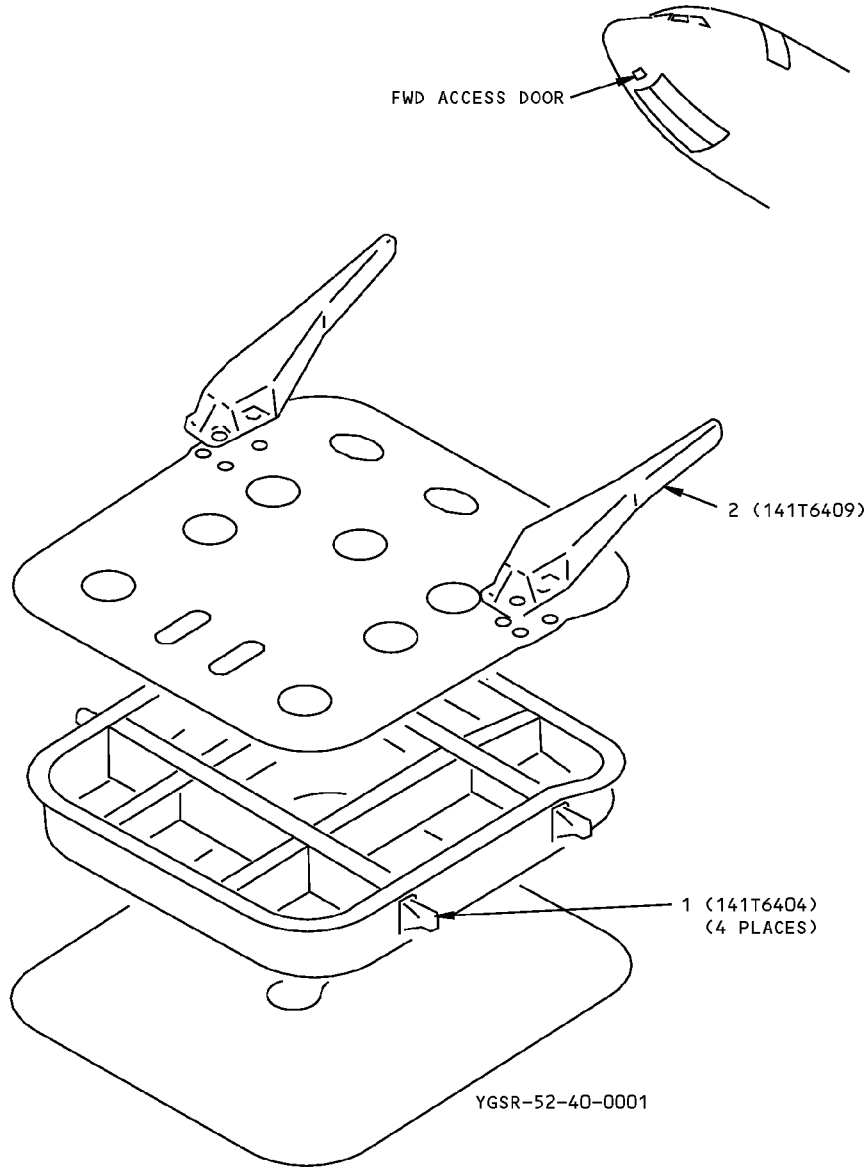
**B** INSPECT INTERIM REPAIR USING INSTRUMENTED NDI METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETEIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NON-DESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN.

**Inboard Trailing Edge Flap Mechanism Access Door Repair  
Figure 201 (Sheet 2 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - FORWARD ACCESS DOOR FITTINGS**

REF DWG  
141T6401



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR STOP FITTING		BAC1520-2215 2034-T3511	
2	HINGE ARM		FORGING 7075-T73	

LIST OF MATERIALS

**Forward Access Door Fittings Identification  
Figure 1**

IDENTIFICATION 1  
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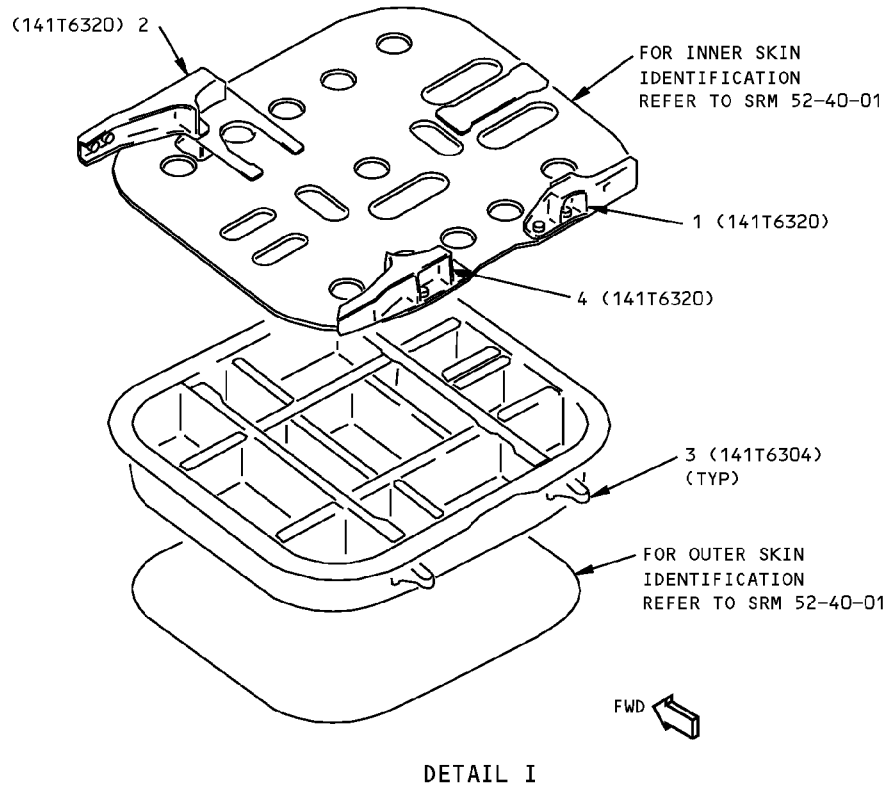
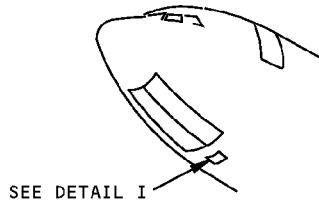
**52-40-90**

D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 2 - ELEC/ELEX ACCESS DOOR FITTINGS**

REF DWG  
141T6301



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	ROLLER	0.250	7075-T651 PLATE	
2	ROLLER FITTING	0.500	7075-T651 PLATE	
3	FITTING		BAC1520-2214 2024-T3511	
4	ROLLER FITTING	0.375	7075-T651 PLATE	

LIST OF MATERIALS FOR DETAIL I

**Elec/Elex Access Door Fittings Identification  
Figure 1**

D634T210

**52-40-90**

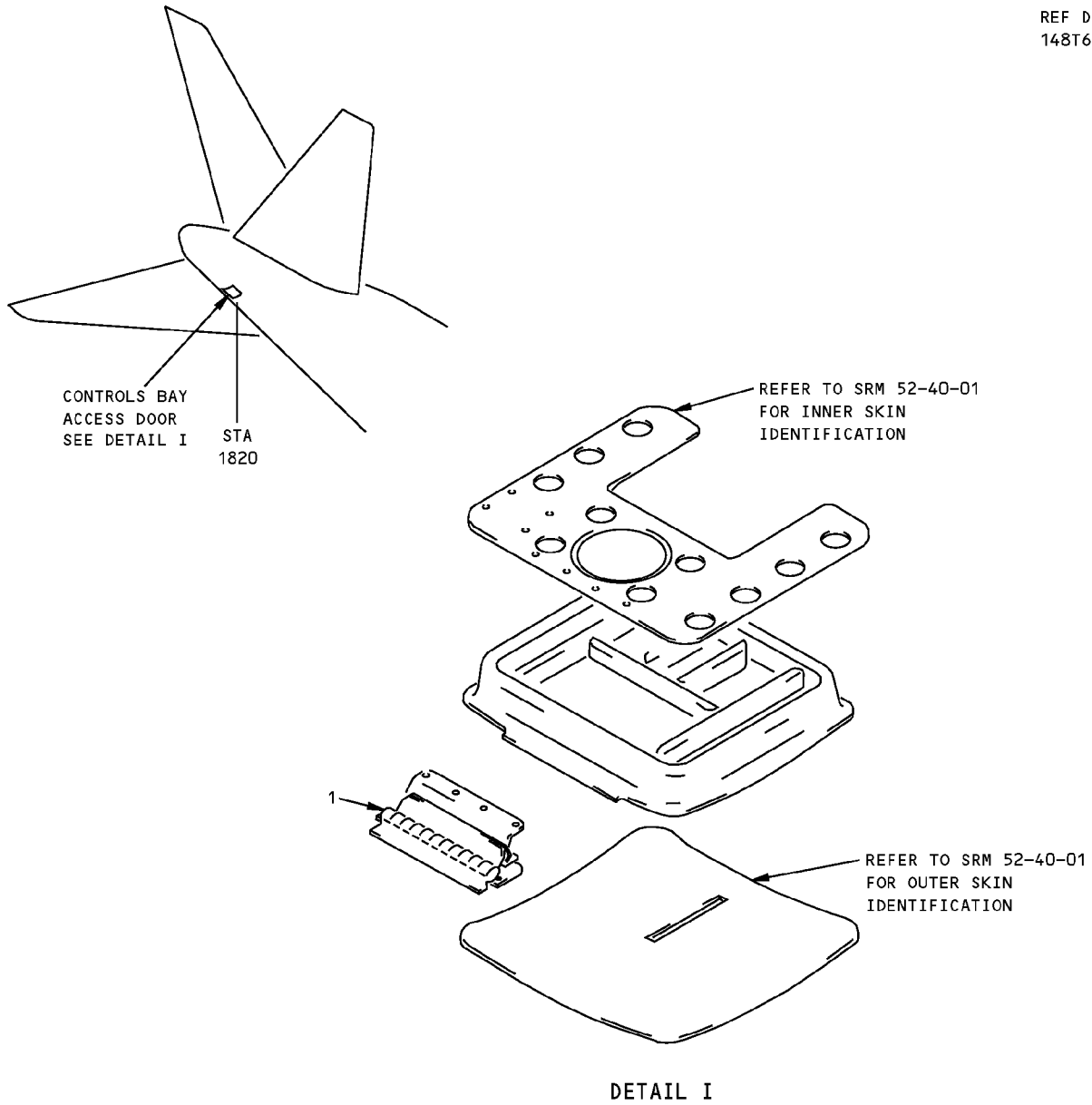
IDENTIFICATION 2  
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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 4 - CONTROLS BAY ACCESS DOOR STRUCTURE FITTINGS**

REF DWGS  
148T6602



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	HINGE ASSEMBLY ANGLE ANGLE HINGE	0.050 0.063	CLAD 7075-T62 CLAD 7075-T6 BAC3113-14 2024-T3511	

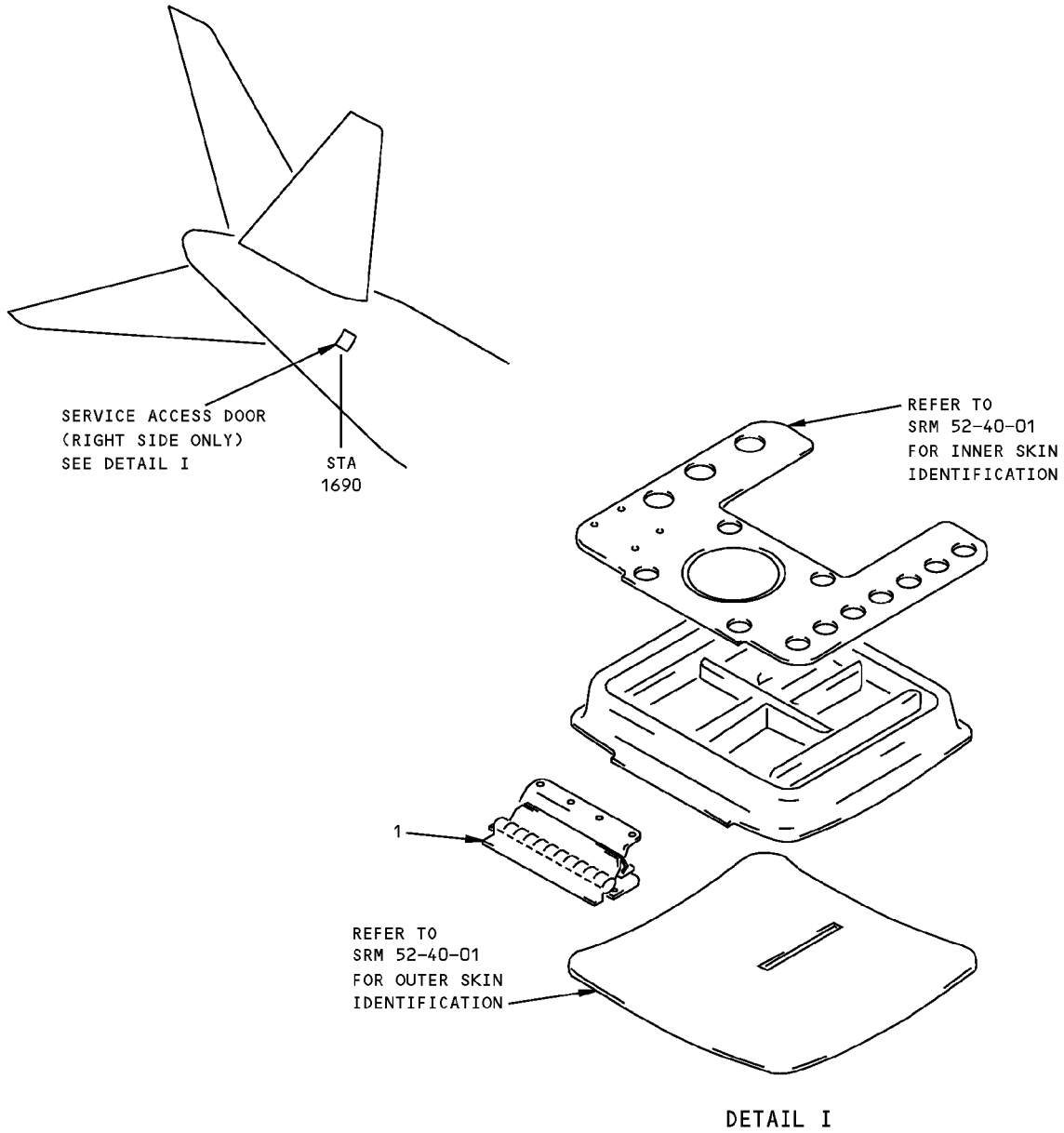
LIST OF MATERIALS FOR DETAIL I

**Controls Bay Access Door Structure Fittings Identification  
Figure 1**

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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 5 - SERVICE ACCESS DOOR STRUCTURE FITTINGS - STATION 1690**

REF DWG  
148T6402  
148T6403



ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	HINGE ASSEMBLY ANGLE ANGLE HINGE	0.050 0.063	CLAD 7075-T62 CLAD 7075-T6 BAC3113-14 2024-T3511	

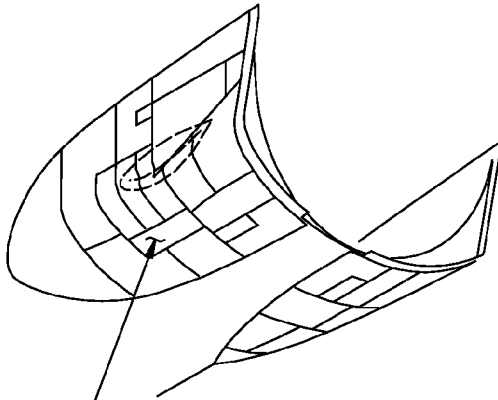
LIST OF MATERIALS FOR DETAIL I

**Service Access Door Structure Fittings Identification - Station 1690  
Figure 1**

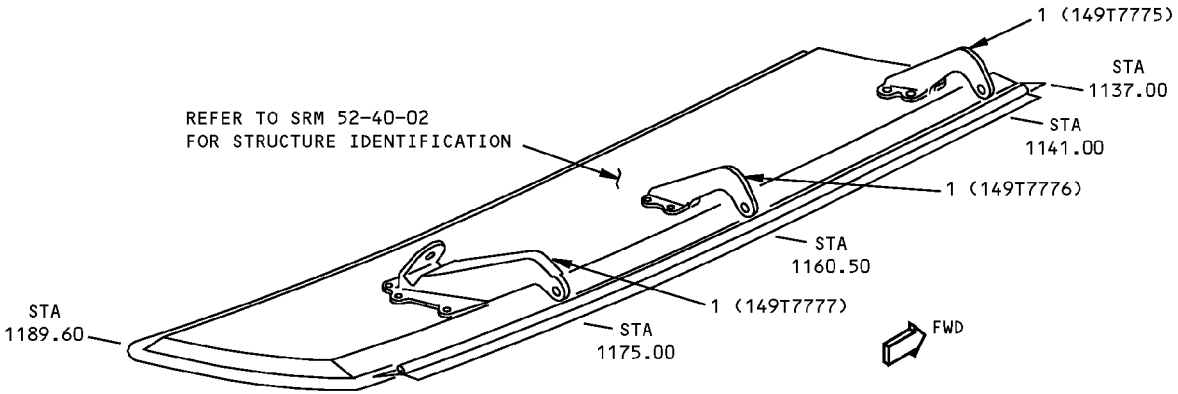
**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 6 - RAM AIR TURBINE ACCESS DOOR FITTINGS**

REF DWG  
149T7771



RAM AIR TURBINE  
ACCESS DOOR  
SEE DETAIL I



**DETAIL I**

ITEM	DESCRIPTION	QTY	MATERIAL	EFFECTIVITY
1	HINGE		FORGING 7075-T73	

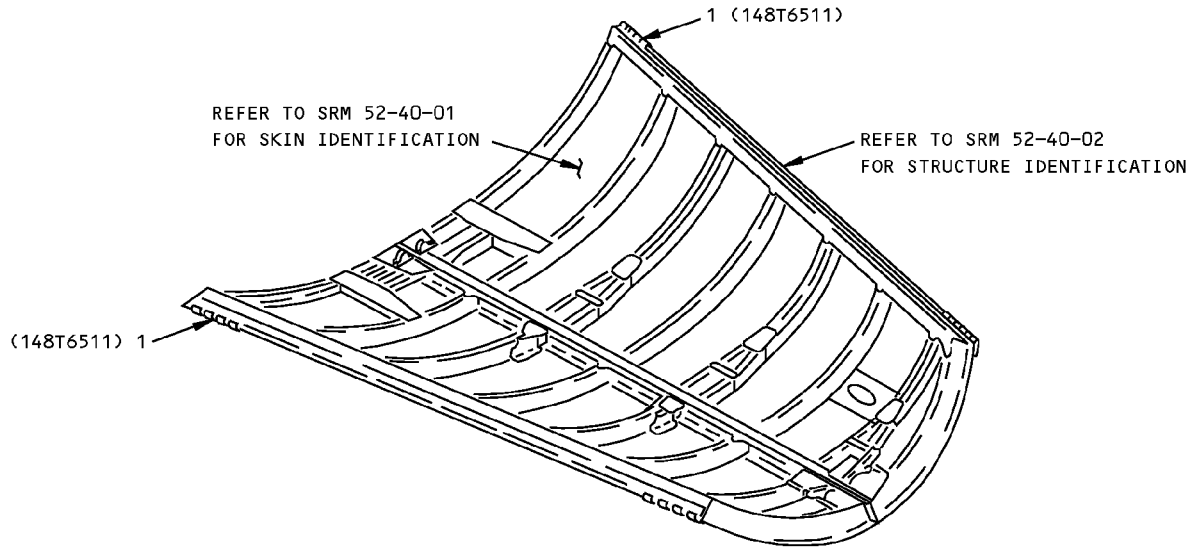
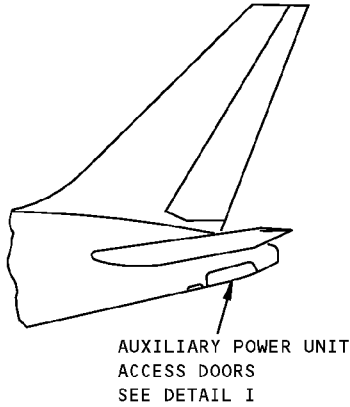
**LIST OF MATERIALS FOR DETAIL I**

**Ram Air Turbine Access Door Fittings Identification  
Figure 1**

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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 7 - AUXILIARY POWER UNIT ACCESS DOOR STRUCTURE FITTINGS**

REF DWG  
148T6500



DETAIL I

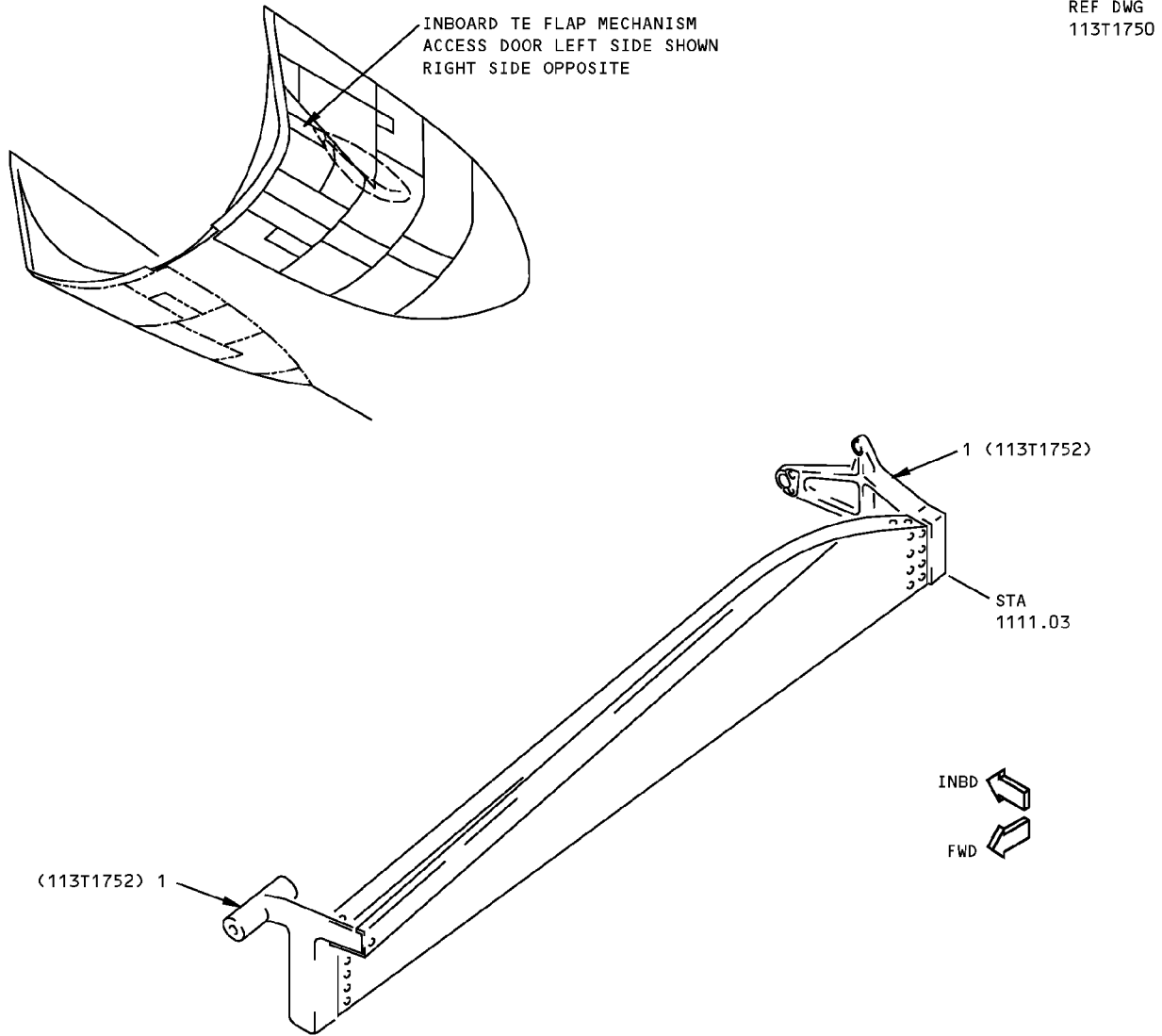
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	HINGE		BAC1514-2499 7075-T73511	

LIST OF MATERIALS FOR DETAIL I

**Auxiliary Power Unit Access Door Structure Fittings Identification  
Figure 1**

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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 8 - INBOARD TRAILING EDGE FLAP MECHANISM ACCESS DOOR FITTINGS**



ITEM	DESCRIPTION	QTY	MATERIAL	EFFECTIVITY
1	HINGE FITTING		FORGING 7075-T73	

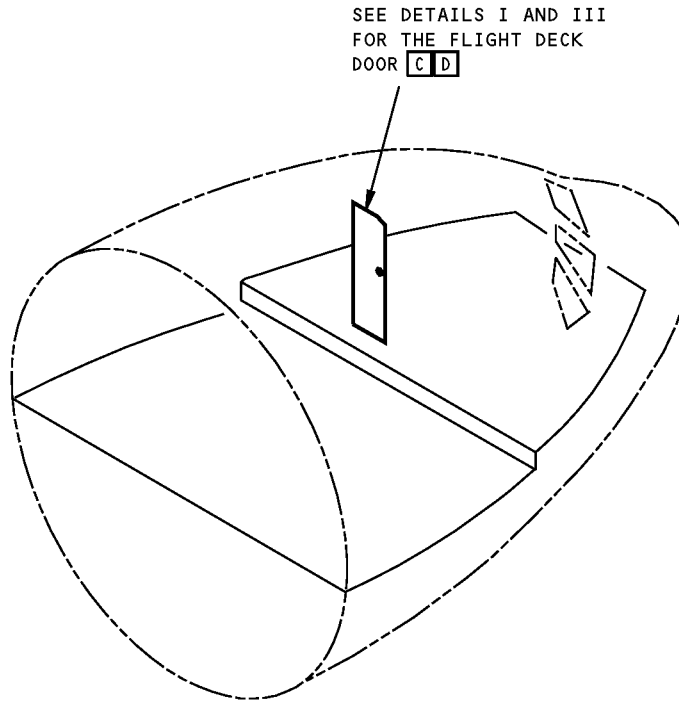
LIST OF MATERIALS

**Inboard Trailing Edge Flap Mechanism Access Door Fittings Identification  
Figure 1**

**767-300**  
**STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - FIXED INTERIOR DOOR**

REFERENCE DRAWING  
413T421C  
232T211C



**NOTES**

- ALL DIMENSIONS ARE IN INCHES
- A** 320°F (160°C) CURE MATERIAL
- B** 260°F (127°C) CURE MATERIAL
- C** FOR AIRPLANES WITHOUT AN ENHANCED SECURITY DOOR
- D** FOR AIRPLANES WITH AN ENHANCED SECURITY DOOR (REFERENCE: BOEING CONFIGURATION A AND B)

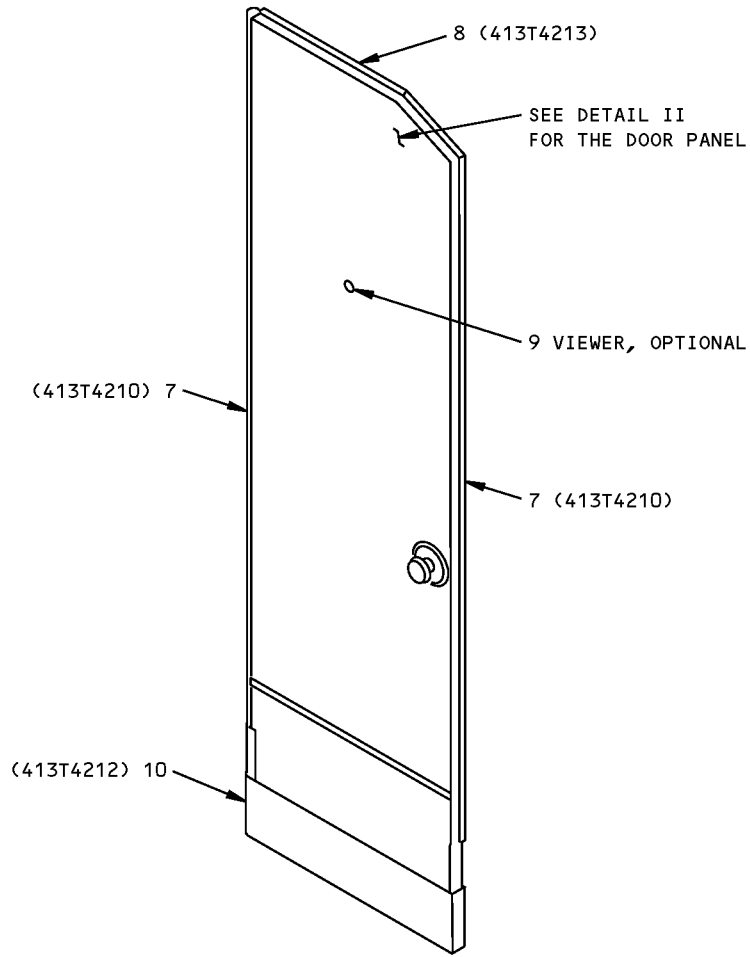
**Flight Deck Door Identification**  
**Figure 1 (Sheet 1 of 6)**

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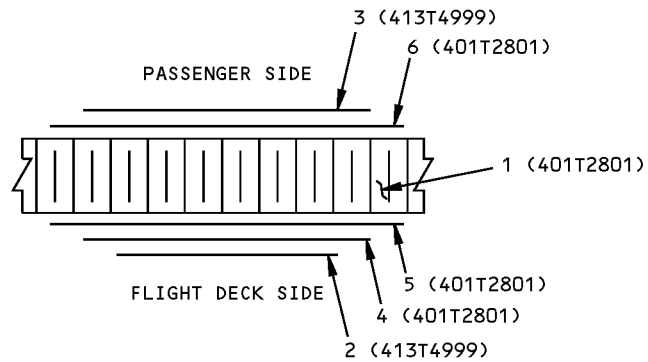
**52-50-02**

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STRUCTURAL REPAIR MANUAL**



DETAIL I **C**



(SECTION THRU DOOR)  
DETAIL II

**Flight Deck Door Identification  
Figure 1 (Sheet 2 of 6)**



**767-300**  
**STRUCTURAL REPAIR MANUAL**

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	CORE		NONMETALLIC HONEYCOMB BMS 8-124, TYPE I, CLASS IV, GRADE 2.0	
2	DECORATIVE SURFACE		NOMEX PAPER PER BMS 8-143, TYPE 100	
3	DECORATIVE SURFACE		PREPREG GLASS FABRIC PER BMS 8-143, TYPE 181 <b>A</b>	
4	ACOUSTIC FABRIC		FLOW RESISTANT DACRON PER BMS 8-64, TYPE I	
5	SKIN	0.010	PREPREG GLASS FABRIC PER BMS 8-151, TYPE IV <b>B</b>	
6	SKIN	0.010	PREPREG GLASS FABRIC PER BMS 8-151, TYPE I <b>B</b>	
7	EDGE TRIM	0.032	6061-T4 ALUMINUM SHEET	
8	EDGE TRIM		6061-T6511 ALUMINUM EXTRUSION OPTIONAL: 6063-T5	
9	VIEWER		VENDOR: BALDWIN HARDWARE CORPORATION	
10	KICK PLATE	0.050	2024-T3 ALUMINUM SHEET	

LIST OF MATERIALS FOR DETAILS I AND II

**Flight Deck Door Identification**  
**Figure 1 (Sheet 3 of 6)**

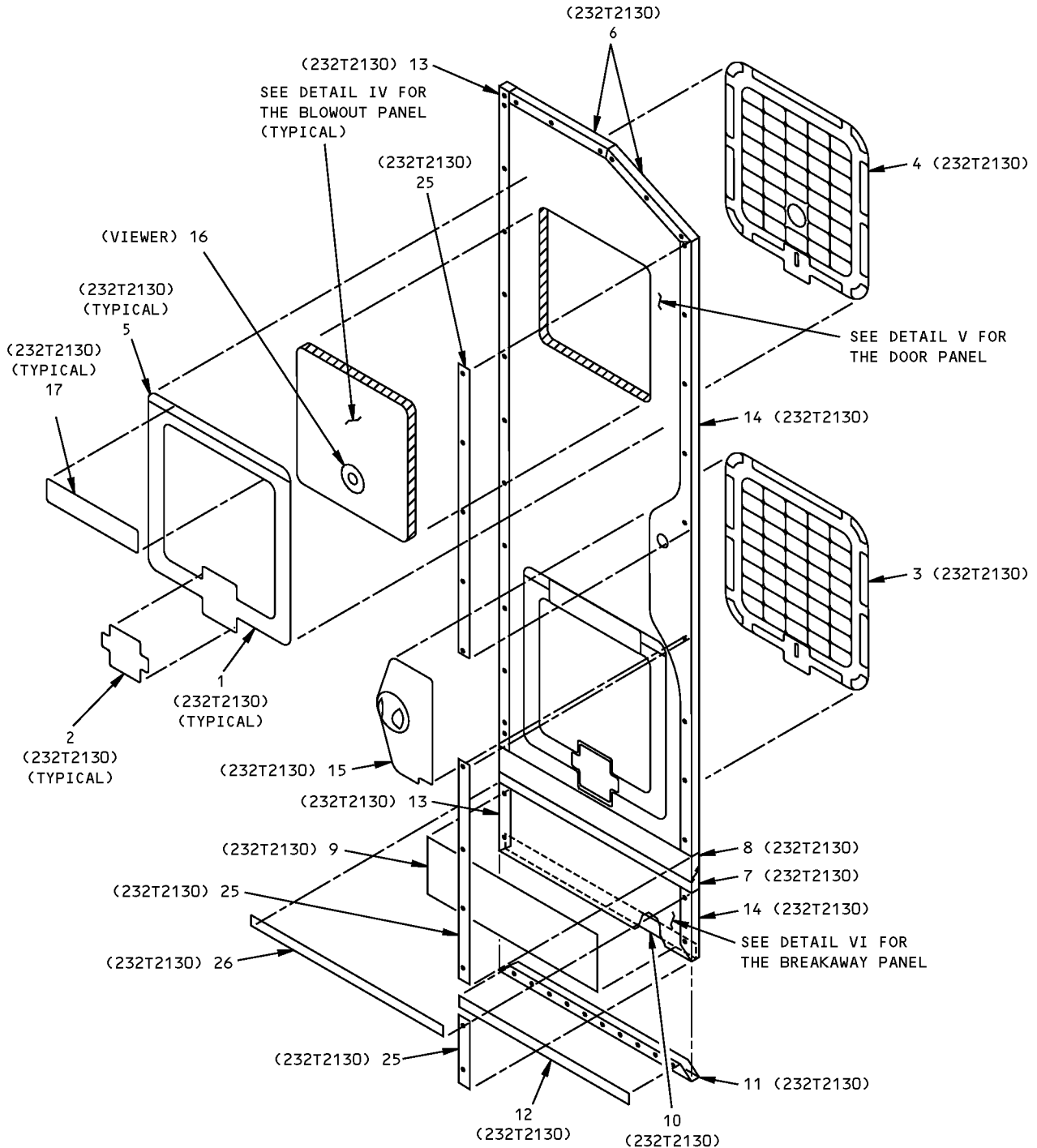
D634T210

**52-50-02**

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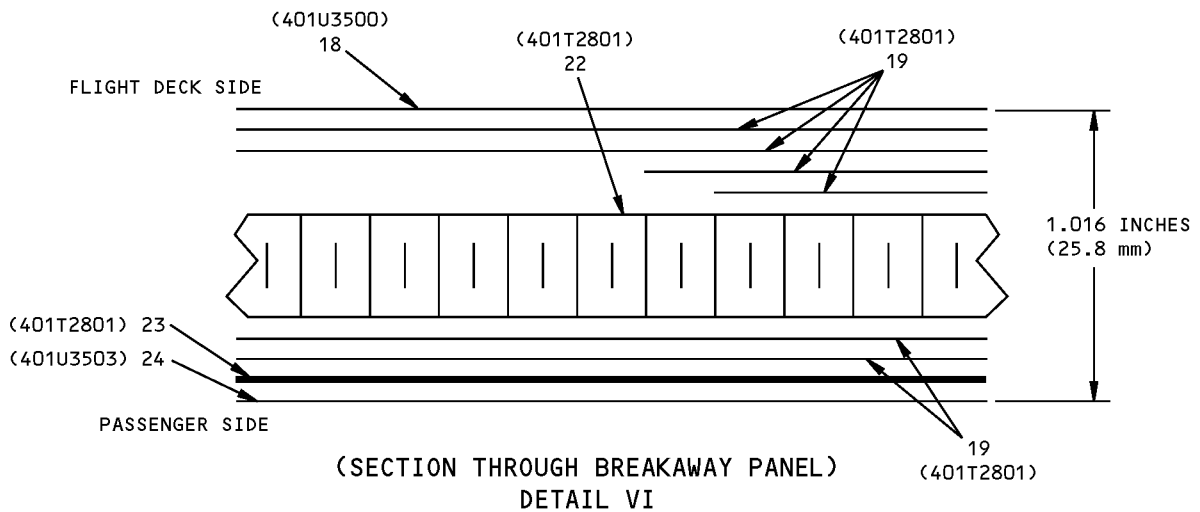
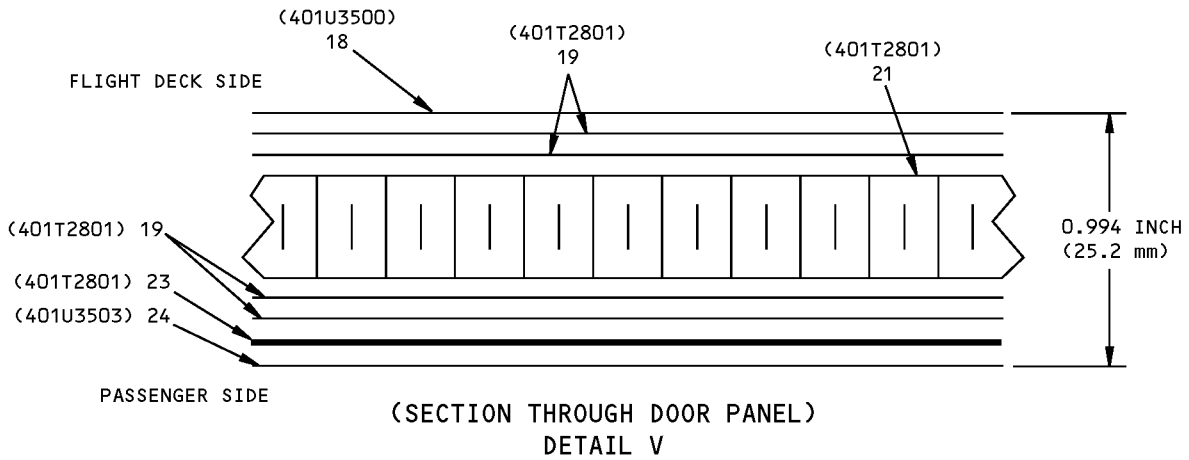
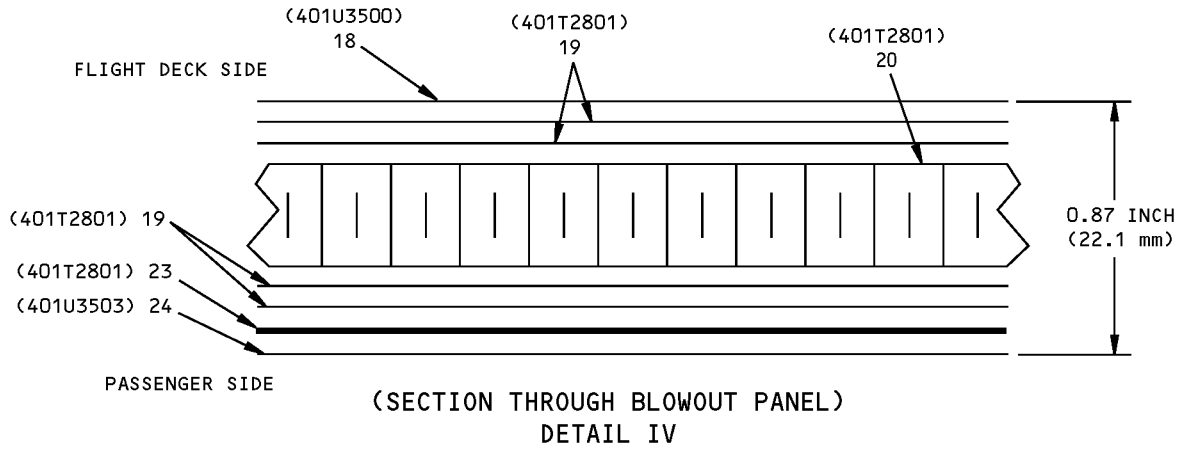
**767-300  
STRUCTURAL REPAIR MANUAL**



DETAIL III D

**Flight Deck Door Identification  
Figure 1 (Sheet 4 of 6)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**Flight Deck Door Identification  
Figure 1 (Sheet 5 of 6)**



**767-300  
STRUCTURAL REPAIR MANUAL**

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	TRIM RING	0.160	AMS-T-9046, Ti-6AL-4V, CONDITION A	
2	ARMOR PLATE	0.160	AMS-T-9046, Ti-6AL-4V, CONDITION A, PLATE	
3	LOWER GRILL	0.250	2024-T351 PLATE	
4	UPPER GRILL	0.250	2024-T351 PLATE	
5	ARMOR PLATE	0.160	AMS-T-9046, Ti-6AL-4V, CONDITION A, PLATE	
6	UPPER TRIM	0.050	7075-T62 BARE SHEET	
7	LOWER BREAKAWAY BRACKET		7075-T7351 PLATE	
8	UPPER BREAKAWAY BRACKET		7075-T7351 PLATE	
9	KICK PLATE	0.032	7075-T6 BARE SHEET	
10	LOWER INTERNAL ARMOR PLATE	0.100	AMS-T-9046, Ti-6AL-4V, CONDITION A, SHEET	
11	LOWER TRIM	0.050	7075-T62 BARE SHEET	
12	LOWER ARMOR PLATE	0.080	AMS-T-9046, Ti-6AL-4V, CONDITION A, SHEET	
13	HINGE CHANNEL	0.050	7075-T62 BARE SHEET	
14	LATCH CHANNEL	0.050	7075-T62 BARE SHEET	
15	COVER PLATE	0.500	AMS-T-9046, Ti-6AL-4V, CONDITION A, PLATE	
16	VIEWER		C AND D AEROSPACE	
17	HINGE		2024-T3511	
18	DECORATIVE SURFACE (FLIGHT DECK SIDE)		BMS 5-91, TYPE IV; BMS 8-254, TYPE V, CLASS IV; BMS 8-356, TYPE I, CLASS I, GRADE 0.7, FORM B, FILM	
19	SKIN		FIBERGLASS/PHENOLIC BMS 8-226, TYPE II, CLASS 3A	
20	CORE (BLOWOUT PANEL)	0.437	NON-METALLIC HONEYCOMB CORE, BMS 8-124, TYPE V, CLASS 4, GRADE 3.0	
21	CORE (DOOR PANEL)	0.550	NON-METALLIC HONEYCOMB CORE, BMS 8-124, TYPE V, CLASS 4, GRADE 3.0	
22	CORE (BREAKAWAY PANEL)	0.550	NON-METALLIC HONEYCOMB CORE, BMS 8-124, TYPE V, CLASS 4, GRADE 8.0	
23	KEVLAR BALLISTIC SHIELD	0.400	KEVLAR 745 LAMINATE, 20 PLIES	
24	DECORATIVE SURFACE (PASSENGER SIDE)		BMS 5-91, TYPE II; BMS 8-98, TYPE VII, CLASS 3.1, GRADE C, FORM A; BMS 8-254, TYPE IV; BMS 8-98, TYPE III, CLASS 2, GRADE A, FORM A, FILM	
25	PROTECTIVE BRACKET	0.500	7075-T7351 PLATE	
26	LOWER BREAKAWAY PLATE	0.100	AMS-T-9046, Ti-6AL-4V, CONDITION A, PLATE	

LIST OF MATERIALS FOR DETAILS III, IV, V, AND VI

**Flight Deck Door Identification  
Figure 1 (Sheet 6 of 6)**

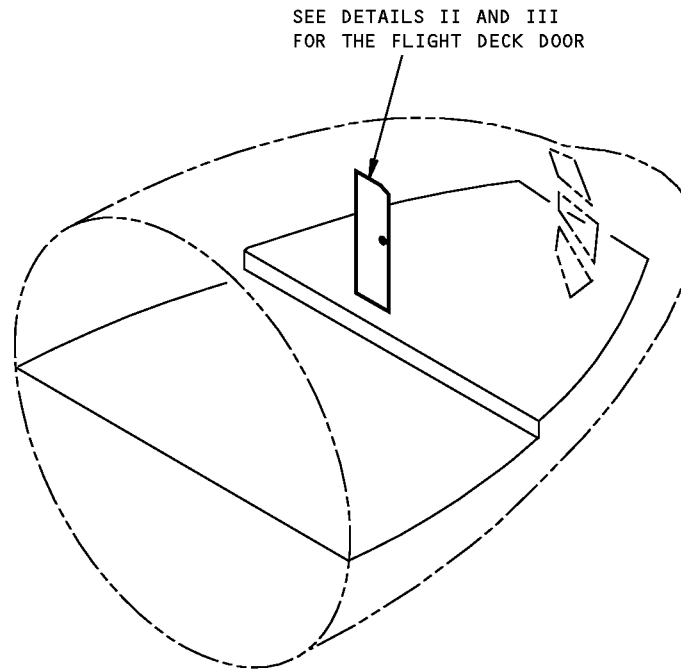
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**52-50-02**

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**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 1 - FIXED INTERIOR DOOR**



DETAIL I

**NOTES**

- FOR THE DOORS IN DETAIL II, ANY AMOUNT OF DAMAGE TO THE STRUCTURE IS PERMITTED UP TO THE LIMITS SPECIFIED IN **A**, PROVIDED THAT THE FUNCTIONAL UTILITY OF THE DOOR IS NOT IMPAIRED **B**.
- FOR THE DOORS IN DETAIL III, NO DAMAGE TO THE STRUCTURE IS PERMITTED EXCEPT **C** AND **D**. ALSO, THE FUNCTIONAL UTILITY OF THE DOOR MAY NOT BE IMPAIRED **B**.
- REFER TO SRM 51-10-02 FOR THE INSPECTION AND REMOVAL OF DAMAGE.
- FOR REWORKED ALUMINUM SURFACES, APPLY A CHEMICAL CONVERSION COATING AS GIVEN IN SRM 51-20-01.
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20-00.

**A** REFER TO AMM 25-00-00 FOR THE REPAIR OF NICKS AND SCRATCHES; FOR GOUGES NOT EXCEEDING 1.5 INCHES (38 mm); AND FOR REPAIRS TO BMS 8-133 URETHANE FOAM.

- B** MAINTAIN THE FOLLOWING FUNCTIONAL REQUIREMENTS: DEPRESSURIZATION FEATURE, EMERGENCY EXIT FEATURE, ELECTRIC AND KEYED DOOR LOCK FUNCTION. REFER TO AMM 52-51-00.
- C** NICKS, GOUGES AND SCRATCHES ON THE EXTERNAL SURFACE AREAS AS SHOWN WITH SHADED AREAS IN DETAIL III ARE PERMITTED TO A MAXIMUM DEPTH OF 0.020 INCH (0.508 mm)
- D** DAMAGE TO THE DECORATIVE LAMINATE IS PERMITTED. REFER TO AMM 25-00-00 FOR THE DECORATIVE LAMINATE REMOVAL/INSTALLATION INSTRUCTIONS. IF THE DECORATIVE LAMINATE IS REMOVED, BEFORE INSTALLATION OF THE NEW DECORATIVE LAMINATE, DO A DETAILED VISUAL INSPECTION OF THE KEVLAR BALLISTIC SHIELD TO MAKE SURE THAT NO OTHER DAMAGE HAS OCCURED. REPLACE THE DOOR IF THERE IS ANY DAMAGE TO THE BALLISTIC SHIELD.
- E** DAMAGE IS NOT PERMITTED ON TITANIUM, KEVLAR AND SOME ALUMINUM COMPONENTS.

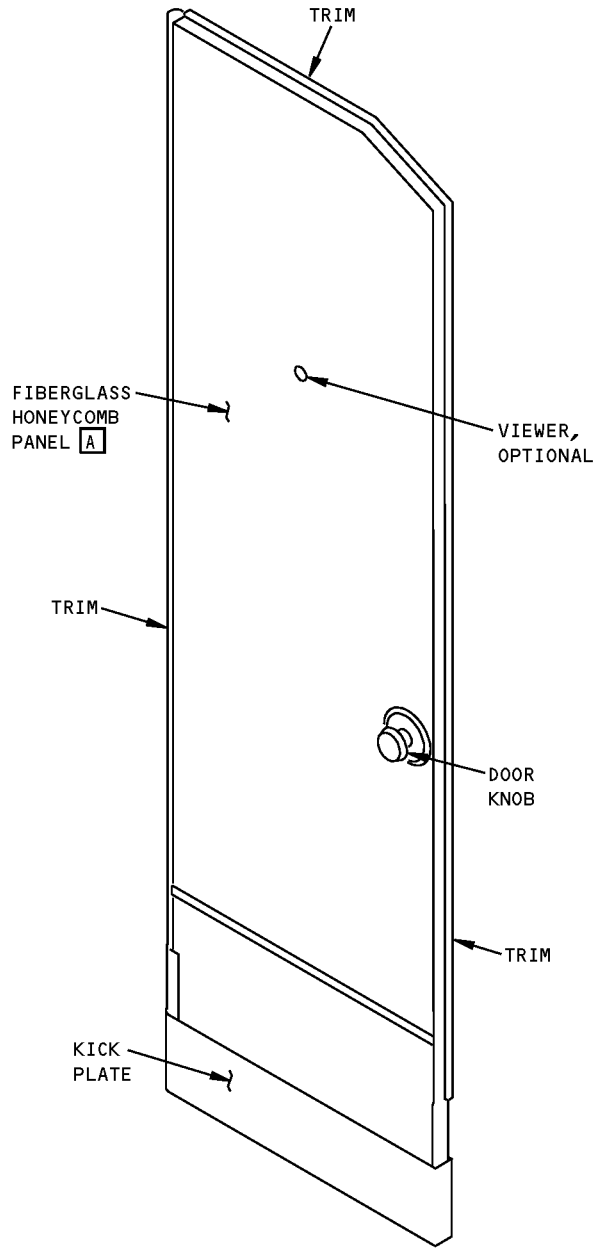
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**Flight Deck Door Allowable Damage  
Figure 101 (Sheet 1 of 3)**

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ALLOWABLE DAMAGE 1  
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STRUCTURAL REPAIR MANUAL**



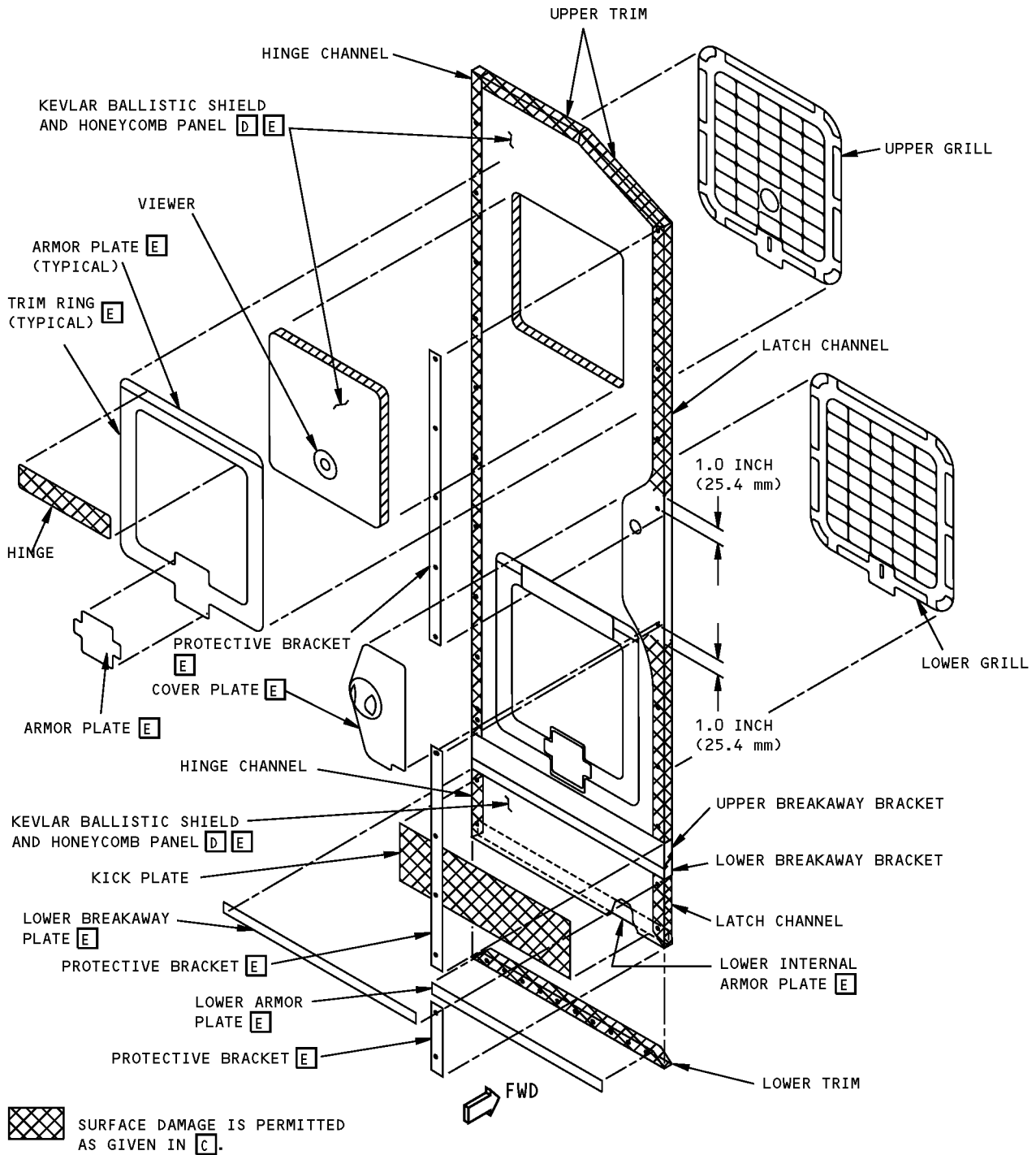
(TYPICAL FIBERGLASS DOOR)  
DETAIL II

**Flight Deck Door Allowable Damage  
Figure 101 (Sheet 2 of 3)**

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ALLOWABLE DAMAGE 1  
**52-50-02**  
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STRUCTURAL REPAIR MANUAL**

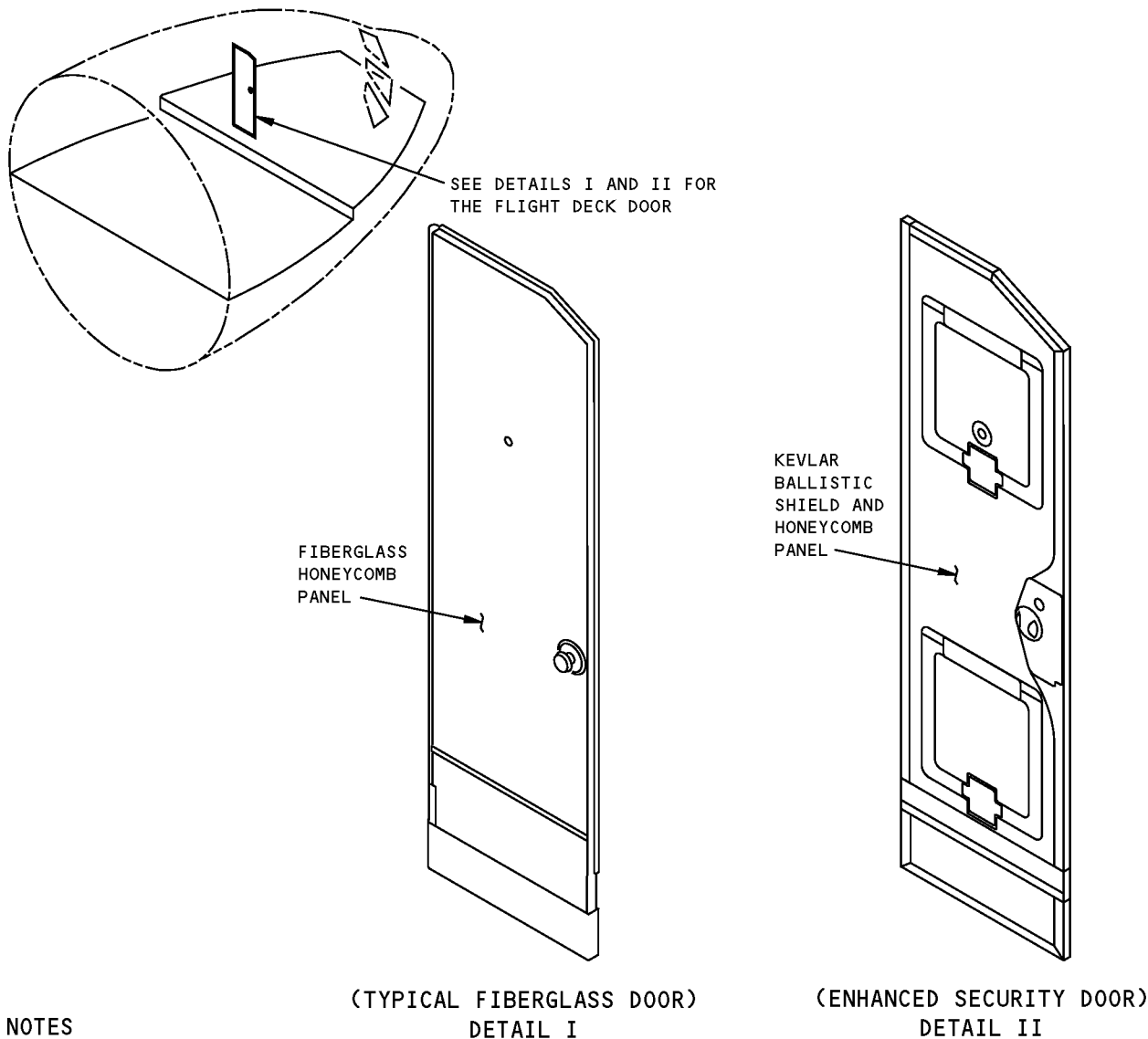


(ENHANCED SECURITY DOOR)  
DETAIL III

**Flight Deck Door Allowable Damage  
Figure 101 (Sheet 3 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 1 - FLIGHT DECK DOOR**



**NOTES**

- REFER TO REPAIR 2 FOR REPAIR OF THE DOORS IN DETAIL I
- REPAIRS TO THE KEVLAR BALLISTIC SHIELD OF THE DOORS SHOWN IN DETAIL II ARE NOT PERMITTED. DAMAGE TO THE DECORATIVE LAMINATE IS PERMITTED. REFER TO AMM 25-00-00 FOR THE DECORATIVE LAMINATE REMOVAL/INSTALLATION INSTRUCTIONS. IF THE DECORATIVE LAMINATE IS REMOVED, BEFORE INSTALLATION OF THE NEW DECORATIVE LAMINATE, DO A DETAILED VISUAL INSPECTION OF THE KEVLAR BALLISTIC SHIELD TO MAKE SURE THAT NO OTHER DAMAGE HAS OCCURED. REPLACE THE DOOR IF THERE IS ANY DAMAGE TO THE BALLISTIC SHIELD. CONTACT THE BOEING COMPANY FOR MORE INFORMATION.

**Flight Deck Door Repair  
Figure 201**

D634T210

**52-50-02**

REPAIR 1  
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STRUCTURAL REPAIR MANUAL

REPAIR 2 - FLIGHT DECK DOOR - FIBERGLASS PANELS

APPLICABILITY
THIS REPAIR IS APPLICABLE TO FLIGHT DECK DOORS WITHOUT THE KEVLAR SECURITY FEATURE.

REPAIR INSTRUCTIONS

1. Refer to AMM 25-00-00 for the repair of nicks and scratches, for the gouges not exceeding 1.5 inches, and for the repairs to BMS 8-133 urethane foam.
2. Refer to SRM 51-70-06, Figure 19 for the repair of cracks up to 6.0 inches. Restore the decorative surface as given in AMM 25-00-00.
3. Refer to Details II and III for the repair to BMS 8-143 and BMS 8-151 fiberglass plies and for the repair to NOMEX honeycomb core. Use BMS 9-3 Type H-2 or Type H-3 glass fabric. Extra plies are not required. Restore the decorative surface as given in AMM 25-00-00.

NOTE: The total repaired surface area must not exceed 100 square inch. If the repair area is larger than 100 square inch, you must replace the door panel.

If this repair is used on the acoustical side, the loss of acoustical attenuation property may result.

NOTES

- REFER TO SRM 51-70-06 FOR THE CLEANUP OF DAMAGE AND THE WET LAYUP CURE PROCEDURE.

**A** CELL WALLS MUST BE ALIGNED IN THE SAME DIRECTION AS THE ORIGINAL HONEYCOMB

Flight Deck Door Repair - Fiberglass Panels  
Figure 201 (Sheet 1 of 4)

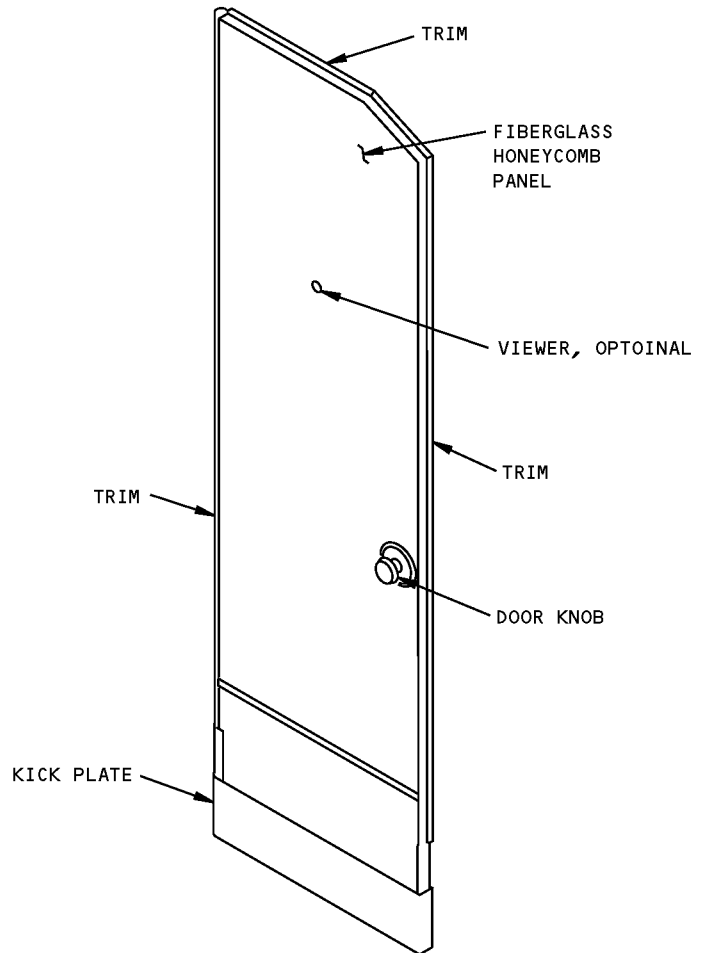
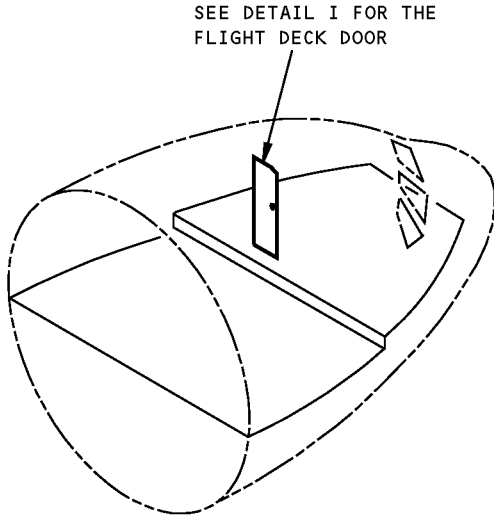
D634T210

**52-50-02**

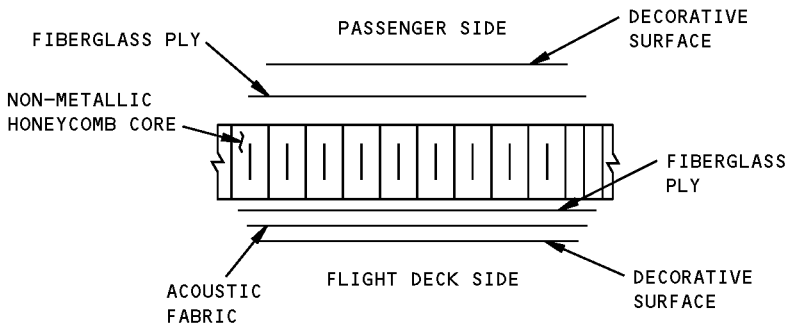
REPAIR 2  
Page 201  
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**767-300  
STRUCTURAL REPAIR MANUAL**



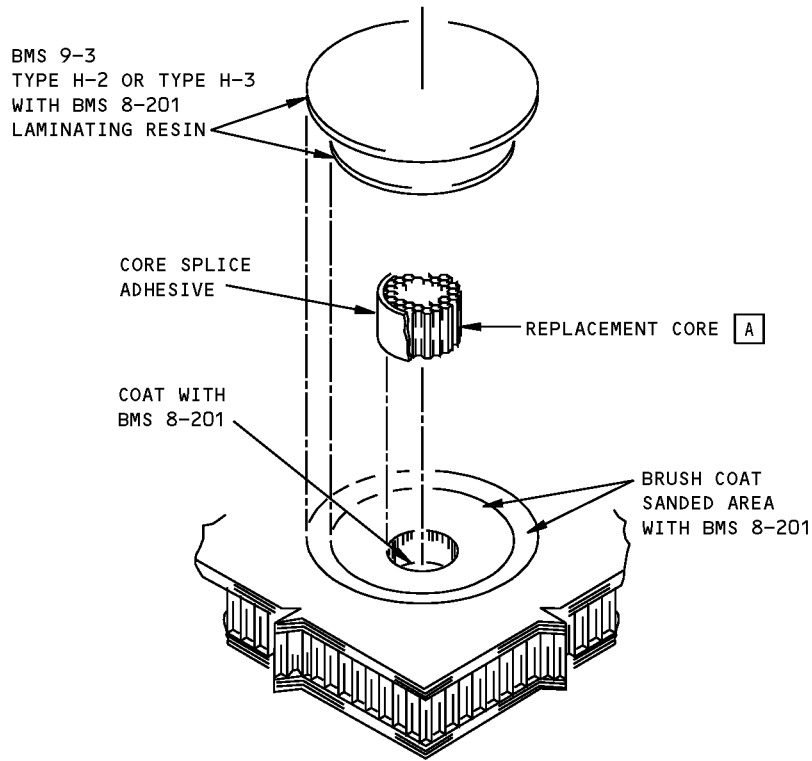
**DETAIL I**



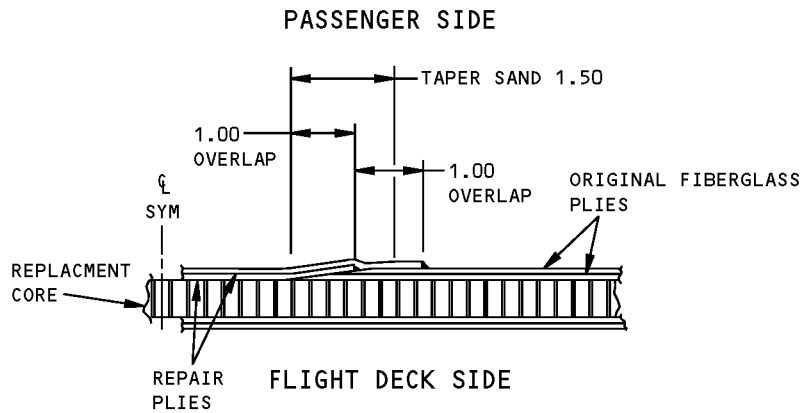
**SECTION THRU DOOR**

**Flight Deck Door Repair - Fiberglass Panels  
Figure 201 (Sheet 2 of 4)**

**767-300  
STRUCTURAL REPAIR MANUAL**



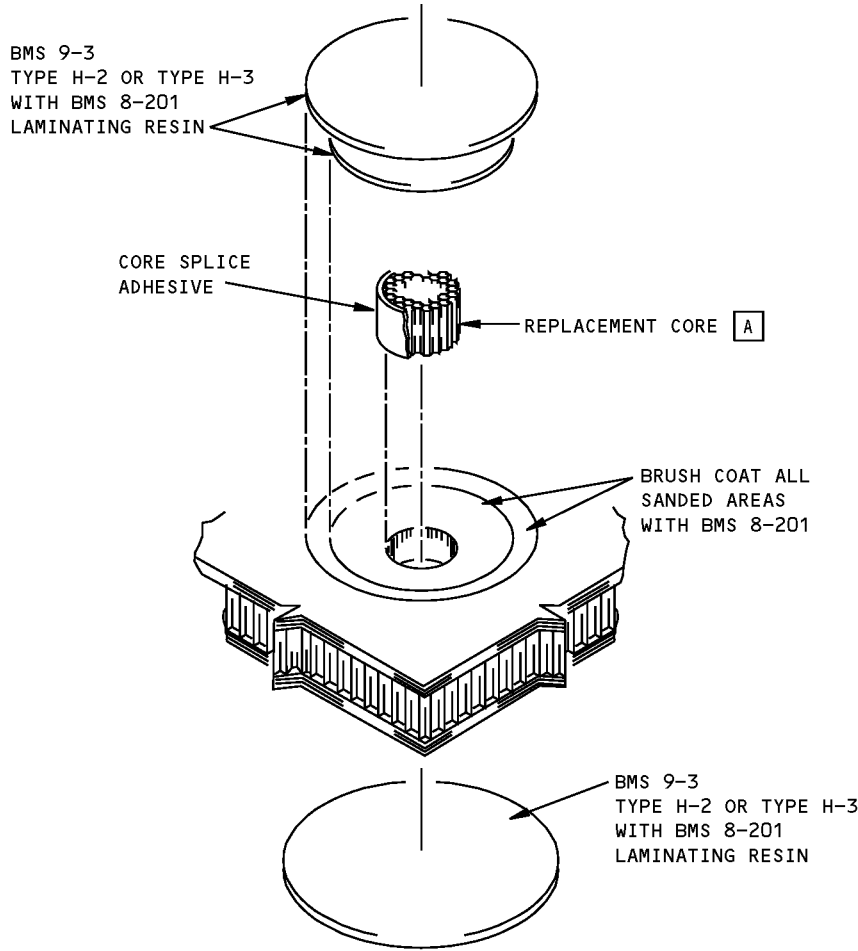
**REPAIR OF DAMAGE TO ONE PANEL SIDE  
DETAIL II**



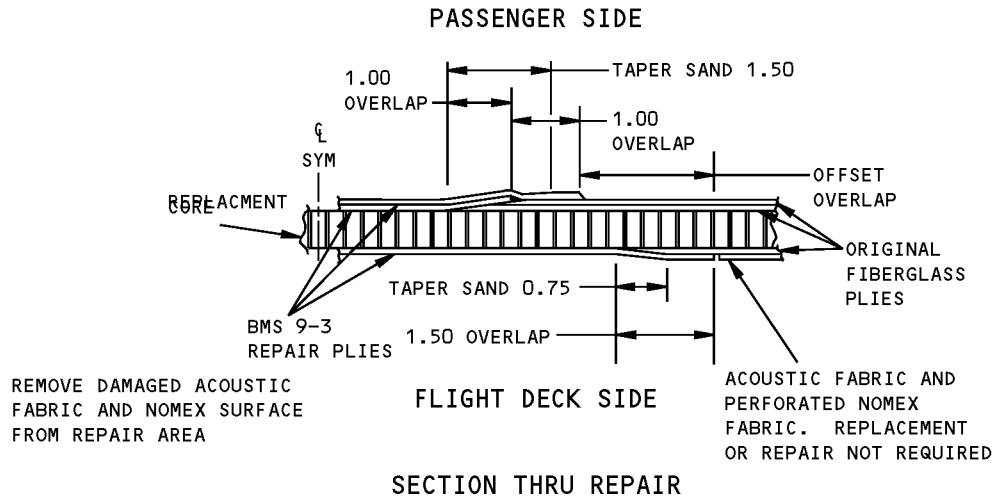
**SECTION THRU REPAIR**

**Flight Deck Door Repair - Fiberglass Panels  
Figure 201 (Sheet 3 of 4)**

**STRUCTURAL REPAIR MANUAL**



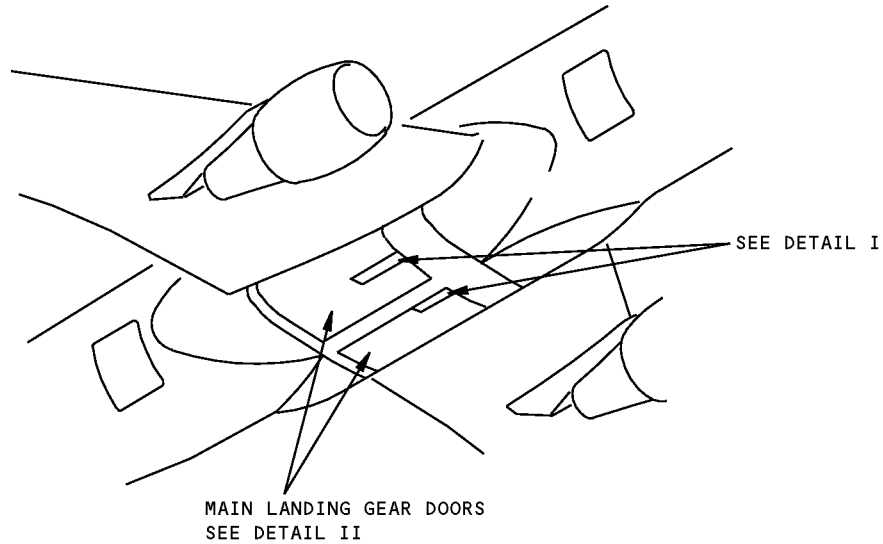
**REPAIR OF DAMAGE TO BOTH PANEL SIDES  
DETAIL III**



**Flight Deck Door Repair - Fiberglass Panels  
Figure 201 (Sheet 4 of 4)**

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STRUCTURAL REPAIR MANUAL

IDENTIFICATION 1 - MAIN LANDING GEAR DOOR



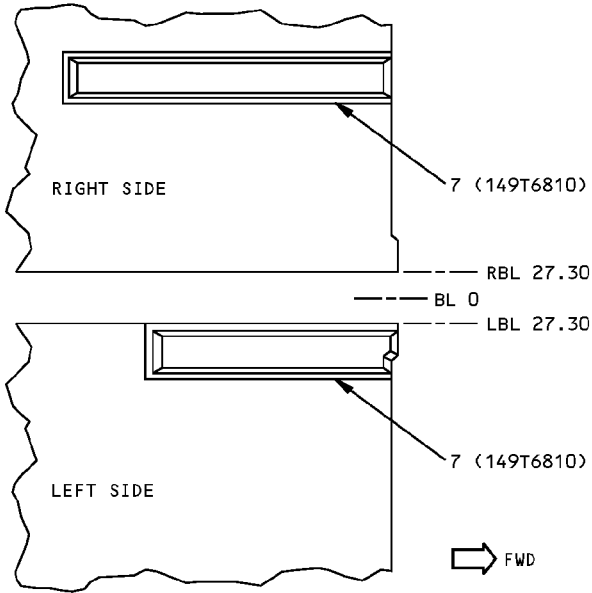
NOTES

- A** PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- B** ARAMID/EPOXY FABRIC PER BMS 8-219, STYLE 120, 250°F (121°C) CURE
- C** GRAPHITE/EPOXY FABRIC PER BMS 8-168, TYPE II, CLASS 2, STYLE 3K-70-PW, 250°F (121°C) CURE

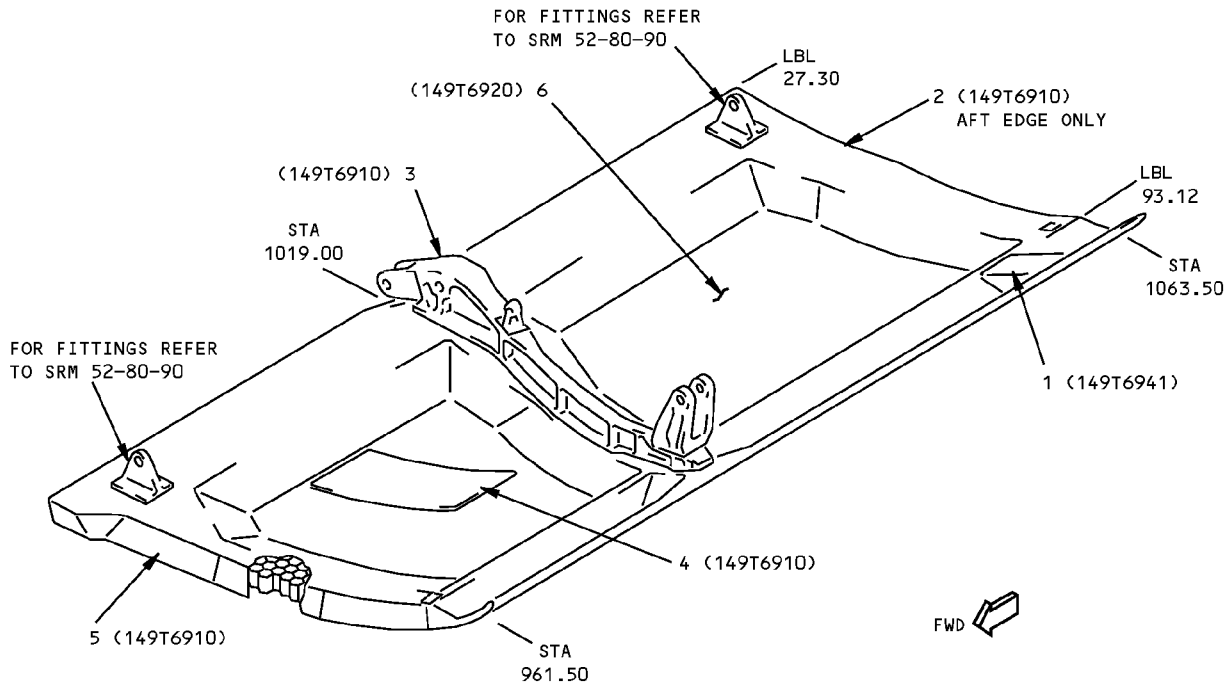
Main Landing Gear Door Identification  
Figure 1 (Sheet 1 of 3)

**767-300  
STRUCTURAL REPAIR MANUAL**

REF DWG  
149T6910



**DETAIL I**



**LEFT SIDE SHOWN, RIGHT SIDE IS ALMOST THE SAME  
DETAIL II**

LIST OF  
MATERIAL

**Main Landing Gear Door Identification  
Figure 1 (Sheet 2 of 3)**

IDENTIFICATION 1  
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**52-80-02**

D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**

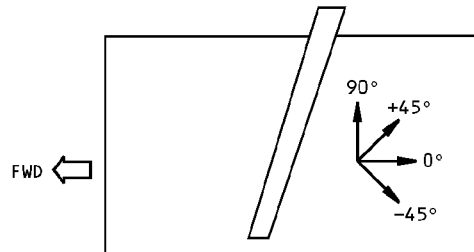
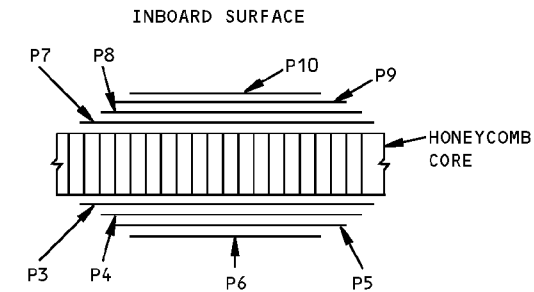
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	SKID BAR WEB AND FLANGE INTERCOSTAL	0.090	CLAD 2024-T3 AND10134-1006 2024-T3511	
2	EROSION PLATE	0.020	CLAD 2024-T3	
3	CENTER HINGE BEAM		FORGING 7075-T73	
4	WEAR PLATE	0.071	CLAD 2024-T3	
5	EROSION PLATE	0.060	CLAD 2024-T3	
6	DOOR PANEL SKINS CORE		ARAMID/GRAPHITE/EPOXY HONEYCOMB SANDWICH SEE DETAIL III NOMEX HONEYCOMB PER BMS 8-124, CLASS IV, TYPE V, GRADE 5.0	
7	INSULATION PANEL SKIN  CORE  CONDUCTIVE PLATE		FIBERGLASS/EPOXY HONEYCOMB SANDWICH FIBERGLASS FABRIC PER BMS 8-139, CLASS I, TYPE 120, 350°F (177°C) CURE NOMEX HONEYCOMB PER BMS 8-124, CLASS I, TYPE 1, GRADE 4.0 5052-H34 OPTIONAL: 6061-T62	

LIST OF MATERIALS FOR DETAILS I AND II

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
6	P3	<span style="border: 1px solid black; padding: 0 2px;">B</span>	90°
	P4	<span style="border: 1px solid black; padding: 0 2px;">C</span>	±45°
	P5	<span style="border: 1px solid black; padding: 0 2px;">C</span>	±45°
	P6	<span style="border: 1px solid black; padding: 0 2px;">B</span>	±45°
	P7	<span style="border: 1px solid black; padding: 0 2px;">B</span>	90°
	P8	<span style="border: 1px solid black; padding: 0 2px;">C</span>	±45°
	P9	<span style="border: 1px solid black; padding: 0 2px;">C</span>	±45°
	P10	<span style="border: 1px solid black; padding: 0 2px;">B</span>	±45°

MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BAND AND AREAS WITH DOUBLERS

TABLE I

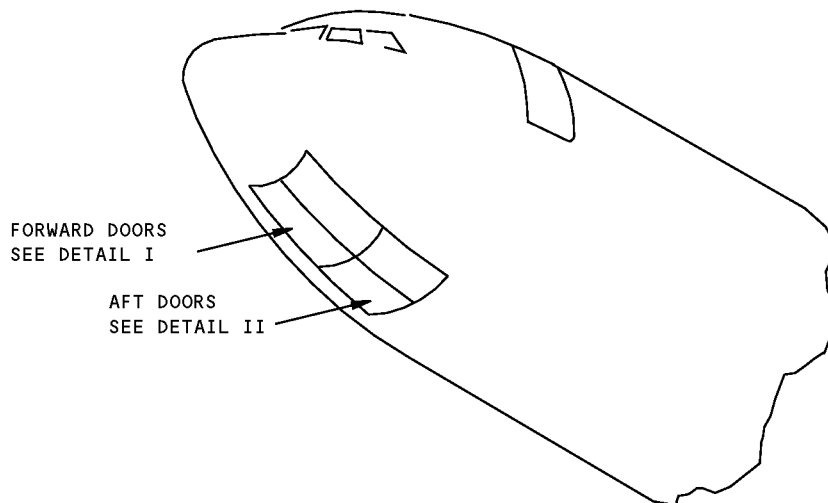


DETAIL III

**Main Landing Gear Door Identification  
Figure 1 (Sheet 3 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 2 - NOSE LANDING GEAR DOOR**

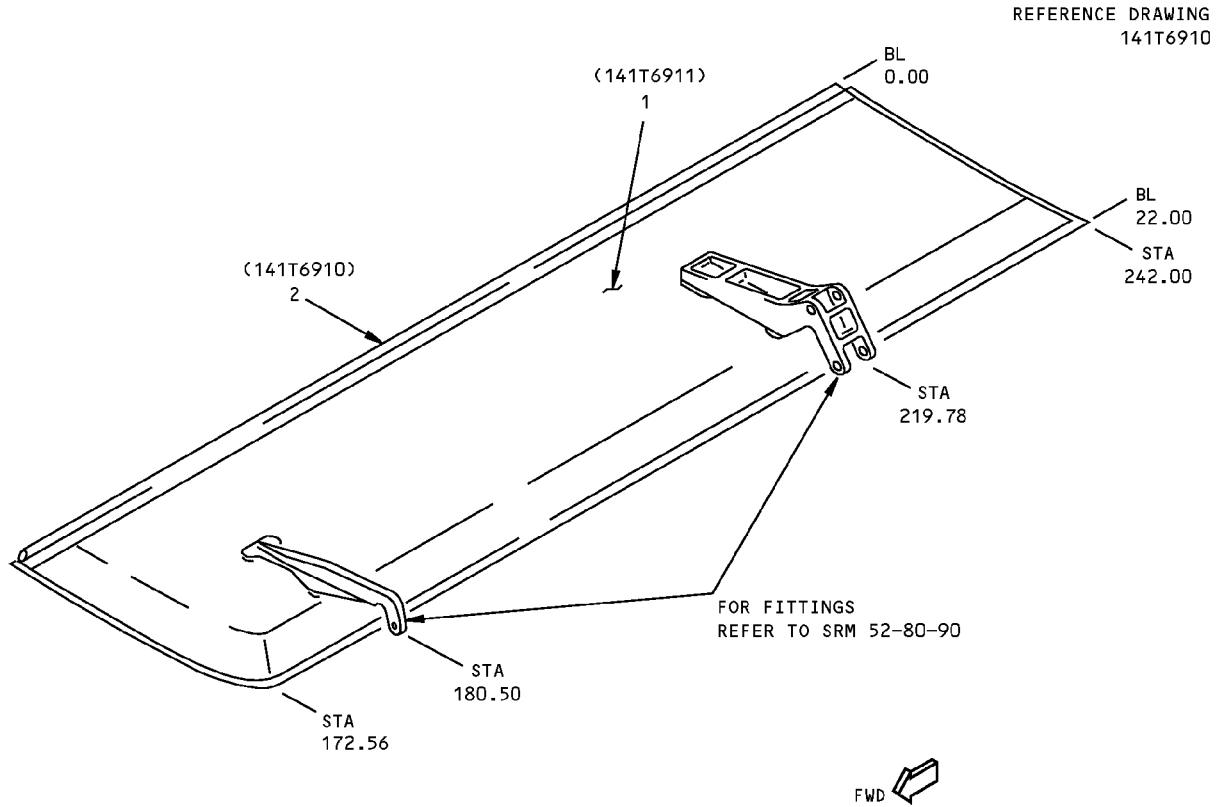


**NOTES**

- |   |   |
|---|---|
| <p><b>A</b> PLY ORIENTATION CONVENTION, DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION</p> <p><b>B</b> MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BAND AND AREAS WITH DOUBLERS</p> <p><b>C</b> FIBERGLASS/EPOXY FABRIC PER BMS 8-169, STYLE 120, 275°F (135°C) CURE</p> <p><b>D</b> GRAPHITE/EPOXY FABRIC PER BMS 8-258, CLASS 2, STYLE 3K-70-PW, 275°F (135°C) CURE</p> | <p><b>E</b> FIBERGLASS/EPOXY FABRIC AS SHOWN IN BMS 8-79, CLASS 3, STYLE 220, 250°F (121°C) CURE.</p> <p><b>F</b> GRAPHITE FABRIC AS SHOWN IN BMS 8-168 TYPE II, CLASS 2, STYLE 3K-70-PW, 250°F (121°C) CURE.</p> <p><b>G</b> FOR CUM LINE NUMBERS: 1 THRU 877.</p> <p><b>H</b> FOR CUM LINE NUMBERS: 878 AND ON.</p> |
|---|---|

**Nose Landing Gear Door Identification  
Figure 1 (Sheet 1 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**



LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT  
FORWARD DOOR  
DETAIL I

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE		FIBERGLASS/GRAPHITE/EPOXY HONEYCOMB SANDWICH SEE DETAIL III NONMETALLIC HONEYCOMB AS GIVEN IN BMS 8-124, CLASS I, TYPE I, GRADES 4.0 AND 12.0	
2	SEAL ASSEMBLY SEAL SEAL RETAINER	0.040	BAC 1530-44 <b>G</b> , OR BAC 1530-212 <b>H</b> CLAD 2024-T42	<b>G H</b>

LIST OF MATERIALS FOR DETAIL I

**Nose Landing Gear Door Identification  
Figure 1 (Sheet 2 of 5)**

D634T210

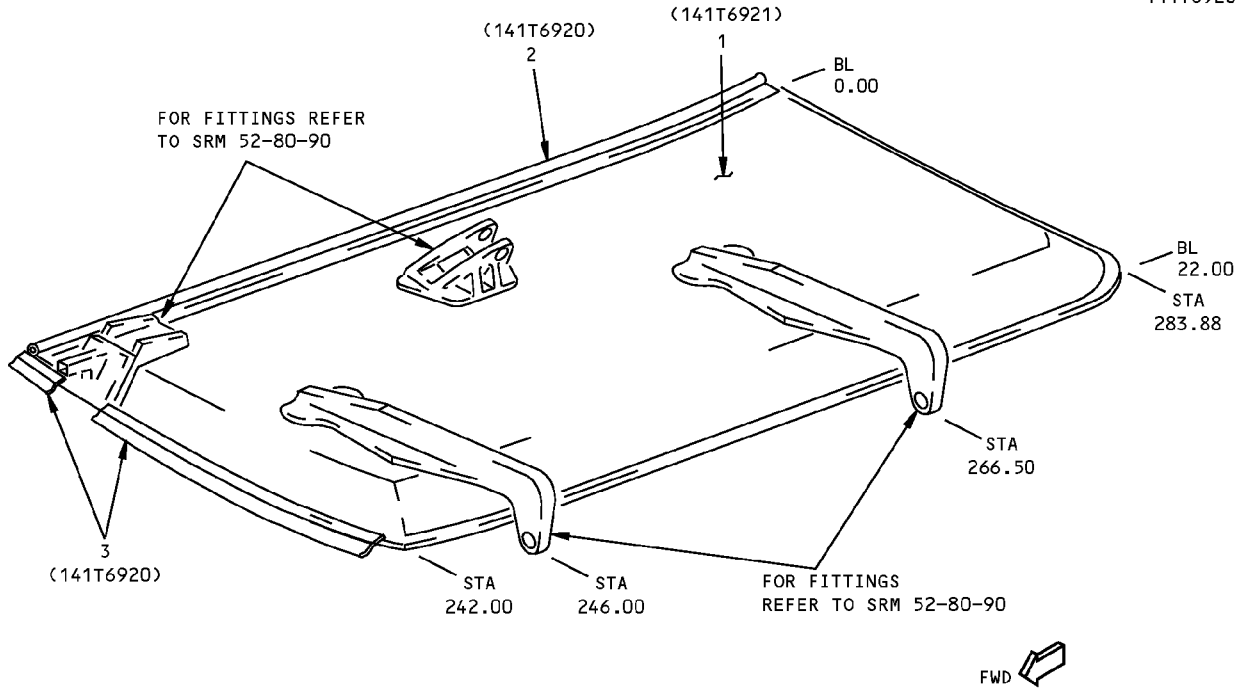
**52-80-02**

IDENTIFICATION 2  
Page 2  
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STRUCTURAL REPAIR MANUAL**

REF DWG  
141T6920



LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT  
AFT DOOR  
DETAIL II

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE		FIBERGLASS/GRAPHITE/EPOXY HONEYCOMB SANDWICH SEE DETAIL IV NONMETALLIC HONEYCOMB AS GIVEN IN BMS 8-124, CLASS I, TYPE I, GRADES 4.0 AND 12.0	
2	SEAL ASSEMBLY SEAL SEAL RETAINER	0.040	BAC1530-44 CLAD 2024-T42 CLAD SHEET AS GIVEN IN QQ-A-250/5	
3	SEAL ASSEMBLY SEAL SEAL RETAINER	0.050	BAC1530-109 CLAD 2024-T3	

LIST OF MATERIALS FOR DETAIL II

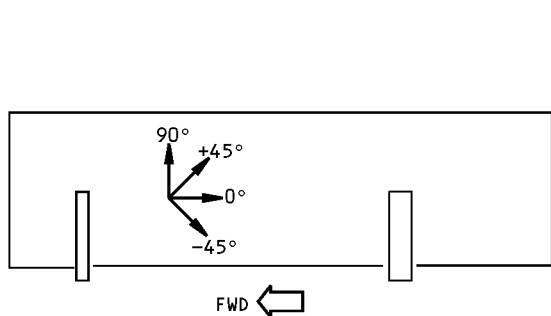
**Nose Landing Gear Door Identification  
Figure 1 (Sheet 3 of 5)**

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Page 3  
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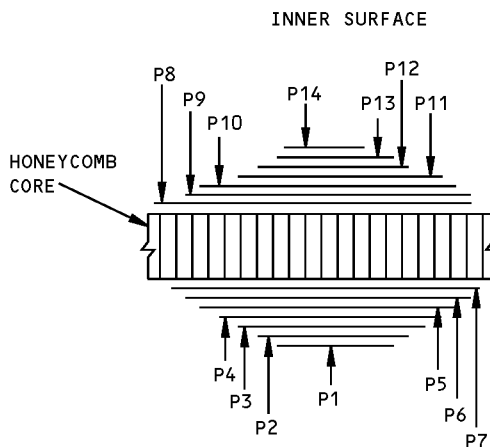
**52-80-02**

D634T210

**767-300  
STRUCTURAL REPAIR MANUAL**



PLY ORIENTATION DIAGRAM



SECTION THRU HONEYCOMB DOOR PANEL

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION [A]
1	P1	[C]	0°
	P2	[D]	+45°
	P3	[D]	-45°
	P4	[D]	+45°
	P5	[D]	-45°
	P6	[D]	+45°
	P7	[C]	0°
	P8	[C]	0°
	P9	[D]	+45°
	P10	[D]	-45°
	P11	[D]	+45°
	P12	[D]	-45°
	P13	[D]	+45°
	P14	[C]	0°

PLY TABLE [B] [G]

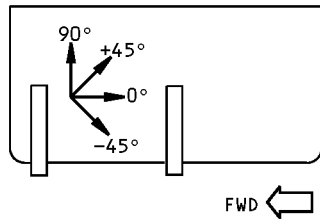
ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION [A]
1	P1	[E]	0°
	P2	[F]	±45°
	P3	[F]	±45°
	P4	[F]	±45°
	P5	[F]	±45°
	P6	[F]	±45°
	P7	[F]	0°
	P8	[F]	0°
	P9	[F]	±45°
	P10	[F]	±45°
	P11	[F]	±45°
	P12	[F]	±45°
	P13	[F]	±45°
	P14	[E]	0°

PLY TABLE [B] [H]

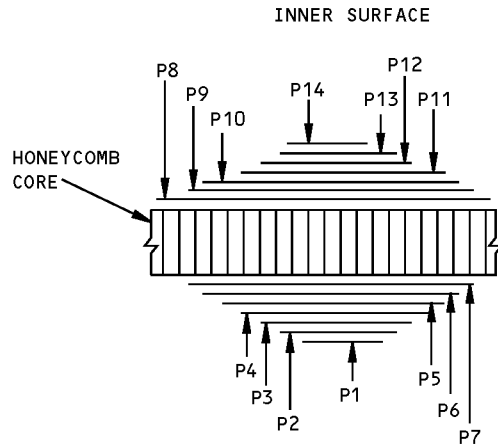
FWD NOSE LANDING GEAR DOOR PANEL  
DETAIL III

**Nose Landing Gear Door Identification  
Figure 1 (Sheet 4 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**



PLY ORIENTATION DIAGRAM



SECTION THRU HONEYCOMB DOOR PANEL

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
1	P1	C	0°
	P2	D	+45°
	P3	D	0°
	P4	D	-45°
	P5	D	0°
	P6	D	+45°
	P7	C	0°
	P8	C	0°
	P9	D	+45°
	P10	D	0°
	P11	D	-45°
	P12	D	0°
	P13	D	+45°
	P14	C	0°

PLY TABLE <sup>B</sup> <sup>G</sup>

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
1	P1	E	0°
	P2	F	+45°
	P3	F	0°
	P4	F	-45°
	P5	F	0°
	P6	F	+45°
	P7	F	0°
	P8	F	0°
	P9	F	+45°
	P10	F	0°
	P11	F	-45°
	P12	F	0°
	P13	F	+45°
	P14	E	0°

PLY TABLE <sup>B</sup> <sup>H</sup>

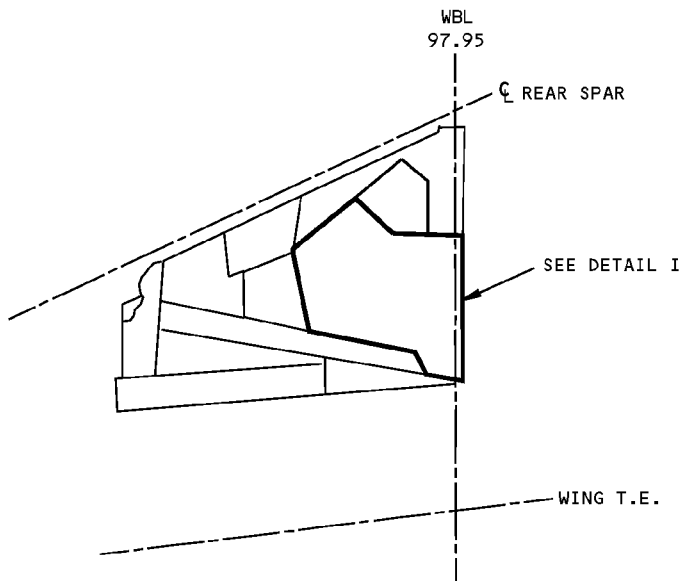
AFT NOSE LANDING GEAR DOOR PANEL  
DETAIL IV

**Nose Landing Gear Door Identification  
Figure 1 (Sheet 5 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 3 - SHOCK STRUT DOOR**

REF DWG  
113T8201



**NOTES**

- [A]** PLY ORIENTATION CONVENTION - DEGREES INDICATED IS PARALLEL TO THE FABRIC WARP DIRECTION
- [B]** MATERIAL AND PLY ORIENTATION SHOWN FOR FIELD AREAS ONLY. SEE BOEING DRAWINGS FOR EDGE BAND AND AREAS WITH DOUBLERS
- [C]** GRAPHITE/EPOXY FABRIC PER BMS 8-168, TYPE II, CLASS 2 STYLE 3K-70-PW, 250°F (121°C) CURE
- [D]** GRAPHITE/EPOXY TAPE PER BMS 8-168, CLASS I, TYPE II, GRADE 190, 250°F (121°C) CURE
- [E]** FIBERGLASS/EPOXY FABRIC PER BMS 8-79, TYPE 120, 250°F (121°C) CURE
- [F]** NONMETALLIC HONEYCOMB CORE PER BMS 8-124, CLASS I, TYPE I, GRADE 12.0

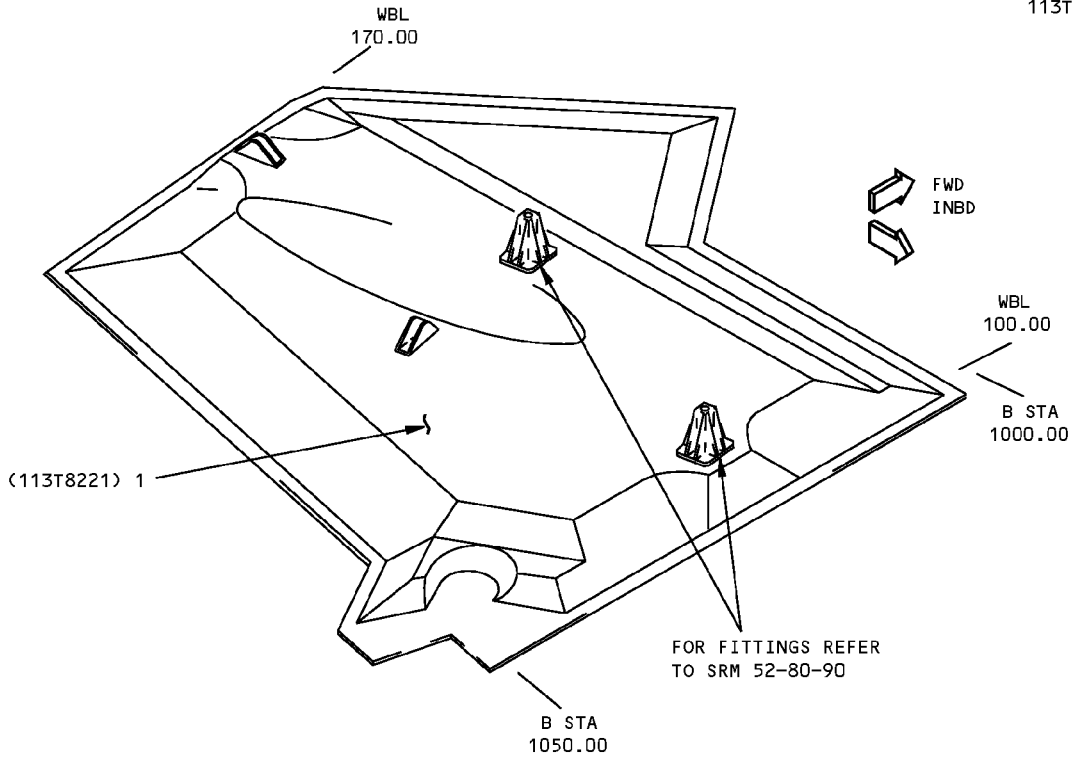
**Shock Strut Door Identification  
Figure 1 (Sheet 1 of 3)**

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IDENTIFICATION 3  
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**52-80-02** Apr 01/2005

**767-300  
STRUCTURAL REPAIR MANUAL**

REF DWG  
113T8201



**DETAIL I**

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL SKIN CORE		GRAPHITE/EPOXY, FIBERGLASS HONEYCOMB SANDWICH SEE DETAIL II NOMEX HONEYCOMB PER BMS 8-124, CLASS IV, TYPE V, GRADE 3.0 (EXCEPT WHERE INDICATED IN DETAIL II)	

**LIST OF MATERIALS FOR DETAIL I**

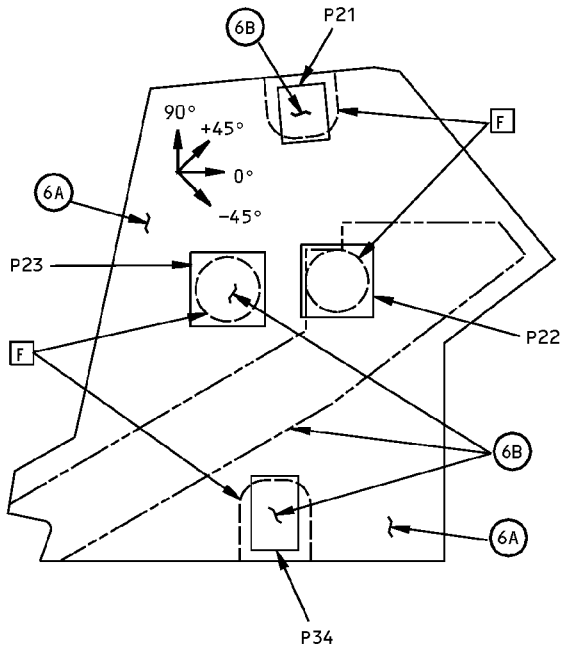
**Shock Strut Door Identification  
Figure 1 (Sheet 2 of 3)**

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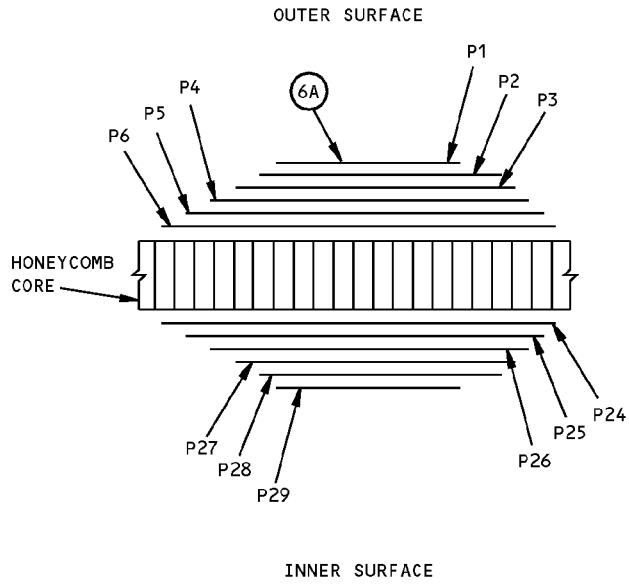
**52-80-02**

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**767-300  
STRUCTURAL REPAIR MANUAL**



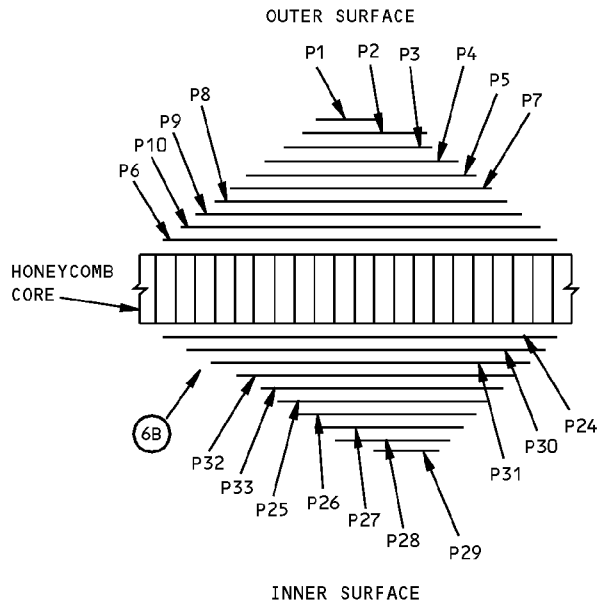
PLY ORIENTATION DIAGRAM



SECTION THRU HONEYCOMB DOOR PANEL  
ITEM NO. 6A

ITEM NO.	PLY NO.	MATERIAL	PLY ORIENTATION <sup>A</sup>
6	P1, P2	C	0° OR 90°
	P3	C	±45°
	P4, P5, P6	C	0° OR 90°
	P7 THRU 10	D	30°
	P21, P22, P23	E	0° OR 90°
	P24, P25, P26	C	0° OR 90°
	P27	C	±45°
	P28, P29	C	0° OR 90°
	P30 THRU 33	D	30°
P34	E	0° OR 90°	

TABLE I <sup>B</sup>



SECTION THRU HONEYCOMB DOOR PANEL  
ITEM NO. 6B

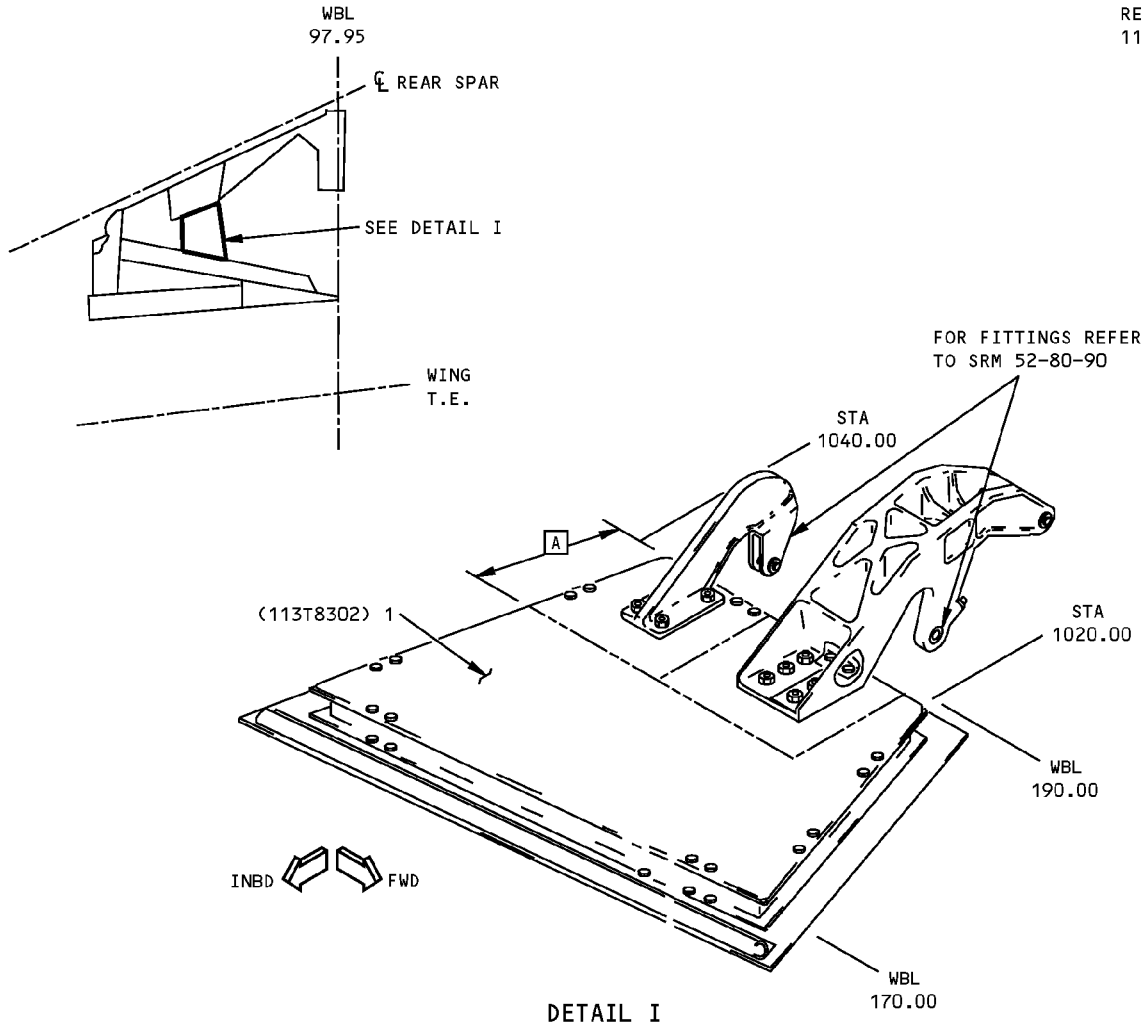
SECTIONS THRU HONEYCOMB DOOR PANEL  
DETAIL II

**Shock Strut Door Identification  
Figure 1 (Sheet 3 of 3)**

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STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 4 - TRUNNION DOOR**

REF DWG  
113T8301



DETAIL I

**NOTES**

- A** HEAVIER DENSITY HONEYCOMB CORES  
INSTALLED IN AREAS UNDER FITTINGS
- B** THE SKIN IS CHEM-MILLED AND VARIES IN THICKNESS.  
REFER TO THE BOEING DRAWING TO DETERMINE THE LOCAL  
THICKNESS

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL ASSY OUTER SKIN CORE  INNER SKIN	<b>B</b>  0.025	CLAD 2024-T3 ALUMINUM HONEYCOMB PER BMS 4-4, 3-15N, 3-20N, OR 3-30N 2024-T3	

LIST OF MATERIALS FOR DETAIL I

**Trunnion Door Identification  
Figure 1**

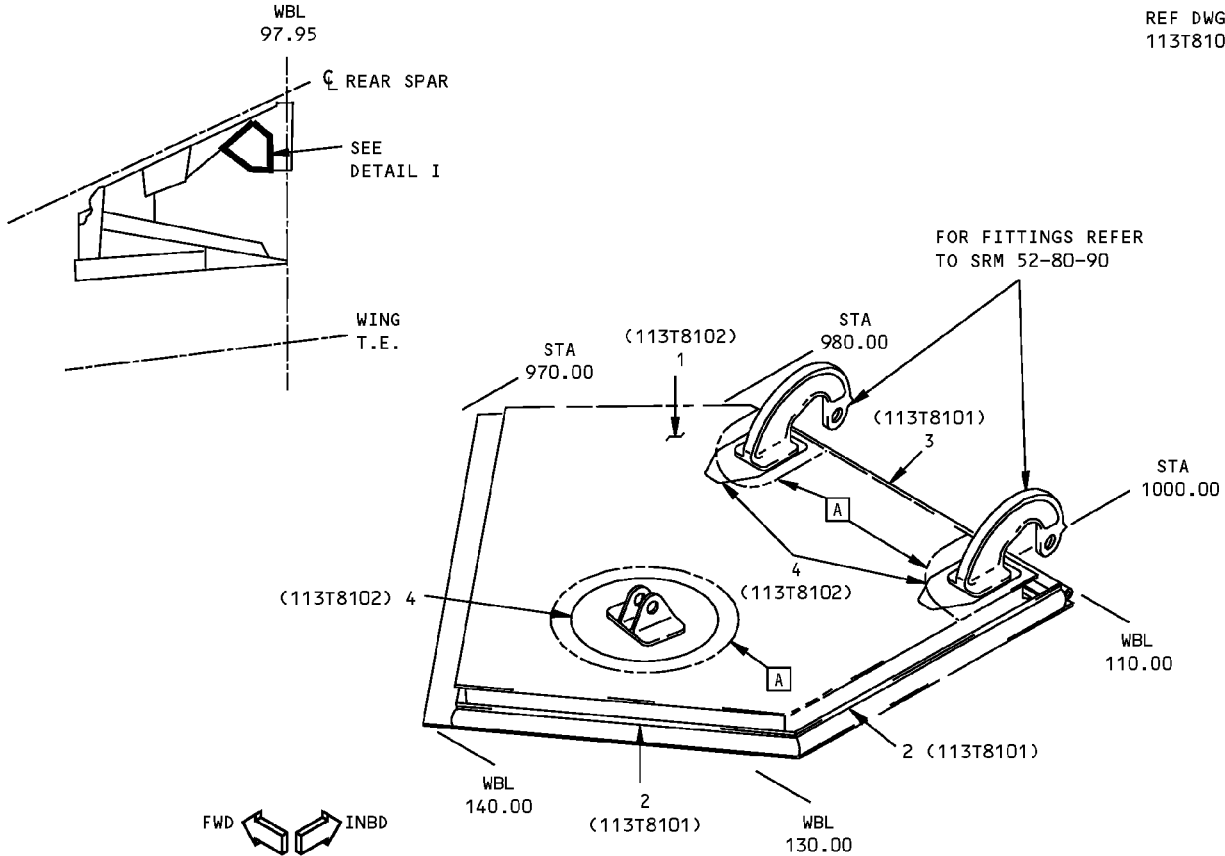
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**IDENTIFICATION 5 - DRAG STRUT DOOR**

REF DWG  
113T8101



**NOTES**

**A** HEAVIER DENSITY HONEYCOMB CORES  
INSTALLED IN AREAS UNDER FITTINGS

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	DOOR PANEL ASSY OUTER SKIN CORE INNER SKIN	0.080 0.025	CLAD 2024-T3 ALUMINUM HONEYCOMB PER BMS 4-4 3-10N 2024-T3	
2	SEAL RETAINER		BAC1510-1074 2024-T3511	
3	SEAL RETAINER		BAC1512-330 2024-T3511	
4	DOUBLER	0.025	2024-T3	

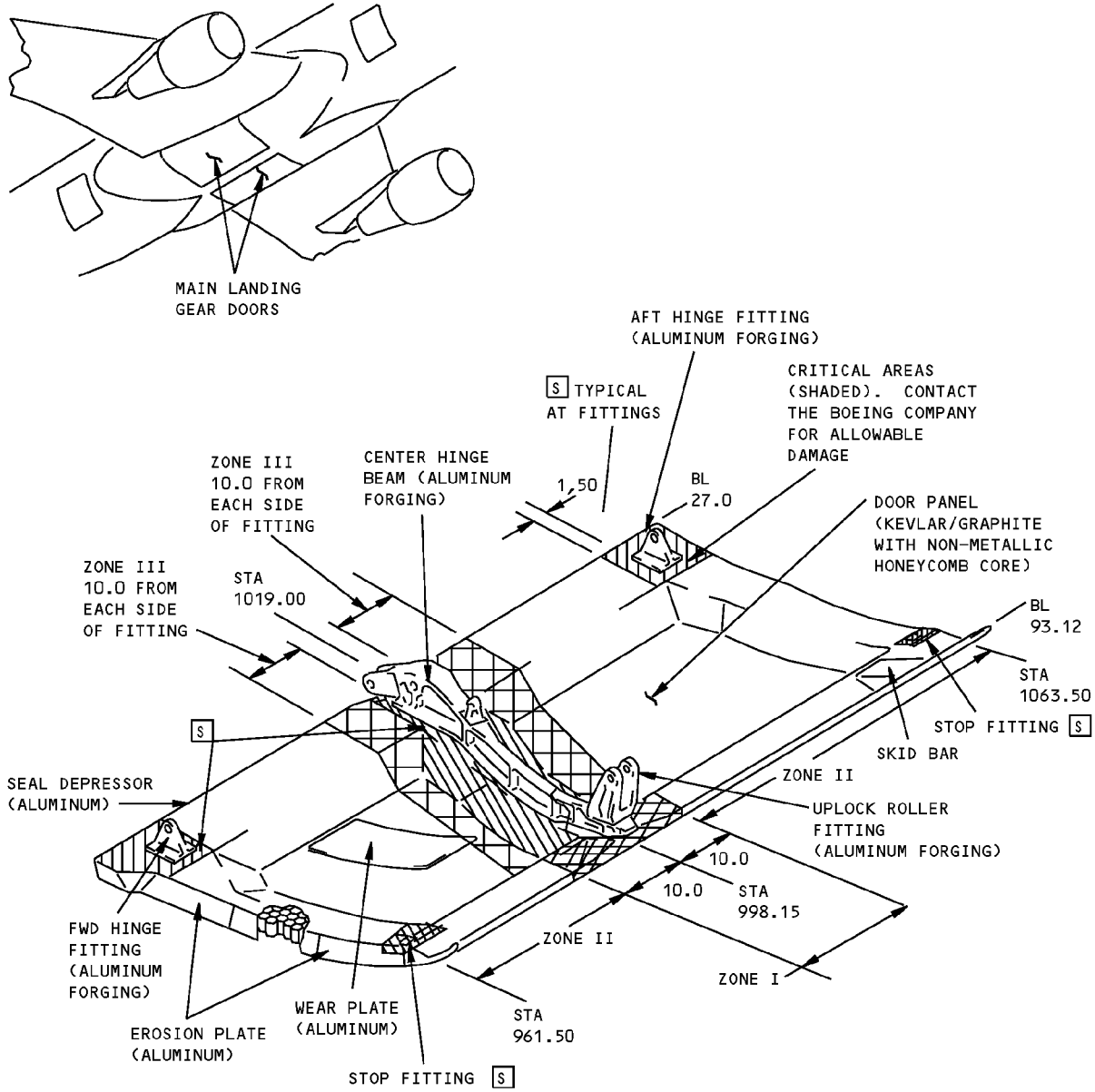
**LIST OF MATERIALS**

**Drag Strut Door Identification  
Figure 1**



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STRUCTURAL REPAIR MANUAL**

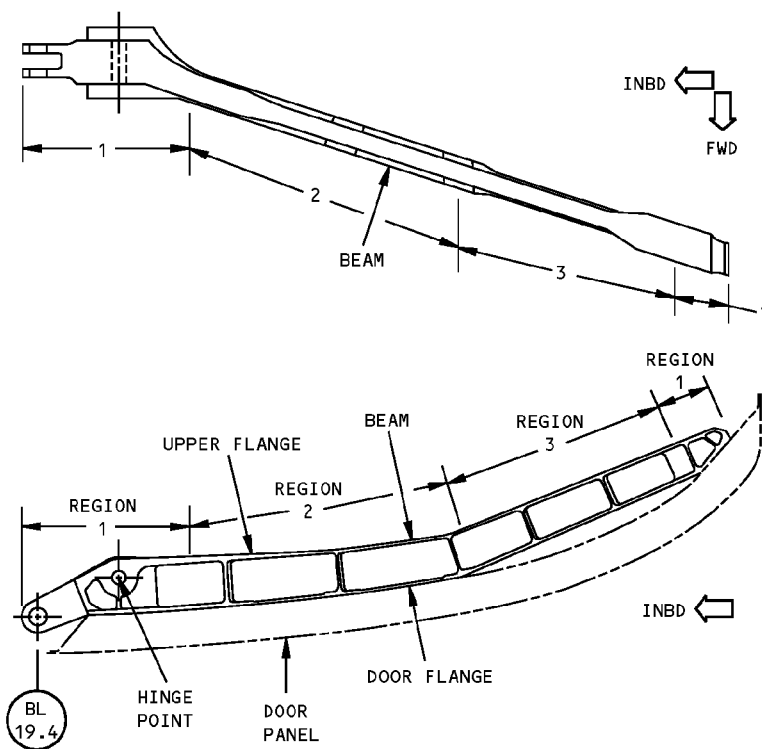
**ALLOWABLE DAMAGE 1 - MAIN LANDING GEAR DOOR**



ITEMS		CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES	DELAMINATION
DOOR PANEL	OUTBD EDGE	A	B	C	D	E
	OTHER EDGES (NORMAL TO CORE)	U	B		D	
	FACE SKIN	V	B		D	

**Main Landing Gear Door Allowable Damage  
Figure 101 (Sheet 1 of 6)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**CENTER HINGE BEAM  
DETAIL I**

ITEMS		CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES
CENTER <input type="checkbox"/> HINGE BEAM (REGIONS DEFINED IN DETAIL I)	REGION 1	NOT ALLOWED	<input type="checkbox"/>	NOT ALLOWED	NOT ALLOWED
	REGION 2	<input type="checkbox"/>	<input type="checkbox"/>		
	REGION 3	NOT ALLOWED	<input type="checkbox"/>		
FWD AND AFT HINGE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	NOT ALLOWED	NOT ALLOWED
UPLOCK ROLLER FITTING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	NOT ALLOWED	NOT ALLOWED
EROSION PLATE		<input type="checkbox"/>	<input type="checkbox"/>	SEE DETAIL VIII	<input type="checkbox"/>
WEAR PLATE		<input type="checkbox"/>	NO RESTRICTIONS	SEE DETAIL VIII	NO RESTRICTIONS <input type="checkbox"/>
SEAL DEPRESSOR		<input type="checkbox"/>	<input type="checkbox"/>	SEE DETAIL VIII	<input type="checkbox"/>
SKID BAR		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	NO RESTRICTIONS <input type="checkbox"/>

**Main Landing Gear Door Allowable Damage  
Figure 101 (Sheet 2 of 6)**

**STRUCTURAL REPAIR MANUAL**

**NOTES**

- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
  - REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
  - REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
  - REFINISH REWORKED AREAS AS GIVEN IN SRM 51-20
  - DAMAGE TO PANEL EDGES MAY BE CONFINED TO DELAMINATION OR MAY TAKE A FORM WHICH RESULTS IN DAMAGE TO FIBERS AND A LOSS OF EFFECTIVE CROSS-SECTIONAL AREA. THIS TYPE OF DAMAGE SHOULD BE REMOVED AND THE LIMITATIONS GIVEN FOR CRACKS APPLIED
- A** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS II AND VI. PROTECT EDGE FROM DAMAGE PER **W**
- B** DAMAGE IS PERMITTED ON SURFACE RESIN ONLY. DAMAGE TO FIBERS NOT PERMITTED. CLEAN UP EDGE DAMAGE PER DETAILS II AND VI. **W**
- C** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 1.50 INCHES (38 mm) DIA MAX ARE PERMITTED. ONE DENT PER SQUARE FOOT OF AREA IS PERMITTED WHICH MUST BE A MINIMUM OF 6 INCHES (150 mm) FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF FIBER DAMAGE OR DELAMINATION IS PRESENT, REFER TO APPLICABLE DAMAGE DATA IN TABLE
- D** THE FOLLOWING MAX DIA HOLES ARE ALLOWED PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE:  
 0.19 INCH (4 mm) IN OUTBOARD EDGE  
 0.25 INCH (6 mm) IN ALL OTHER EDGES  
 0.40 INCH (10 mm) IN ZONE III  
 1.00 INCH (25 mm) IN ALL OTHER AREAS  
 DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. **W**
- E** 1.0 INCH (25 mm) MAX DIA IS PERMITTED IN HONEYCOMB AREA. A MAXIMUM OF 0.10 INCH (2.5 mm) DELAMINATION FROM EDGE IS PERMITTED. PROTECT EDGE DAMAGE AS GIVEN IN **W**
- F** CLEAN UP CORNER DAMAGE PER DETAIL IX. OTHER DAMAGE IS NOT PERMITTED
- G** NO CRACKS PERMITTED ON UPPER FLANGE. CLEAN UP DAMAGE TO DOOR FLANGE PER DETAIL V
- H** FOR UPPER FLANGE - CLEAN UP CORNER DAMAGE PER DETAIL IX. FOR OTHER DAMAGE, CLEAN UP PER DETAIL III. FOR DOOR FLANGE - CLEAN UP CORNER DAMAGE PER DETAIL IX. CLEAN UP OTHER DAMAGE PER DETAIL III OR V
- I** FOR CORNER DAMAGE SEE DETAIL IX. CLEAN UP EDGE DAMAGE PER DETAIL V. NO OTHER DAMAGE IS PERMITTED
- J** FOR EDGE CRACKS SEE DETAIL V. FOR CORNER CRACKS SEE DETAIL IX. OTHER CRACKS ARE NOT PERMITTED
- K** CLEAN UP EDGE DAMAGE PER DETAIL V AND CORNER DAMAGE PER DETAIL IX. OTHER DAMAGE AS GIVEN IN DETAIL III
- L** CLAN UP CORNER DAMAGE PER DETAIL IX. FOR FLANGE GOUGES SEE DETAIL III. NO OTHER DAMAGE IS PERMITTED
- M** CLEAN UP CRACKS PER DETAIL IV AND EDGE CRACKS PER DETAIL II. CHECK UNDERLYING STRUCTURE FOR DAMAGE

**Main Landing Gear Door Allowable Damage  
 Figure 101 (Sheet 3 of 6)**



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## STRUCTURAL REPAIR MANUAL

### NOTES (CONT)

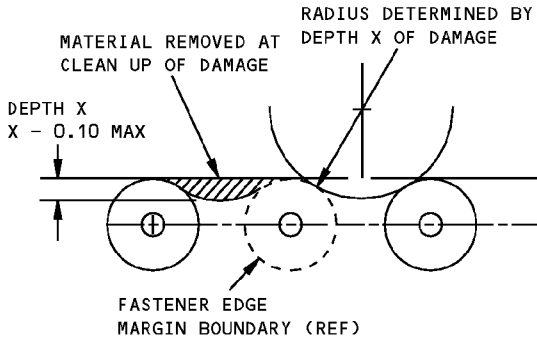
- N** CLEAN UP EDGE DAMAGE PER DETAIL II. FOR OTHER DAMAGE SEE DETAIL III
- O** HOLES OR PUNCTURES CLEANED UP TO 0.25 INCH DIAMETER MAXIMUM ARE ALLOWED. THEY MUST BE NO CLOSER THAN 1.0 INCH EDGE TO EDGE OF ADJACENT HOLE AND HAVE A 2D EDGE MARGIN. CHECK UNDERLYING STRUCTURE FOR DAMAGE
- P** CLEAN UP EDGE DAMAGE PER DETAIL V, AND CORNER DAMAGE PER DETAIL IX
- Q** CLEAN UP FLANGES ATTACHED TO DOOR PER DETAIL VIII. NO OTHER RESTRICTIONS
- R** PUNCTURES AND HOLES ARE ALLOWED. CHECK UNDERLYING STRUCTURE FOR DAMAGE
- S** NO DAMAGE ALLOWED IN AN AREA 1.50 AROUND FITTINGS. CONTACT THE BOEING COMPANY FOR ALLOWABLE DAMAGE
- T** SHOT PEEN ALL REWORKED SURFACES PER 51-20-06. SHOT PEEN INTENSITIES WILL VARY WITH THE THICKNESS LEFT AFTER REWORK
- U** CRACKS NOT ALLOWED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED PER DETAILS II AND VII. PROTECT EDGE DAMAGE PER **W**
- V** THE FOLLOWING MAX LENGTH CRACKS IN HONEY-COMB AREA ARE ALLOWED IN A SQUARE FOOT OF AREA AND A MINIMUM OF 6 INCHES FROM ANY OTHER CRACK:  
0.40 IN ZONE III  
1.00 IN ALL OTHER AREAS  
CLEAN UP EDGE CRACKS PER DETAILS II AND VI
- W** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F (52°C)) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DEGRADATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK

**Main Landing Gear Door Allowable Damage  
Figure 101 (Sheet 4 of 6)**

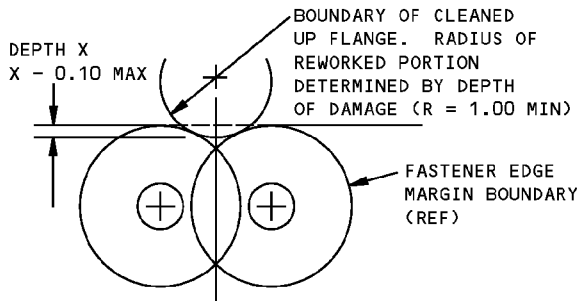
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ALLOWABLE DAMAGE 1  
**52-80-02**  
Page 104  
Apr 01/2005

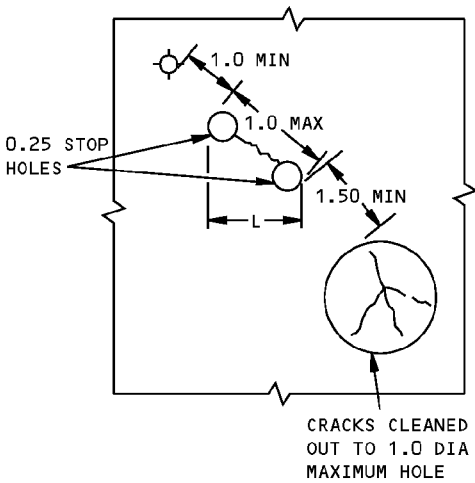
**STRUCTURAL REPAIR MANUAL**



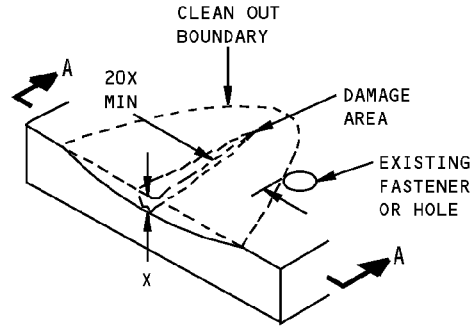
**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**



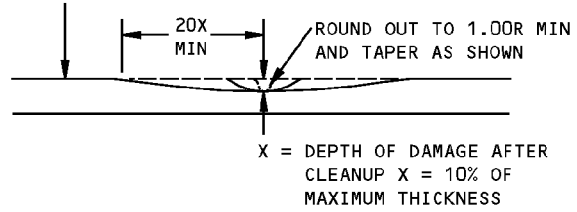
**DAMAGE CLEAN UP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP  
DETAIL II**



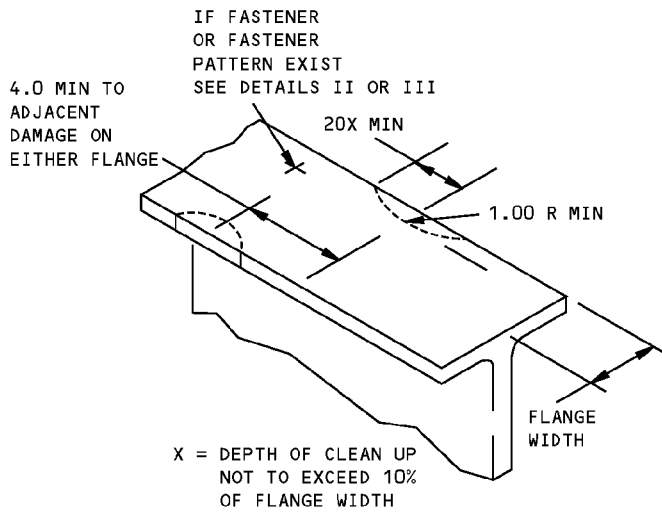
**DETAIL IV**



THE DISTANCE OF THE DAMAGE FROM AN EXISTING HOLE, FASTENERS OR SKIN EDGE MUST NOT BE LESS THAN 20X



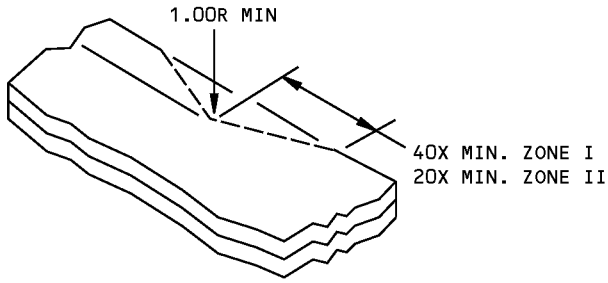
**SECTION A-A  
DETAIL III**



**DETAIL V**

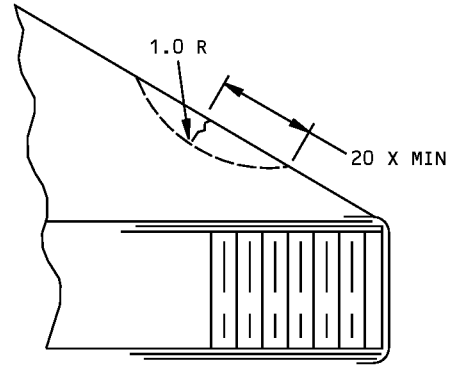
**Main Landing Gear Door Allowable Damage  
Figure 101 (Sheet 5 of 6)**

**767-300  
STRUCTURAL REPAIR MANUAL**



X = DEPTH OF CLEANUP = 0.10 MAX { = 0.05 MAX - ZONE I  
= 0.10 MAX - ZONE II

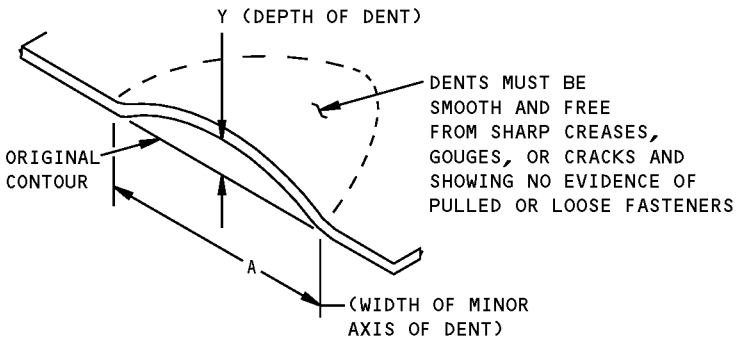
**DETAIL VI**



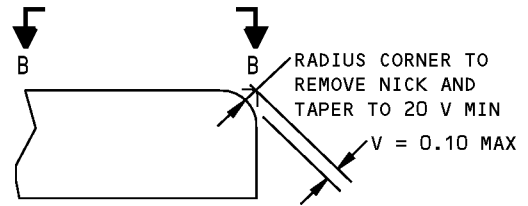
X = DEPTH OF CLEANUP = .10 MAX  
CLEANUP NOT ALLOWED TO RUN INTO  
FASTENER INSERTS

**DETAIL VII**

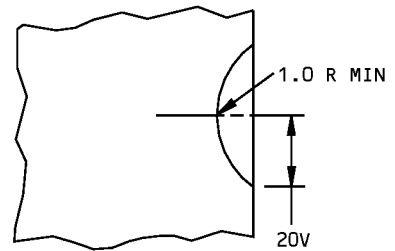
$\frac{A}{Y}$  MUST NOT BE LESS THAN 30  
FOR WEBS  $Y = 0.125$   
FOR FLANGE OF SKID BAR ASSY,  
WEAR PLATE, AND SEAL DEPRESSOR  
 $Y = 0.02$  MAX



**DETAIL VIII**



**SECTION B-B**

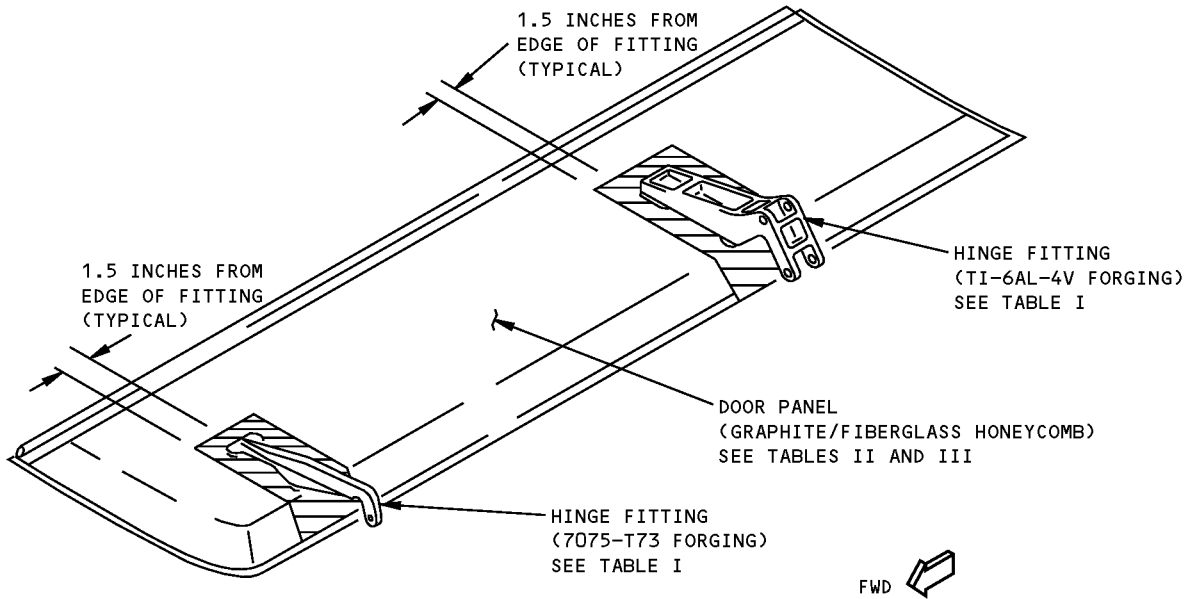
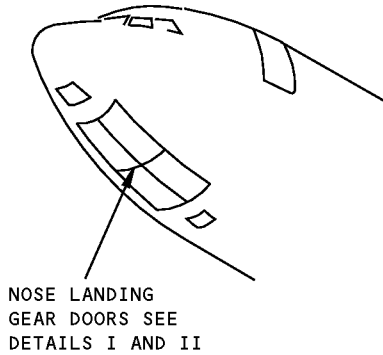


**DETAIL IX**



**Main Landing Gear Door Allowable Damage  
Figure 101 (Sheet 6 of 6)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 2 - NOSE LANDING GEAR DOOR**



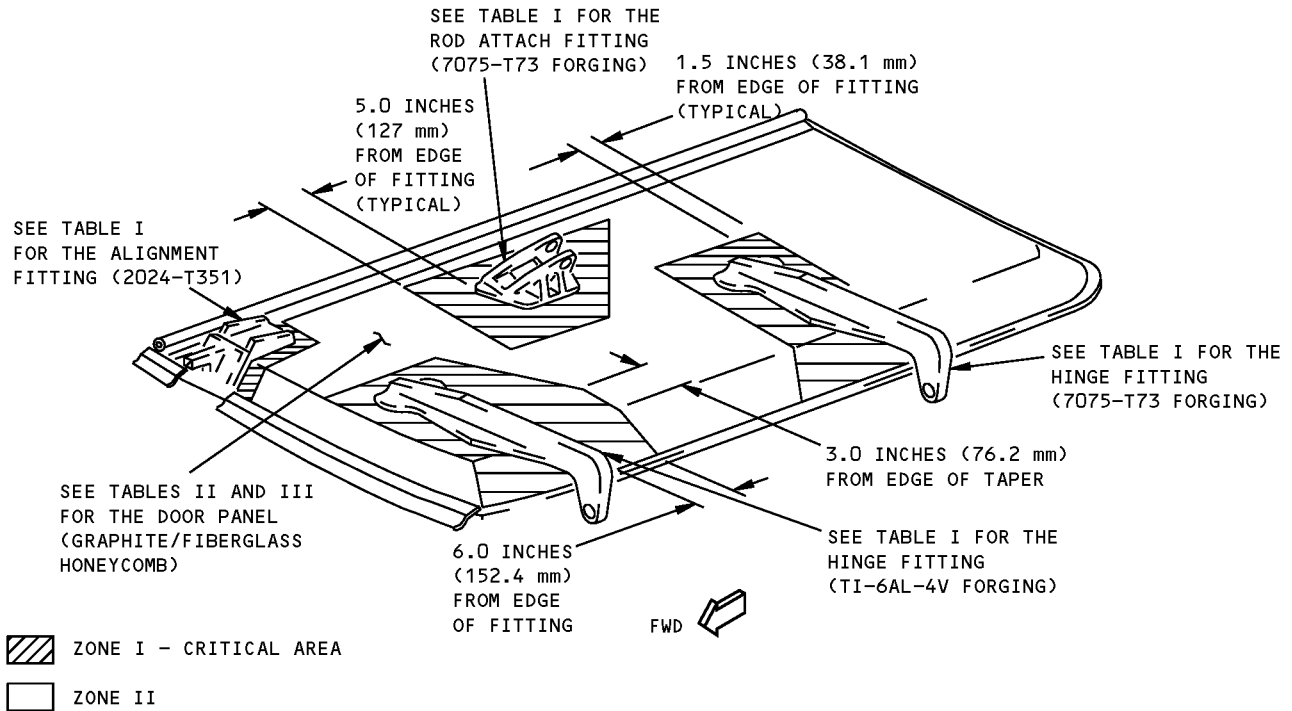
**FORWARD NOSE LANDING GEAR DOOR  
DETAIL I**

-  ZONE I - CRITICAL AREA
-  ZONE II

**Nose Landing Gear Door Allowable Damage  
Figure 101 (Sheet 1 of 7)**

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STRUCTURAL REPAIR MANUAL**



**AFT NOSE LANDING GEAR DOOR  
DETAIL II**

ITEM		CRACKS	NICKS, GOUGES AND SCRATCHES	DENTS	PUNCTURES AND HOLES
AFT NOSE LANDING GEAR DOOR	HINGE FITTINGS	A	B	NOT PERMITTED	NOT PERMITTED
	ROD ATTACH FITTINGS	A C	B C	NOT PERMITTED	NOT PERMITTED
	ALIGNMENT FITTINGS	A	B	NOT PERMITTED	NOT PERMITTED

**FITTING ALLOWABLE DAMAGE  
TABLE I**

**Nose Landing Gear Door Allowable Damage  
Figure 101 (Sheet 2 of 7)**



**STRUCTURAL REPAIR MANUAL**

**NOTES**

- THESE ALLOWABLE DAMAGE LIMITS HAVE FAA APPROVAL IF THE INSPECTIONS SHOWN IN THIS FIGURE ARE COMPLETED AT THE SPECIFIED TIMES.
- REFER TO AMM 51-21 TO APPLY THE FINISH TO THE REWORKED AREA.
- REFER TO SRM 51-10-02 FOR THE INSPECTION AND REMOVAL OF DAMAGE.
- REFER TO SRM 51-10-01 FOR THE AERODYNAMIC SMOOTHNESS REQUIREMENTS.
- SCRATCHES ON THE SURFACE THAT DO NOT DAMAGE THE FIBERS, ARE PERMITTED. DAMAGE THAT IS MORE THAN THE ALLOWABLE DAMAGE LIMITS IN TABLES II AND III MUST BE REPAIRED AT THIS TIME.

- A** CRACKS NOT PERMITTED. CLEAN UP EDGE DAMAGE PER DETAIL V AND CORNER DAMAGE AS GIVEN IN DETAIL VI. FOR DAMAGE AT A FASTENER LOCATION, SEE DETAIL III.
- B** CLEAN UP EDGE DAMAGE PER DETAIL V AND CORNER DAMAGE PER DETAIL VI. FOR OTHER DAMAGE SEE DETAIL IV. FOR DAMAGE AT A FASTENER LOCATION, SEE DETAIL III.
- C** SHOT PEEN ALL REWORKED SURFACES PER SRM 51-20-06. SHOT PEEN INTENSITIES WILL VARY WITH THE THICKNESS LEFT AFTER REWORK.

SEE DETAIL IX FOR DAMAGE TO THE HONEYCOMB AREA OF THE PANEL.  DAMAGE TO ONE FACESHEET AND HONEYCOMB CORE IS PERMITTED ON EACH PANEL. DAMAGE TO BOTH FACESHEETS OF A PANEL MUST BE REPAIRED.  DAMAGE IS NOT PERMITTED IN ZONE I FOR MORE THAN 300 FLIGHT HOURS IF THERE IS DAMAGE TO MORE THAN ONE FASTENER HOLE AT THE FITTING ATTACH FASTENERS.	MAXIMUM DIAMETER "D"		MINIMUM DISTANCE		
	VISIBLE DAMAGE	DELAMI-NATION	"a"	"E" (AS APPLICABLE)	
ZONE I	0.25 INCH (6 mm)	0.25 INCH (6 mm)	9D	3D	3d
ZONE II	1.0 INCH (25 mm)	1.0 INCH (25 mm)	3D	3D	3d

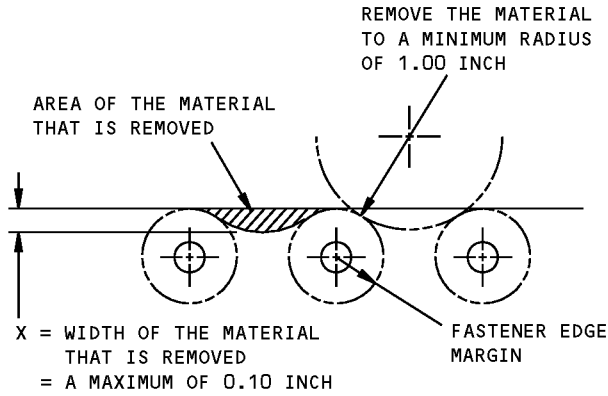
**HONEYCOMB AREA OF THE PANEL – TABLE II**

<p>ALL ZONES</p> <p>SEE DETAILS VII AND VIII FOR DAMAGE TO THE EDGE OF THE PANEL. REMOVE ANY CONTAMINATION AND MOISTURE FROM THE DAMAGED AREA. USE A VACUUM AND HEAT (A MAXIMUM OF 125°F (52°F)) TO REMOVE THE MOISTURE FROM THE DAMAGED AREA. DO ONE OF THE STEPS THAT FOLLOW:</p> <p>1. SEAL THE DAMAGED AREA WITH ALUMINUM FOIL TAPE (SPEED TAPE). KEEP A RECORD OF THE LOCATION AND MAKE AN INSPECTION EVERY "A" CHECK. REPLACE THE TAPE IF ANY DAMAGE IS FOUND. REPAIR THE DAMAGE AT THE NEXT "C" CHECK.</p> <p>OR</p> <p>2. APPLY A SEALING RESIN AS SPECIFIED IN SRM 51-70-03.</p>	<p>EDGE BAND DELAMINATION IS PERMITTED IF IT IS:</p> <ul style="list-style-type: none"> <li>- NOT MORE THAN 0.25 INCH (6.3 mm) WIDE</li> <li>- BETWEEN TWO PLYS AND NO OTHERS</li> <li>- NOT MORE THAN ONE FASTENER HOLE IN SIX AND IS NO MORE THAN 10% OF THE TOTAL LENGTH OF THE EDGE BAND ON A SIDE</li> </ul>
	<p>NICKS, GOUGES, SCRATCHES, AND CRACKS ARE PERMITTED ON THE SURFACE OF THE PANEL IF THEY ARE:</p> <ul style="list-style-type: none"> <li>- NOT MORE THAN 0.25 INCH (6.3 mm) WIDE</li> <li>- A MAXIMUM OF ONE PLY IN DEPTH</li> <li>- A MAXIMUM LENGTH OF 10% OF THE EDGE BAND.</li> </ul> <p>EDGE BAND EROSION IS PERMITTED IF:</p> <ul style="list-style-type: none"> <li>- NOT MORE THAN 0.5 INCH (12.7 mm) WIDE</li> <li>- A MAXIMUM OF 2 PLYS IN DEPTH</li> <li>- A MAXIMUM LENGTH OF 10% OF THE EDGE BAND.</li> </ul>

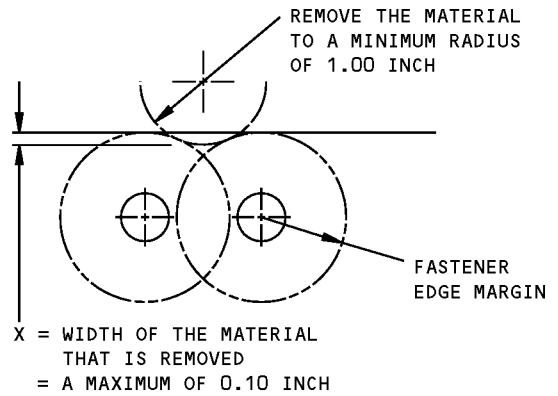
**EDGE BAND OR LAMINATE AREA OF THE PANEL – TABLE III**

**Nose Landing Gear Door Allowable Damage  
Figure 101 (Sheet 3 of 7)**

**STRUCTURAL REPAIR MANUAL**

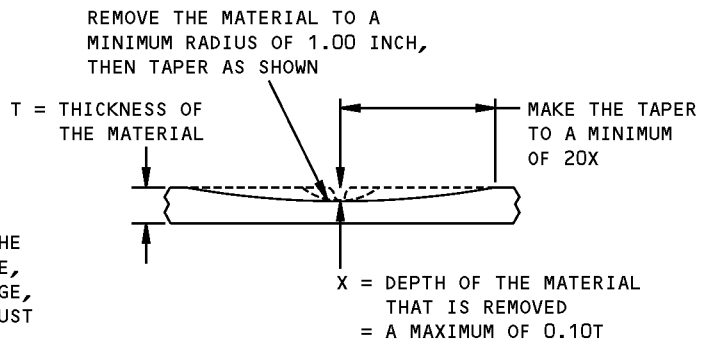
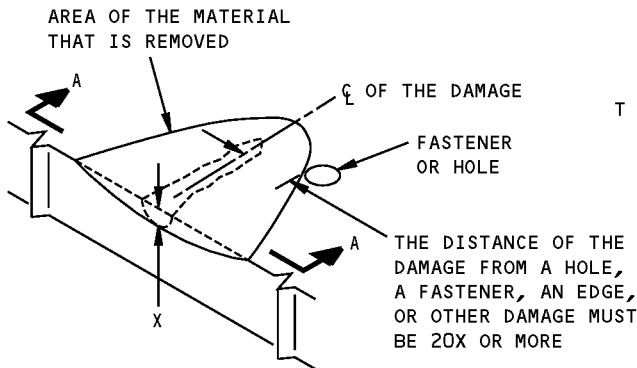


AT A LOCATION WHERE THE FASTENER EDGE MARGINS DO NOT HAVE AN OVERLAP



AT A LOCATION WHERE THE FASTENER EDGE MARGINS HAVE AN OVERLAP

**REMOVAL OF DAMAGED MATERIAL ON AN EDGE  
DETAIL III**

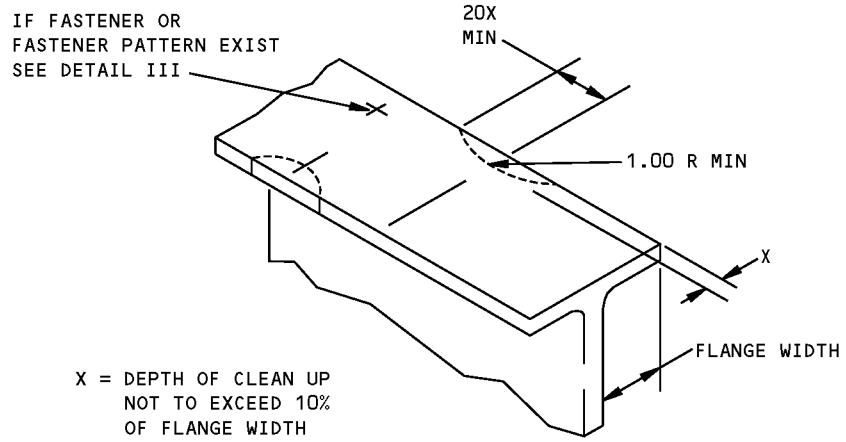


**SECTION A-A**

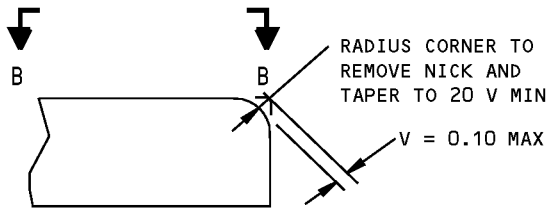
**REMOVAL OF DAMAGED MATERIAL ON A SURFACE  
DETAIL IV**

**Nose Landing Gear Door Allowable Damage  
Figure 101 (Sheet 4 of 7)**

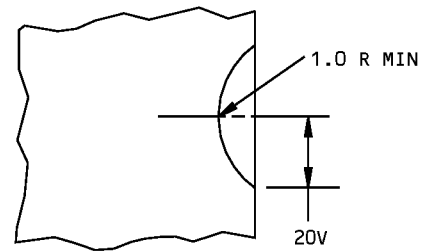
**767-300  
STRUCTURAL REPAIR MANUAL**



**DETAIL V**



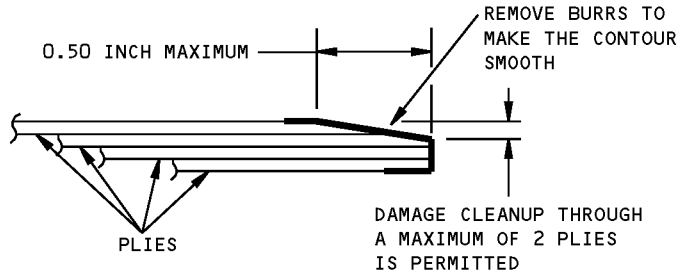
**DETAIL VI**



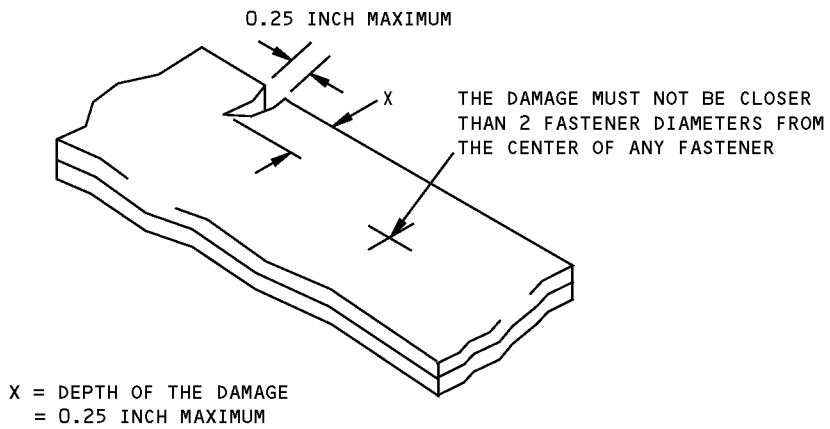
**SECTION B-B**

**Nose Landing Gear Door Allowable Damage  
Figure 101 (Sheet 5 of 7)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**DAMAGE CLEANUP AND SEALING  
OF EDGE EROSION  
DETAIL VII**

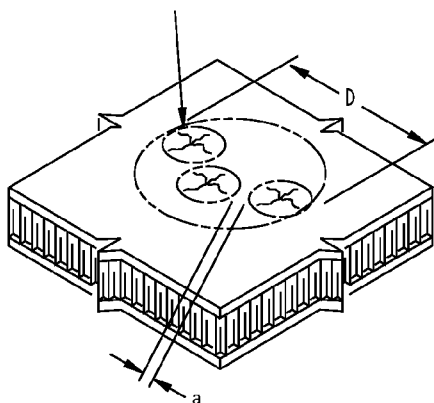


**REMOVAL OF DAMAGE ON AN EDGE  
DETAIL VIII**

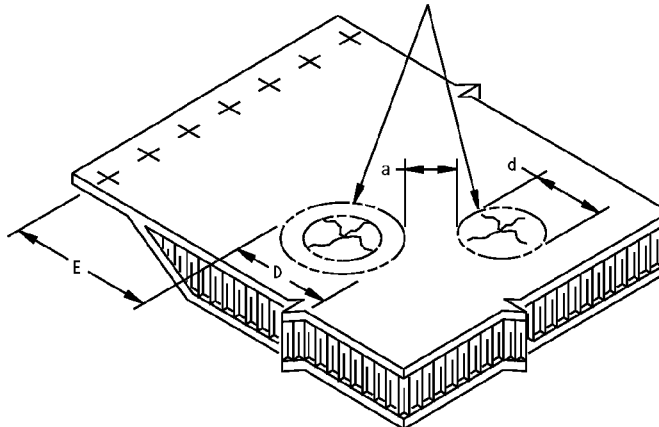
**Nose Landing Gear Door Allowable Damage  
Figure 101 (Sheet 6 of 7)**

**STRUCTURAL REPAIR MANUAL**

MEASURE SMALL DAMAGE AREAS THAT ARE NEAR EACH OTHER AS ONE DAMAGE AREA. (FOR  $a <$  TABLE II LIMITS).



THESE DAMAGED AREAS HAVE DELAMINATION THAT IS LARGER THAN THE DAMAGE THAT CAN BE SEEN. USE THE DIAMETER OF THE DELAMINATION FOR D OR d. IF THERE IS NOT ANY DELAMINATION, THEN USE THE DIAMETER OF THE DAMAGE THAT CAN BE SEEN FOR D OR d.



- FOR MANY SMALL DAMAGE AREAS (FOR EXAMPLE, DAMAGE CAUSED BY HAIL), FIND THE DAMAGE WITH INSTRUMENTED NONDESTRUCTIVE INSPECTION (NDI) PROCEDURES. MAKE THE INSPECTION ON AN AREA 3 DIAMETERS LARGER ALL AROUND THAN THE DAMAGE THAT CAN BE SEEN.

IF INSTRUMENTATION IS NOT AVAILABLE, USE THE TAP TEST. WITH A SMALL SOLID METAL OBJECT, HIT THE SURFACE LIGHTLY. THE SOUND WILL BE HIGH IN GOOD AREAS BUT LOW IN DISBONDED AREAS. THE TAP TEST IS NOT AN ACCURATE PROCEDURE TO FIND DAMAGE. WHEN POSSIBLE, USE THE NDI PROCEDURES.

- A DAMAGE AREA IS WHERE THERE IS A DENT, CRACK, DELAMINATION, PUNCTURE OR ANY OF THESE TOGETHER.
- MAKE A CIRCLE AROUND THE DAMAGED AREA. "D" IS THE DIAMETER OF THE CIRCLE. REFER TO TABLE II FOR THE MAXIMUM "D".
- "D" IS THE LARGER DIAMETER OF ANY TWO ADJACENT DAMAGE AREAS. MEASURE SMALL DAMAGE AREAS NEAR EACH OTHER ( $a <$  TABLE II LIMITS) AS ONE DAMAGE AREA.
- "d" IS THE SMALLER DIAMETER OF ANY TWO ADJACENT DAMAGE AREAS.
- "a" IS THE DISTANCE BETWEEN ANY TWO ADJACENT DAMAGE AREAS. REFER TO TABLE II FOR THE MINIMUM "a".
- "E" IS THE MINIMUM DISTANCE BETWEEN A DAMAGE AREA AND THE PANEL EDGE OR EDGE ATTACHMENT FASTENERS. REFER TO TABLE II FOR THE MINIMUM "E".

- DAMAGE THAT EXCEEDS THE ALLOWABLE DAMAGE LIMITS IN TABLE II MUST BE REPAIRED AT THIS TIME. SUBSEQUENT DAMAGE TO THIS PANEL MUST BE A MINIMUM DISTANCE "a" AWAY FROM THE DAMAGE. FOR DAMAGE THAT DOES NOT EXCEED THE ALLOWABLE DAMAGE LIMITS IN TABLE II, REMOVE MOISTURE FROM THE DAMAGED AREA. USE A VACUUM AND HEAT (A MAXIMUM OF 125°F (52°C)) TO REMOVE MOISTURE FROM THE HONEYCOMB CELLS. DO ONE OF THE STEPS THAT FOLLOW:

1. SEAL THE DAMAGED AREA WITH ALUMINUM FOIL TAPE (SPEED TAPE). KEEP A RECORD OF THE LOCATION. REPAIR THE DAMAGE NO LATER THAN THE NEXT STRUCTURES "C" CHECK. DO A VISUAL INSPECTION OF THE SPEED TAPE AT EVERY "A" CHECK. REPLACE THE TAPE IF ANY PEELING OR DETERIORATION OF THE TAPE IS FOUND. REPAIR ANY DAMAGE THAT HAS BECOME LARGER THAN WHAT THE ALLOWABLE DAMAGE LIMITS PERMIT.

OR

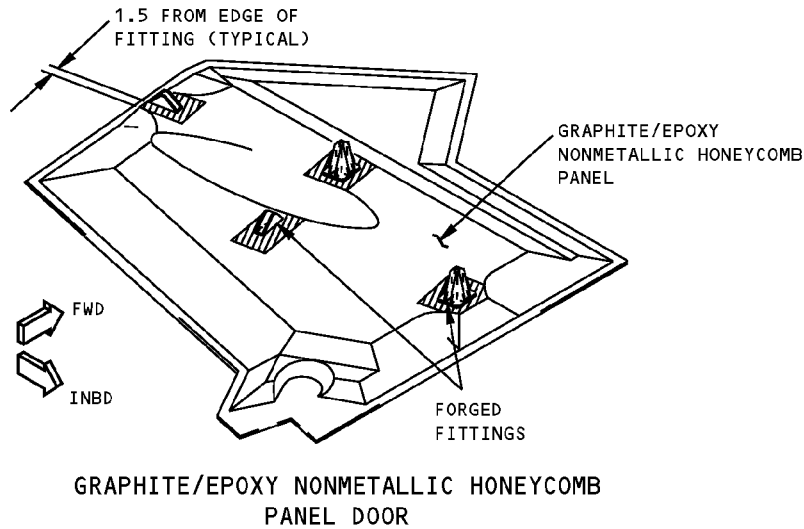
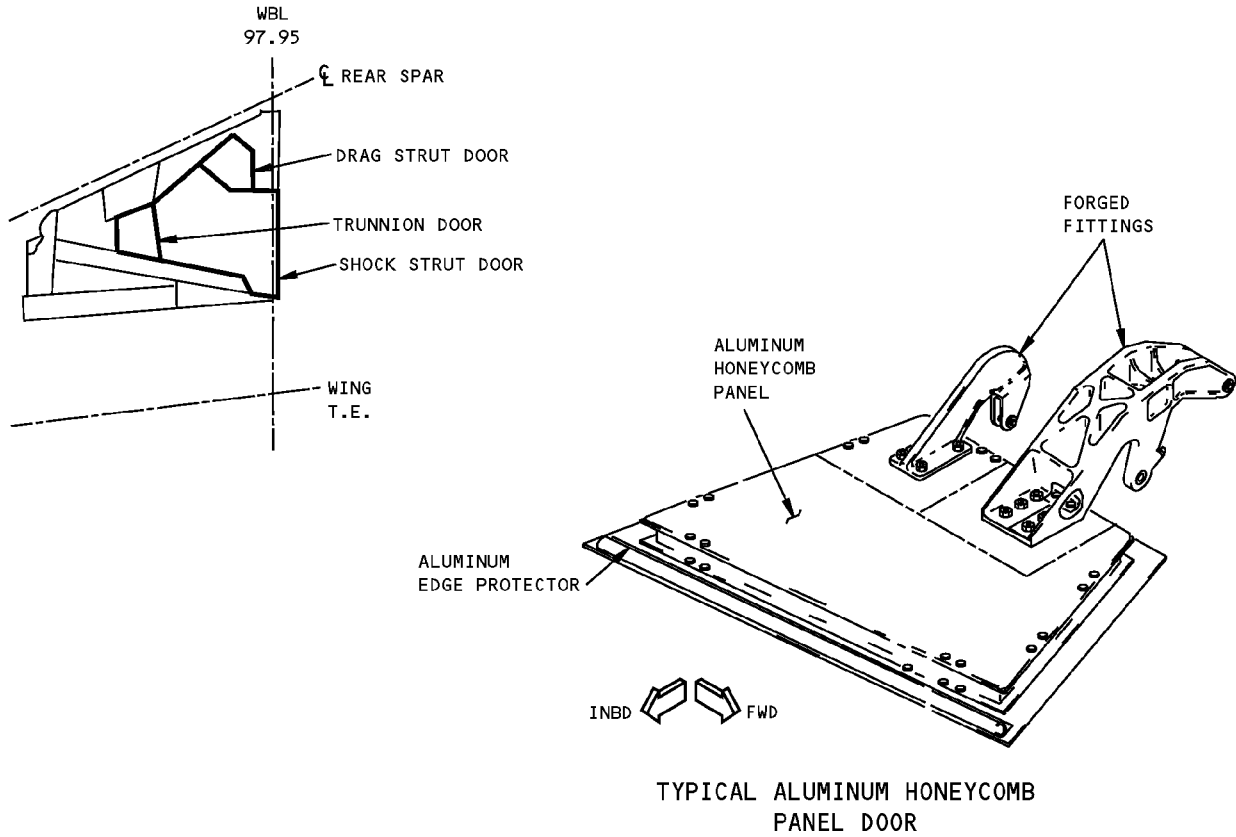
2. APPLY A BMS 8-301 CLASS II SEALING RESIN AS SPECIFIED IN SRM 51-70-03.

**SIZE OF AND DISTANCE BETWEEN DAMAGE AREAS FOR COMPOSITE PANELS  
DETAIL IX**

**Nose Landing Gear Door Allowable Damage  
Figure 101 (Sheet 7 of 7)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**ALLOWABLE DAMAGE 3 - WING LANDING GEAR DOOR**



 NICKS, GOUGES AND SCRATCHES ARE PERMITTED THAT DO NOT DAMAGE THE FIBERS. ALL OTHER DAMAGE MUST BE REPAIRED.

**Wing Landing Gear Door Allowable Damage  
Figure 101 (Sheet 1 of 5)**

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STRUCTURAL REPAIR MANUAL

DESCRIPTION	CRACKS	NICKS, GOUGES AND CORROSION	DENTS	HOLES AND PUNCTURES	DELAMINATION
ALUMINUM HONEYCOMB PANEL DOOR					
OUTER SKIN	A	E	SEE DETAIL III	G	H
INNER SKIN	A	E	SEE DETAIL III	G	H
EDGE PROTECTOR	C	E	SEE DETAIL III	G	H
FORGED FITTING	B D	F D	NOT PERMITTED	NOT PERMITTED	—
GRAPHITE/EPOXY NONMETALLIC HONEYCOMB PANEL DOOR					
DOOR PANEL	J	K	L	M	N
FORGED FITTING	B D	F D	NOT PERMITTED	NOT PERMITTED	—

NOTES

- THESE ALLOWABLE DAMAGE LIMITS ARE FAA APPROVED CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- REFER TO 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE DAMAGE IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20

**A** CRACKS UP TO 2.0 INCHES (50 mm) MAX LENGTH 2.0 INCHES (50 mm) OR MORE FROM EDGE OF FITTING ARE PERMITTED. DRILL 0.25 INCH (6 mm) CRACK STOP HOLES AT CRACK ENDS, CLEAN CRACK AREA FROM DIRT AND FOREIGN MATTER. **O** EDGE CRACKS MUST BE REMOVED PER DETAILS I AND V

**B** CRACKS ARE NOT PERMITTED EXCEPT FOR EDGE CRACKS WHICH MUST BE REMOVED AS GIVEN IN DETAILS I AND V

**C** FOR EDGE CRACKS, SEE DETAILS I AND VII. FOR RADIUS CRACKS NOT EXCEEDING 1.00 INCH (25 mm), SEE DETAIL VII

**D** SHOT PEEN ALL REWORKED SURFACES AS GIVEN IN SRM 51-20-06. SHOT PEEN INTENSITIES WILL VARY WITH THE THICKNESS LEFT AFTER REWORK

**E** REMOVE DAMAGE AS GIVEN IN DETAILS I, II, IV, V, VII, AND IX

**F** FOR EDGE DAMAGE, SEE DETAILS I AND VI. FOR LUG DAMAGE, SEE DETAIL VIII. FOR OTHER DAMAGE, SEE DETAIL II. DAMAGE NOT PERMITTED IN VICINITY OF BUSHING

**G** CLEAN UP DAMAGE TO 1.0 INCH (25 mm) MAX DIA IN HONEYCOMB AREA ONLY AND MIN OF 2.5 D FROM NEAREST HOLE FITTING OR MATERIAL EDGE. **O**

**H** EDGE BAND DELAMINATION NOT PERMITTED. DELAMINATION TO 3.0 INCHES (75 mm) DIA, PROVIDED VOID IS NOT WITHIN 1.0 INCH (25 mm) OF ANY ATTACHMENT OR EDGE OR FITTING

**I** ACCUMULATED LENGTH OF CRACKS MUST NOT BE MORE THAN 10% OF FLANGE LENGTH. DISTANCE BETWEEN STOP HOLES OF ADJACENT CRACKS MUST NOT BE LESS THAN 4.0 INCH (100 mm)

**J** 0.50 INCH (13 mm) MAX LENGTH FOR EACH SQUARE FOOT OF AREA IS PERMITTED IN HONEYCOMB AREA. MINIMUM OF 6.0 INCH (150 mm) FROM ANY OTHER CRACK. CRACKS MUST BE REMOVED AS GIVEN IN DETAILS I AND V. MAINTAIN EDGE MARGIN SHOWN. REFINISH OR **O**

**K** DAMAGE PERMITTED ON SURFACE RESIN ONLY. TREAT DAMAGE TO FIBERS AS HOLE OR PUNCTURE DAMAGE. CLEAN UP EDGE DAMAGE AS GIVEN IN DETAILS I AND V. **O**

99718 S0006822753\_V3

Wing Landing Gear Door Allowable Damage  
Figure 101 (Sheet 2 of 5)

ALLOWABLE DAMAGE 3

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**767-300  
STRUCTURAL REPAIR MANUAL**

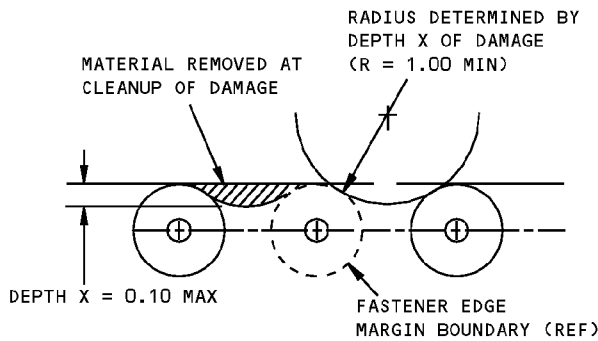
**NOTES (CONT)**

**L** DENTS GENERALLY RESULT IN FIBER DAMAGE OR DELAMINATION. HOWEVER, PROVIDED THAT THERE IS NO FIBER DAMAGE OR DELAMINATION, DENTS UP TO 1.10 DIA MAX ARE ALLOWED. ONE DENT PER SQUARE FOOT OF AREA IS ALLOWED WHICH MUST BE A MINIMUM OF 6 INCHES FROM ANY OTHER DAMAGE, FASTENER HOLE, OR PANEL EDGE. IF FIBER DAMAGE OR DELAMINATION IS PRESENT, REFER TO APPLICABLE DAMAGE DATA IN TABLE

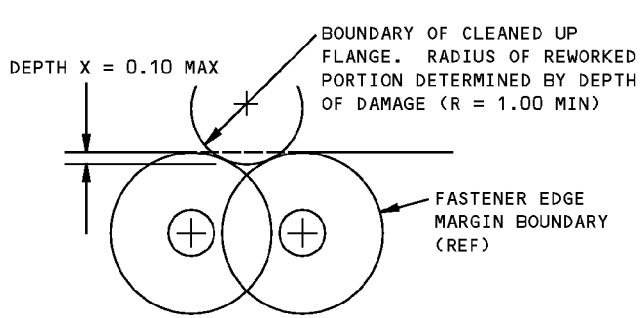
**M** 0.50 MAX DIA ALLOWED PROVIDED DAMAGE IS MIN OF 2.5 D FROM OTHER DAMAGE, NEAREST HOLE, OR MATERIAL EDGE. DO NOT CLEAN UP DAMAGE EXCEPT TO REMOVE RESIN BURRS EXTENDING INTO SURFACE CONTOUR. **O**

**N** 0.50 INCH MAX DIA IS ALLOWED IN HONEYCOMB AREA. A MAXIMUM OF 0.03 INCH DELAMINATION FROM EDGE IS ALLOWED. REPAIR DELAMINATION IN HONEYCOMB AREA PER 51-70 NO LATER THAN THE NEXT AIRPLANE "C" CHECK. PROTECT EDGE DAMAGE PER **O**

**O** REMOVE MOISTURE FROM DAMAGE AREA. USE OF VACUUM AND HEAT (MAX OF 125°F (52°C)) TO REMOVE MOISTURE FROM HONEYCOMB CELLS IS RECOMMENDED. PROTECT DAMAGE FROM ENTRANCE OF WATER, SUNLIGHT OR OTHER FOREIGN MATTER BY SEALING WITH ALUMINUM FOIL TAPE (SPEED TAPE). RECORD THE LOCATION AND INSPECT EACH AIRPLANE "A" CHECK. REPLACE THE ALUMINUM FOIL TAPE IF ANY PEELING OR DE-TERIORATION IS EVIDENT. REPAIR NO LATER THAN NEXT AIRPLANE "C" CHECK

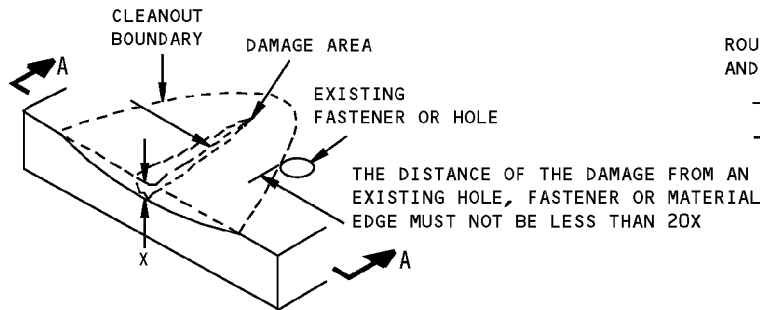


**DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS DO NOT OVERLAP**

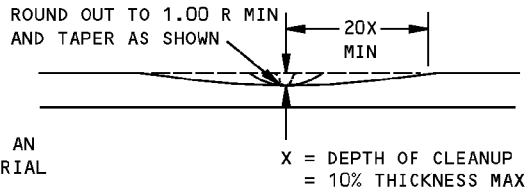


**DAMAGE CLEANUP OF EDGES WHERE FASTENER EDGE MARGINS OVERLAP**

**DETAIL I**



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

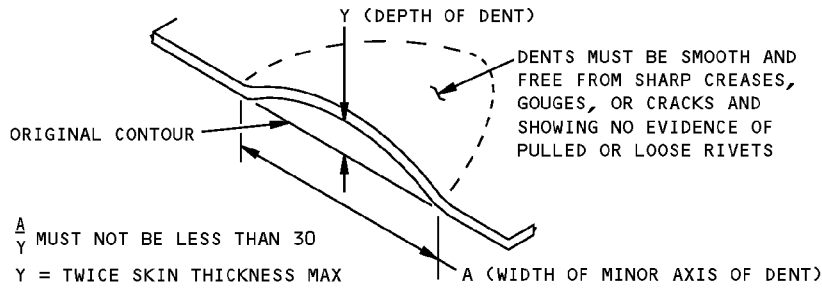


**SECTION A-A**

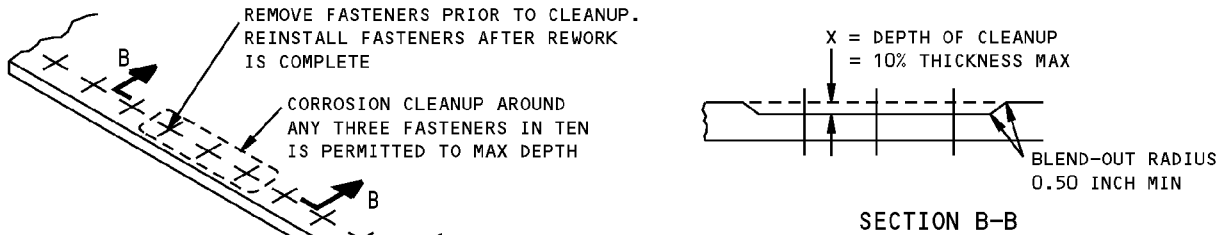
**Wing Landing Gear Door Allowable Damage  
Figure 101 (Sheet 3 of 5)**



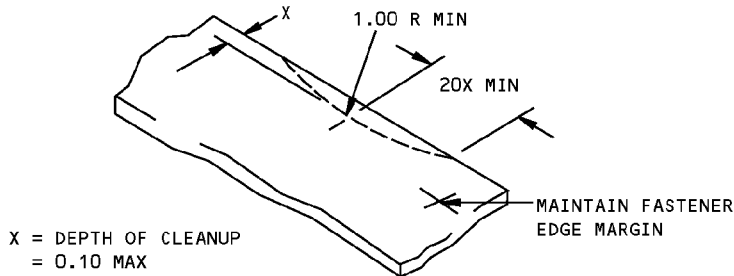
**767-300  
STRUCTURAL REPAIR MANUAL**



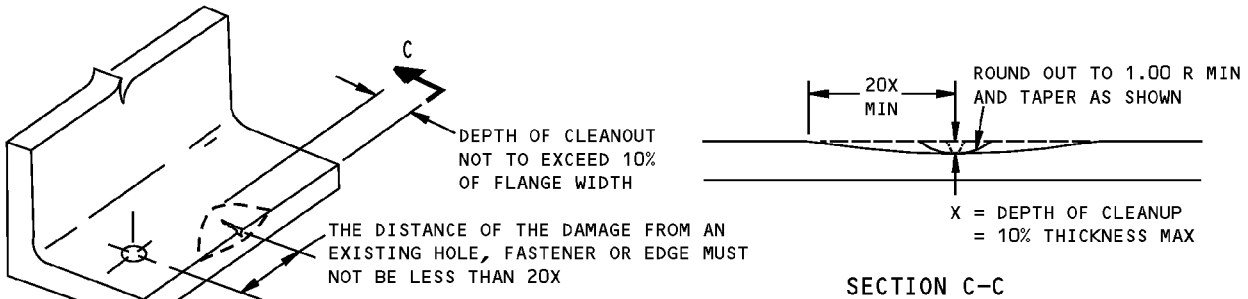
**ALLOWABLE DAMAGE FOR DENT  
DETAIL III**



**CORROSION CLEANUP  
DETAIL IV**



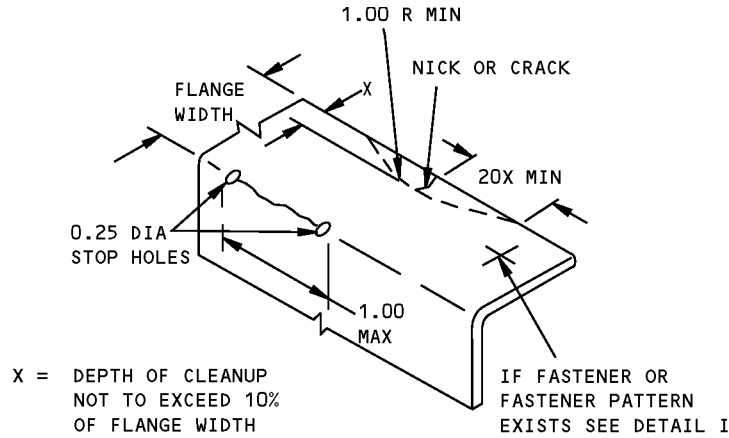
**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL V**



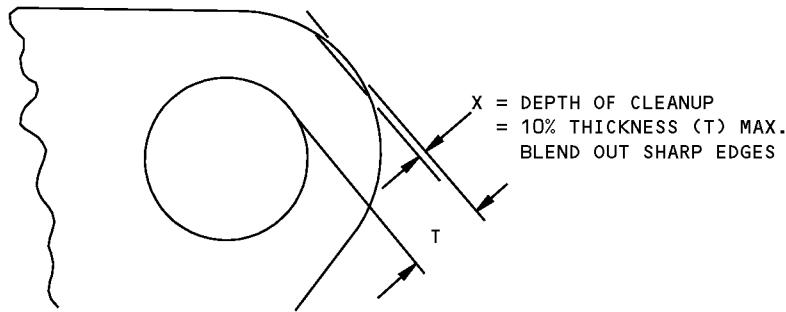
**REMOVAL OF NICK OR CRACK DAMAGE ON AN EDGE  
DETAIL VI**

**Wing Landing Gear Door Allowable Damage  
Figure 101 (Sheet 4 of 5)**

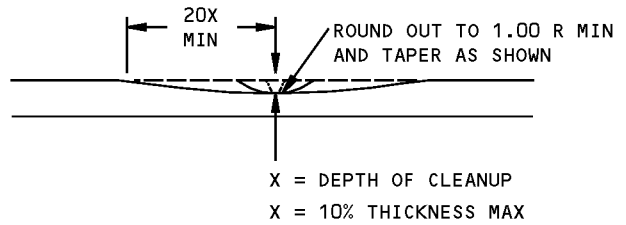
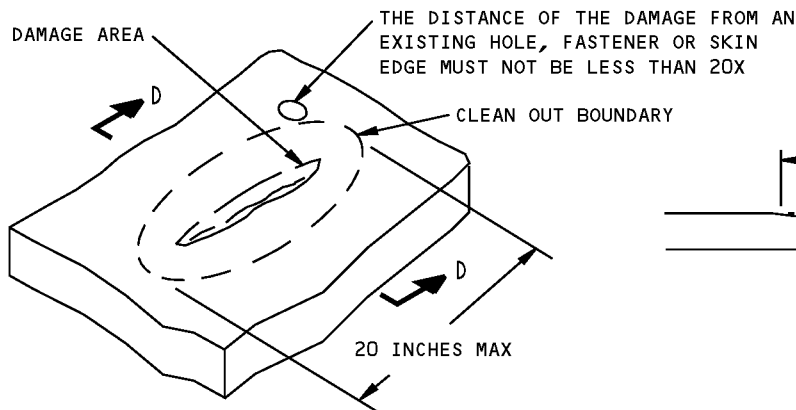
**767-300  
STRUCTURAL REPAIR MANUAL**



**DETAIL VII  
(FORMED MEMBER)**



**DAMAGE CLEANUP FOR EDGES OF LUG  
DETAIL VIII**



**SECTION D-D**

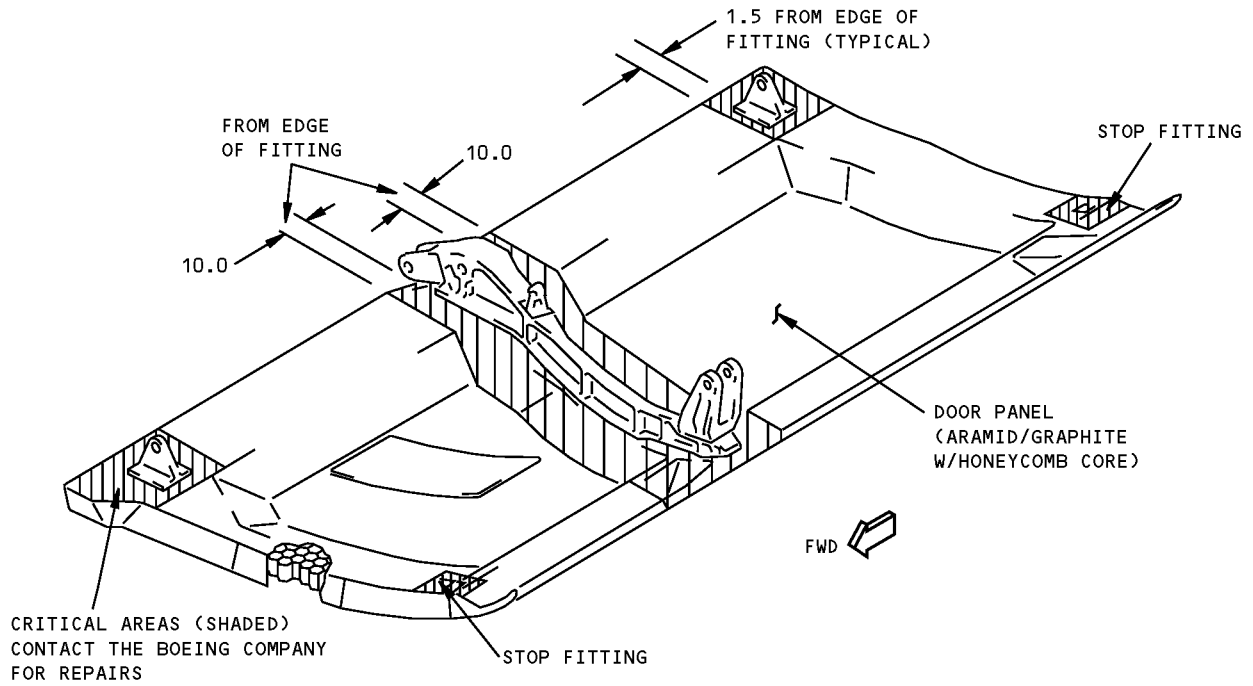
**DETAIL IX**

**Wing Landing Gear Door Allowable Damage  
Figure 101 (Sheet 5 of 5)**

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 1 - MAIN LANDING GEAR DOOR**

REF DWG  
149T6910



**Main Landing Gear Door Repair  
Figure 201 (Sheet 1 of 2)**

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REPAIR 1  
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STRUCTURAL REPAIR MANUAL

DAMAGE	INTERIM REPAIRS <b>B</b>	PERMANENT REPAIRS		
	WET LAYUP ROOM TEMP CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 3.0 INCHES (75 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03 <b>A</b> .	CLEAN UP DAMAGE AND REPAIR AS HOLE.	CLEAN UP DAMAGE AND REPAIR AS HOLE.	CLEAN UP DAMAGE AND REPAIR AS HOLE.
HOLES	3.0 INCHES (75 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, <b>A</b> .	6.0 INCHES (150 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED <b>A</b> .	12.0 INCHES (300 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES FOR EACH FACESHEET REPAIRED.	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS HOLE.			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03. IF THERE IS FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE.			
DENTS	UP TO 3.0 INCHES (75 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03. OVER 3.0 INCHES (75 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS HOLE.			

REPAIR DATA FOR 250°F CURE ARAMID/GRAPHITE HONEYCOMB PANELS

NOTES

- REFER TO 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE.
- REFER TO 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE REPAIR IS MORE THAN THE LIMITS SHOWN IN SRM 51-10-01 CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED.
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-21

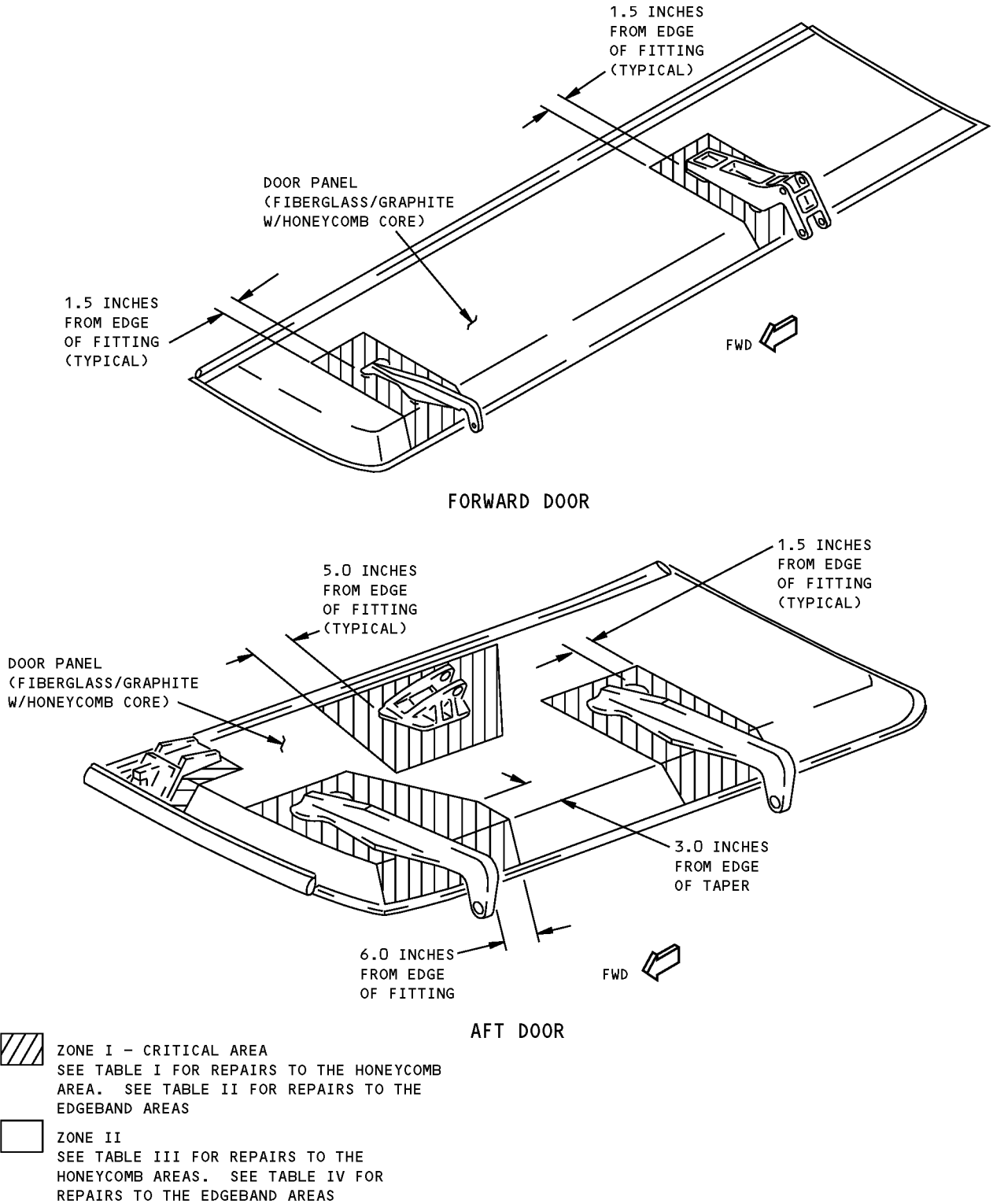
**A** MINIMUM SPACING (EDGE TO EDGE) SHALL BE 6.0 INCHES (150 mm) BETWEEN CORE REPAIRS.

**B** LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN.

Main Landing Gear Door Repair  
Figure 201 (Sheet 2 of 2)

**767-300  
STRUCTURAL REPAIR MANUAL**

**REPAIR 2 - NOSE LANDING GEAR DOOR**



**Nose Landing Gear Door Repair  
Figure 201 (Sheet 1 of 6)**

## STRUCTURAL REPAIR MANUAL

## NOTES

- NOSE LANDING GEAR DOOR SKINS ARE MADE FROM BMS 8-169 AND BMS 8-258 MATERIALS WHICH ARE 275°F (135°C) CURE MATERIALS. THESE CAN BE REPAIRED WITH 250°F (121°C) CURE MATERIALS, BMS 8-79 AND BMS 8-168.
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE REPAIR EXCEEDS THE LIMITS SHOWN IN SRM 51-10-01, CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED.
- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE
- FINISH REWORKED AREAS AS GIVEN IN AMM 51-21.
- THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN.

- A** LIMITED TO REPAIR OF DAMAGE TO ONE FACE-SHEET SKIN AND HONEYCOMB CORE. KEEP THE REPAIR A MINIMUM OF 6.0 INCHES (150 mm) (EDGE TO EDGE) FROM ANY OTHER DAMAGE OR REPAIRS.
- B** INSPECT INTERIM REPAIR USING INSTRUMENTED NDT METHODS OR "TAP" TEST AT THE NEXT AIRPLANE "A" CHECK. CONTINUE TO INSPECT THE REPAIR AT EVERY SUBSEQUENT AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND THE NONDESTRUCTIVE TEST MANUAL, D634T301.
- C** THE REPAIR LIMITS THAT FOLLOW ONLY APPLY IF BMS 8-301, CLASS 2, RESIN IS USED.
- D** REFER TO SRM 51-20-01 FOR THE REPAIR OF FINISH CRACKS ON FIBERGLASS/GRAPHITE COMPOSITE PARTS.

Nose Landing Gear Door Repair  
Figure 201 (Sheet 2 of 6)



**767-300**

**STRUCTURAL REPAIR MANUAL**

DAMAGE	INTERIM REPAIRS <b>B</b>	PERMANENT REPAIRS	
	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03) <b>C</b>	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS <b>D</b>	CLEAN UP DAMAGE AND REPAIR AS A HOLE.	CLEAN UP DAMAGE AND REPAIR AS A HOLE.	CLEAN UP DAMAGE AND REPAIR AS A HOLE.
HOLES AND PUNCTURES	1.0 INCH (25 mm) MAX WIDTH. USE TWO EXTRA REPAIR PLYS ON THE FACESHEET THAT IS REPAIRED <b>A</b> .	4.0 INCHES (100 mm) MAX WIDTH. USE TWO EXTRA REPAIR PLYS ON THE FACESHEET THAT IS REPAIRED.	NO SIZE LIMIT
DELAMINATION	CUT OUT AND REPAIR AS A HOLE.		
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES WITH BMS 5-28, TYPE 7, POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, PAR. 5.L. IF FIBER DAMAGE OR DELAMINATION EXISTS, REPAIR AS A HOLE.		
DENTS	UP TO 2.0 INCHES (50 mm) DIAMETER WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7, POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, PAR. 5.L. OVER 2.0 INCHES (50 mm) DIAMETER OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE.		

REPAIR DATA FOR 275°F CURE FIBERGLASS/GRAPHITE HONEYCOMB PANELS – ZONE I  
TABLE I

**Nose Landing Gear Door Repair  
Figure 201 (Sheet 3 of 6)**

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REPAIR 2  
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**767-300  
STRUCTURAL REPAIR MANUAL**

DAMAGE	PERMANENT REPAIRS	
	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
<b>HOLES AND PUNCTURES</b>	REPAIR DAMAGE TO FASTENER HOLES AS GIVEN IN SRM 51-70-17, PAR. 4.K. FOR ALL OTHER DAMAGE UP TO 0.5 INCH REPAIR AS GIVEN IN SRM 51-70-17, PAR. 4.G.	REPAIR DAMAGE TO FASTENER HOLES AS GIVEN IN SRM 51-70-05, PAR. 5.K. FOR ALL OTHER DAMAGE, REPAIR AS GIVEN SRM 51-70-05, PAR. 5.G.
<b>DELAMI- NATION</b>	CUT OUT AND REPAIR AS A HOLE.	CUT OUT AND REPAIR AS A HOLE.
<b>EDGE EROSION</b>	FOR DAMAGE NOT EXCEEDING 15% OF EDGE BAND THICKNESS, REPAIR AS GIVEN IN SRM 51-70-03, PAR. 5.O. FOR GREATER DAMAGE, REPAIR AS GIVEN IN: SRM 51-70-17, PAR. 4.G.   SRM 51-70-05, PAR. 5.G.	
<b>CRACKS D</b>	CLEAN UP DAMAGE AND REPAIR AS A HOLE.	
<b>NICKS AND GOUGES</b>	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES WITH BMS 5-28, TYPE 7, POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, PAR. 5.L. IF FIBER DAMAGE OR DELAMINATION EXISTS, REPAIR AS A HOLE.	

REPAIR DATA FOR EDGE BANDS OF 275°F CURE FIBERGLASS/GRAPHITE  
HONEYCOMB PANELS - ZONE I  
TABLE II

**Nose Landing Gear Door Repair  
Figure 201 (Sheet 4 of 6)**

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**52-80-02**

REPAIR 2  
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STRUCTURAL REPAIR MANUAL

DAMAGE	INTERIM REPAIRS <b>[B]</b>	PERMANENT REPAIRS		
	WET LAYUP ROOM TEMP CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03) <b>[C]</b>	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS <b>[D]</b>	UP TO 3.0 INCHES (75 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03, PAR 5.N <b>[A]</b> .	CLEAN UP DAMAGE AND REPAIR AS A HOLE.	CLEAN UP DAMAGE AND REPAIR AS A HOLE.	CLEAN UP DAMAGE AND REPAIR AS A HOLE.
HOLES	3.0 INCHES (75 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, PAR 5.B <b>[A]</b>	6.0 INCHES (150 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES PER FACESHEET REPAIRED <b>[A]</b> .	12.0 INCHES (300 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES PER FACESHEET REPAIRED.	NO SIZE LIMIT
DELAMI-NATION	CUT OUT AND REPAIR AS A HOLE.			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03. IF FIBER DAMAGE OR DELAMINATION EXISTS, REPAIR AS A HOLE.			
DENTS	UP TO 3.0 INCHES (75 mm) DIAMETER WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, PAR. 5.L. OVER 3.0 INCHES (75 mm) DIAMETER OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE.			

REPAIR DATA FOR 275°F CURE FIBERGLASS/GRAPHITE HONEYCOMB PANELS - ZONE II  
TABLE III

Nose Landing Gear Door Repair  
Figure 201 (Sheet 5 of 6)

**767-300  
STRUCTURAL REPAIR MANUAL**

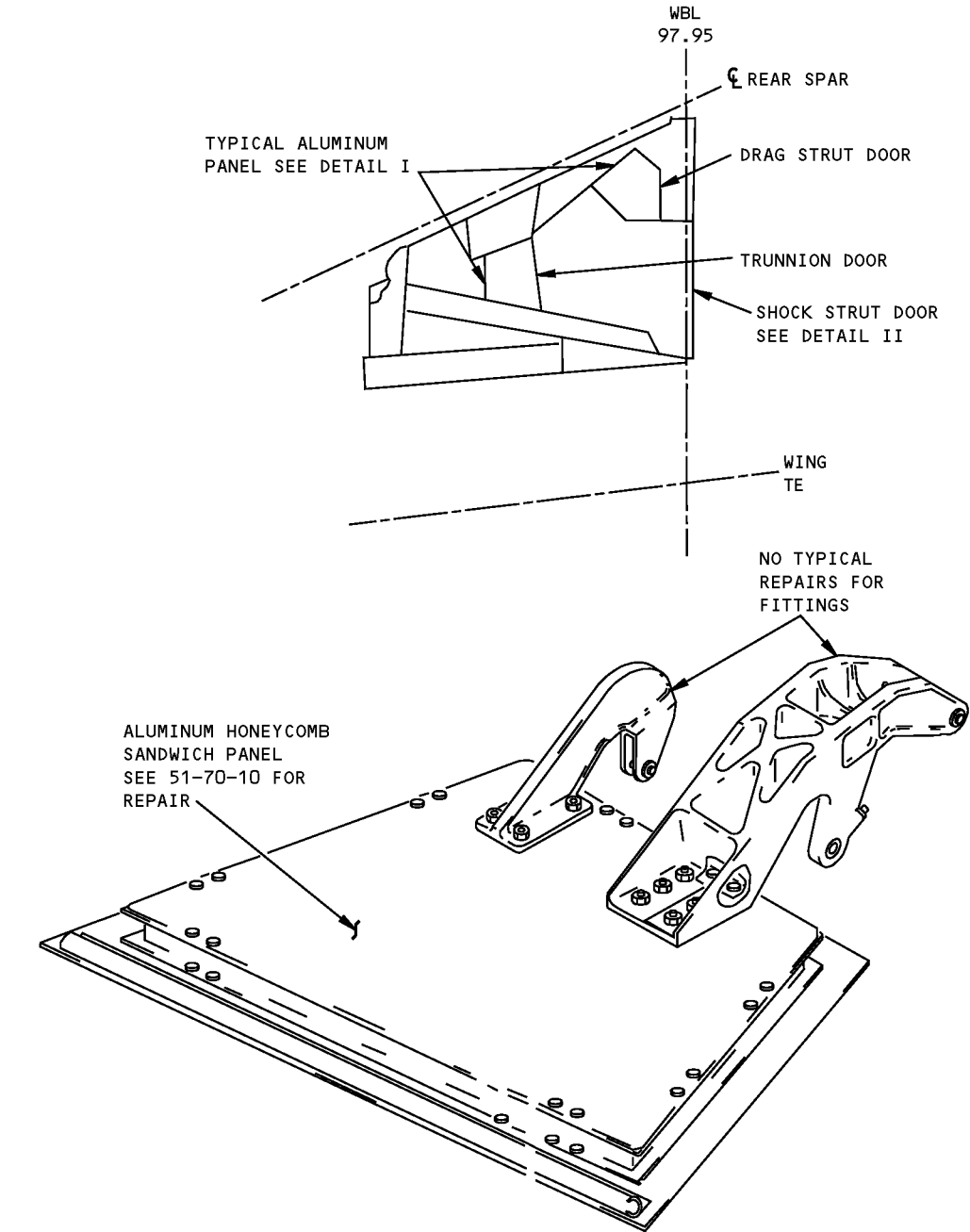
DAMAGE	INTERIM REPAIRS <b>B</b>	PERMANENT REPAIRS	
	WET LAYUP ROOM TEMP/ 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
<b>HOLES AND PUNCTURES</b>	REPAIR DAMAGE TO FASTENER HOLES AS GIVEN IN SRM 51-70-03, PAR. 5.K. FOR ALL OTHER DAMAGE UP TO 15% OF CROSS-SECTIONAL AREA THRU THE EDGE BAND OR 10% OF THE EDGE BAND LENGTH PER AFFECTED SIDE, REPAIR AS GIVEN IN SRM 51-70-03, PAR. 5.G.	REPAIR DAMAGE TO FASTENER HOLES AS GIVEN IN SRM 51-70-17, PAR. 4.K. FOR ALL OTHER DAMAGE, REPAIR AS GIVEN IN SRM 51-70-17, PAR. 4.G.	REPAIR DAMAGE TO FASTENER HOLES AS GIVEN IN SRM 51-70-05, PAR. 5.K. FOR ALL OTHER DAMAGE, REPAIR AS GIVEN IN SRM 51-70-05, PAR. 5.G.
<b>DELAMI- NATION</b>	IF DELAMINATION FROM PANEL EDGE IS NO LESS THAN TWO FASTENER DIAMETERS FROM ANY FASTENER HOLE AND MORE THAN 0.5 INCH AWAY FROM THE HONEY-COMB CORE, REPAIR AS GIVEN IN SRM 51-70-03, PAR. 5.A.(2). ANY OTHER DELAMINATION MUST BE CUT OUT AND REPAIRED AS A HOLE.	CUT OUT AND REPAIR AS A HOLE.	CUT OUT AND REPAIR AS A HOLE.
<b>EDGE EROSION</b>	-----	FOR DAMAGE NOT EXCEEDING 15% OF EDGE BAND THICKNESS, REPAIR AS GIVEN IN SRM 51-70-03, PAR. 4.N. FOR GREATER DAMAGE, REPAIR AS GIVEN IN:  SRM 51-70-17, PAR. 4.G.	SRM 51-70-05, PAR. 5.G.
<b>CRACKS <b>D</b></b>	CLEAN UP DAMAGE AND REPAIR AS A HOLE.		
<b>NICKS AND GOUGES</b>	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES WITH BMS 5-28, TYPE 7, POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, PAR. 5.L.  IF FIBER DAMAGE OR DELAMINATION EXISTS, REPAIR AS A HOLE.		
<b>DENTS</b>	UP TO 3.0 INCHES (75 mm) DIAMETER WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7, POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03, PAR. 5.L.  OVER 3.0 INCHES (75 mm) DIAMETER OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE.		

REPAIR DATA FOR 275°F CURE FIBERGLASS/GRAPHITE PANEL EDGE BANDS – ZONE II  
TABLE IV

**Nose Landing Gear Door Repair  
Figure 201 (Sheet 6 of 6)**

**STRUCTURAL REPAIR MANUAL**

**REPAIR 3 - WING LANDING GEAR DOOR**

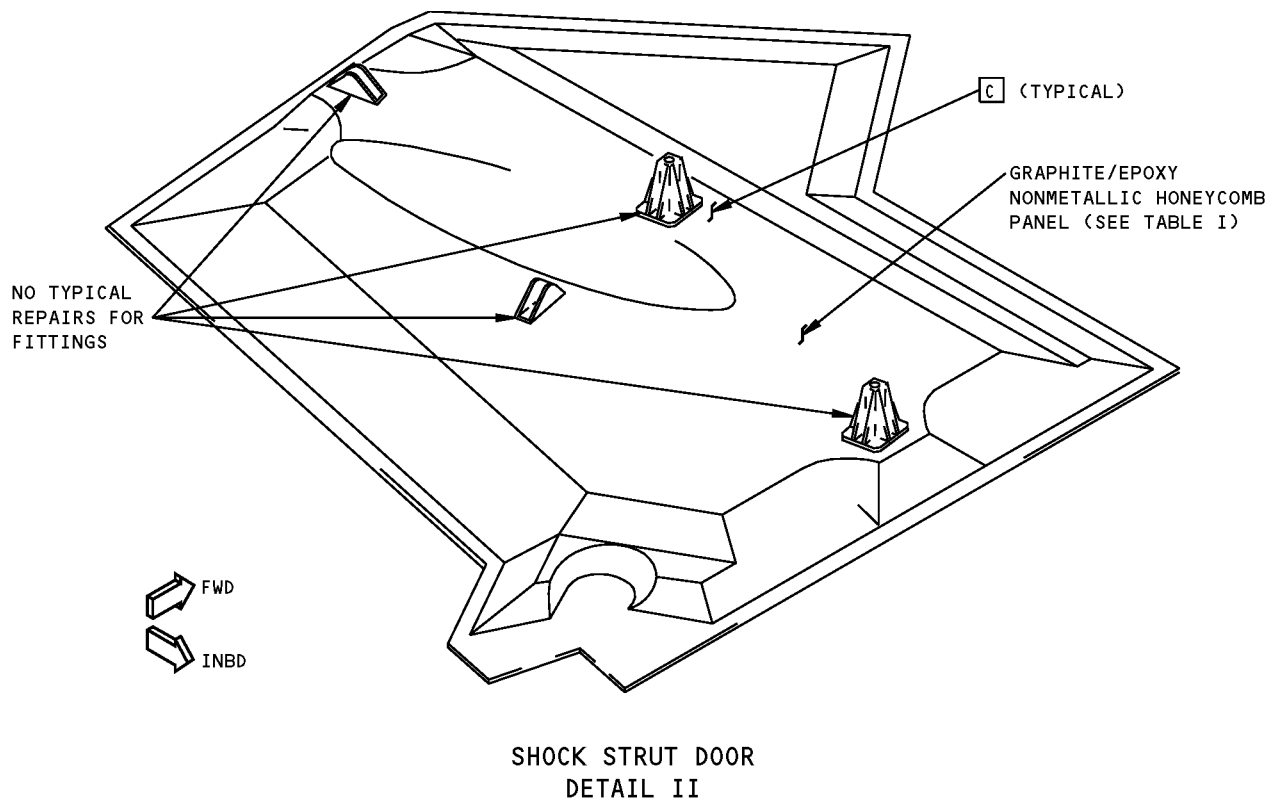


INBD FWD

TRUNNION DOOR SHOWN  
DRAG STRUT DOOR SIMILAR  
ALUMINUM HONEYCOMB PANEL REPAIR - TYPICAL  
DETAIL I

**Wing Landing Gear Door Repair  
Figure 201 (Sheet 1 of 3)**

**767-300  
STRUCTURAL REPAIR MANUAL**



**NOTES**

- REFER TO SRM 51-10-02 FOR INSPECTION AND REMOVAL OF DAMAGE.
- REFER TO SRM 51-10-01 FOR AERODYNAMIC SMOOTHNESS REQUIREMENTS. WHERE THE REPAIR EXCEEDS THE LIMITS SHOWN IN SRM 51-10-01 CONSIDERATION SHOULD BE GIVEN TO THE LOSS OF PERFORMANCE INVOLVED.
- REFINISH REWORKED AREAS AS GIVEN IN AMM 51-20.

- A** MINIMUM SPACING (EDGE TO EDGE), 6 INCHES (150 mm) BETWEEN CORE REPAIRS
- B** LIMITED TO REPAIR OF ONE FACESHEET SKIN AND HONEYCOMB CORE. INSPECT INTERIM REPAIR USING INSTRUMENTED NDI METHOD OR "TAP" TEST EVERY AIRPLANE "C" CHECK. FOR "TAP" TEST, USE A SOLID METAL DISK AND TAP THE REPAIR AREA LIGHTLY BUT FIRMLY. VOID AREAS WILL PRODUCE A DULL SOUND AS OPPOSED TO A SHARP RING ON A SOLID BONDED AREA. PERMANENT REPAIR IS REQUIRED IF ANY DETERIORATION IS EVIDENT. REFER TO SRM 51-70-03, PAR. 4.I. AND NDT, D634T301. THIS REPAIR HAS FAA APPROVAL CONTINGENT ON ACCOMPLISHMENT OF THE INSPECTIONS AT THE INTERVALS CONTAINED HEREIN.

- C** DAMAGE FOUND IN TABLE I CLOSER THAN 1.5 INCHES (38 mm) TO A FITTING IS IN A CRITICAL AREA AND CAN ONLY BE REPAIRED WITH THE USE OF SRM 51-70-17, 200°F (93°C) WET LAY-UP REPAIR OR SRM 51-70-05, 250°F (121°C) PREPREG REPAIR AS GIVEN IN TABLE I. THESE AREAS HAVE DOUBLERS AND HIGH DENSITY CORE. TO REPAIR THE DAMAGE, REMOVE THE FITTINGS AND THE DAMAGED SKIN AND IF NECESSARY THE DAMAGED CORE. THESE AREAS HAVE A HIGH LOAD TRANSFER IN THE CORE AND DAMAGE TO THE CORE OR POTTING MATERIAL MUST ALSO BE REPAIRED. THIS INCLUDES CRACKS IN THE POTTED CORE. MAKE SURE THAT THE SAME MATERIALS OR MATERIALS OF EQUIVALENT STRENGTH ARE USED FOR THE REPAIR.

**Wing Landing Gear Door Repair  
Figure 201 (Sheet 2 of 3)**



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STRUCTURAL REPAIR MANUAL

DAMAGE C	INTERIM REPAIRS B	PERMANENT REPAIRS		
	WET LAYUP ROOM TEMP CURE (SRM 51-70-03)	WET LAYUP 150°F (66°C) CURE (SRM 51-70-03)	WET LAYUP 200°F (93°C) CURE (SRM 51-70-17)	250°F (121°C) CURE (SRM 51-70-05)
CRACKS	UP TO 3.0 INCHES (75 mm) LONG, REPAIR WITH PATCH AS GIVEN IN SRM 51-70-03 A	CLEAN UP DAMAGE AND REPAIR AS A HOLE.	CLEAN UP DAMAGE AND REPAIR AS A HOLE.	CLEAN UP DAMAGE AND REPAIR AS A HOLE.
HOLES	3.0 INCHES (75 mm) MAX DIA NOT TO EXCEED 30% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03 A.	6.0 INCHES (150 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES PER FACE-SHEET REPAIRED A.	12.0 INCHES (300 mm) MAX DIA NOT TO EXCEED 50% OF SMALLEST DIMENSION OF HONEYCOMB PANEL AT THE DAMAGE LOCATION. USE TWO EXTRA PLIES PER FACE-SHEET REPAIRED.	NO SIZE LIMIT
DELAMINATION	CUT OUT AND REPAIR AS A HOLE.			
NICKS AND GOUGES	IF THERE IS NO FIBER DAMAGE OR DELAMINATION, FILL NICKS OR GOUGES AS GIVEN IN SRM 51-70-03. IF FIBER DAMAGE OR DELAMINATION EXISTS, REPAIR AS A HOLE.			
DENTS	UP TO 3.0 INCHES (75 mm) DIA WITH NO FIBER DAMAGE OR DELAMINATION, FILL WITH BMS 5-28, TYPE 7 POTTING COMPOUND AND PATCH AS GIVEN IN SRM 51-70-03. OVER 3.0 INCHES (75 mm) DIA OR WITH FIBER DAMAGE OR DELAMINATION, REPAIR AS A HOLE.			

REPAIR DATA FOR 250°F CURE GRAPHITE HONEYCOMB PANELS  
TABLE I

Wing Landing Gear Door Repair  
Figure 201 (Sheet 3 of 3)

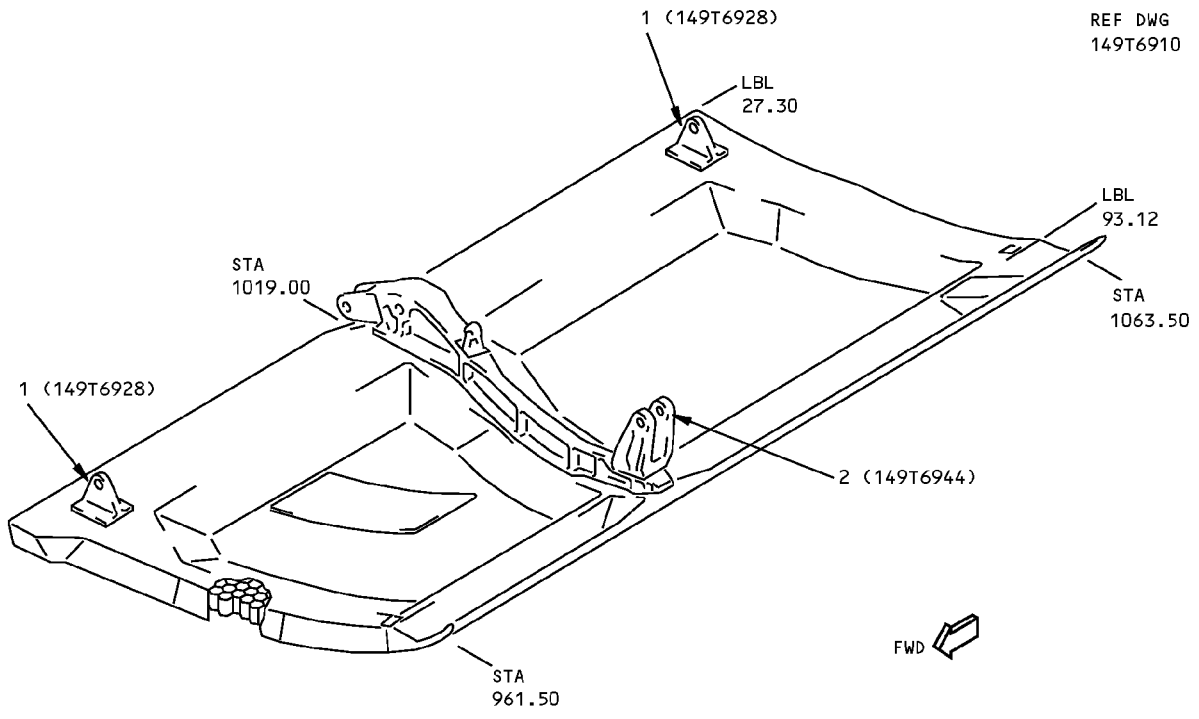
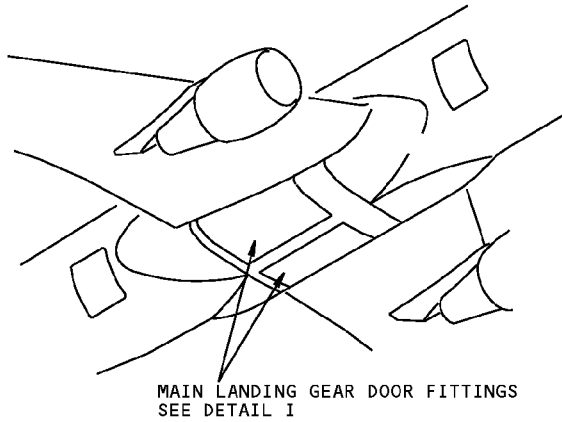
D634T210

52-80-02

REPAIR 3  
Page 203  
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**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 1 - MAIN LANDING GEAR DOOR FITTINGS**



LEFT SIDE SHOWN RIGHT SIDE SIMILAR  
DETAIL I

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	HINGE FITTING		FORGING 7075-T73	
2	UNLOCK FITTING		FORGING 7075-T73	

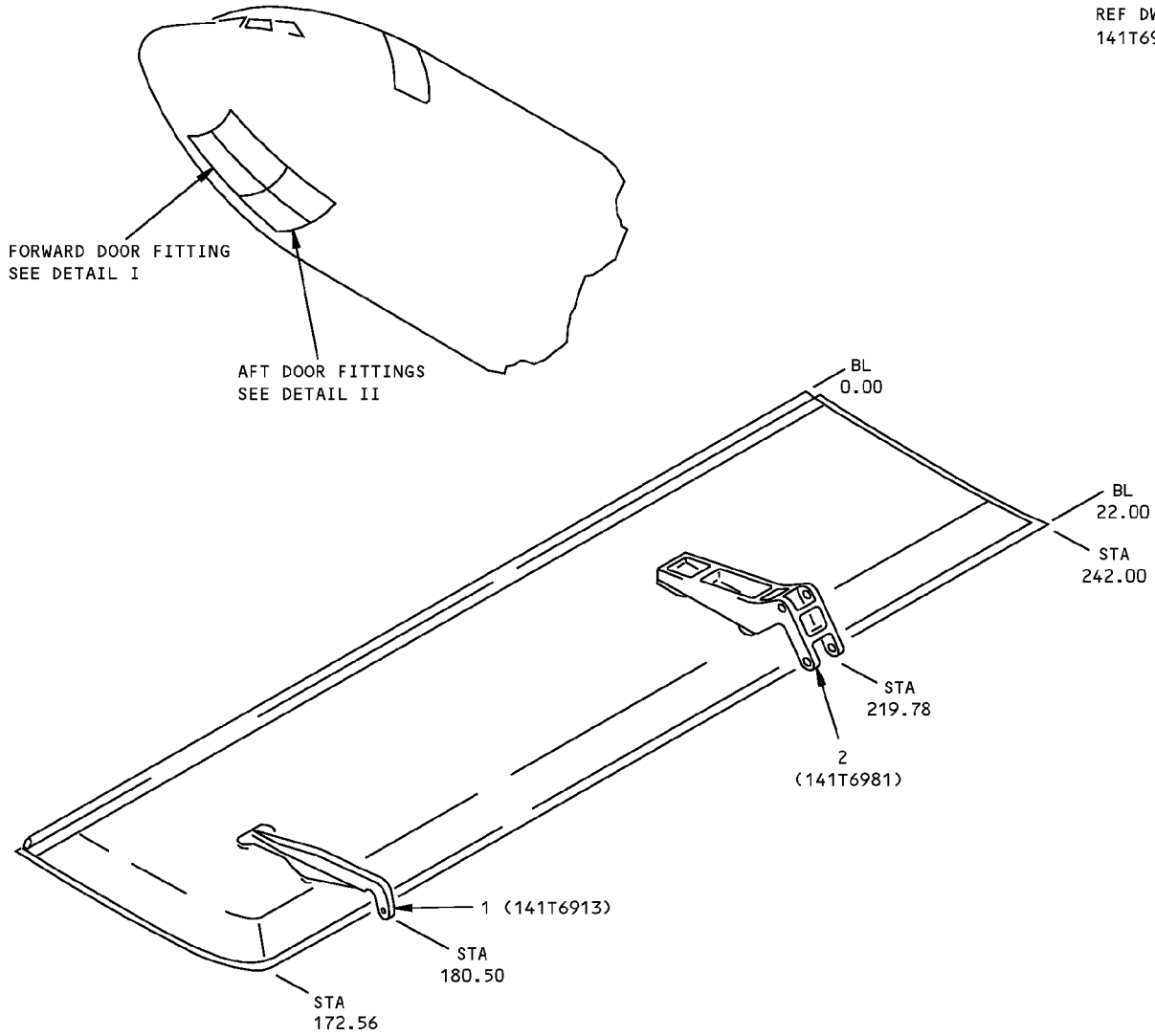
LIST OF MATERIALS FOR DETAIL I

**Main Landing Gear Door Fittings Identification  
Figure 1**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 2 - NOSE LANDING GEAR DOOR FITTINGS**

REF DWG  
141T6910



LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT  
FORWARD DOOR  
DETAIL I

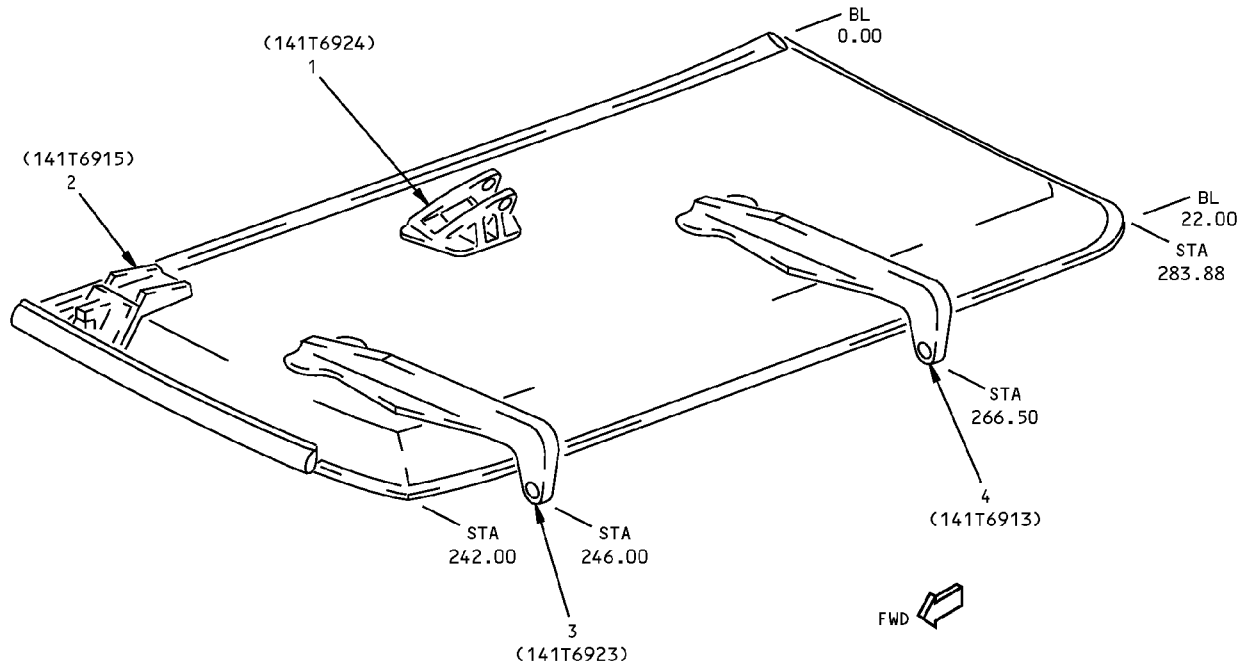
ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	HINGE		FORGING 7075-T73	
2	HINGE		FORGING TI-6AL-4V	

LIST OF MATERIALS FOR DETAIL I

**Nose Landing Gear Door Fittings Identification  
Figure 1 (Sheet 1 of 2)**

**767-300  
STRUCTURAL REPAIR MANUAL**

REF DWG  
141T6920



LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT  
AFT DOOR  
DETAIL II

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	FITTING		FORGING 7075-T73	
2	FITTING		2024-T351	
3	HINGE		FORGING TI-6AL-4V	
4	HINGE		FORGING 7075-T73	

LIST OF MATERIALS FOR DETAIL II

**Nose Landing Gear Door Fittings Identification  
Figure 1 (Sheet 2 of 2)**

IDENTIFICATION 2  
Page 2  
Apr 01/2005

**52-80-90**

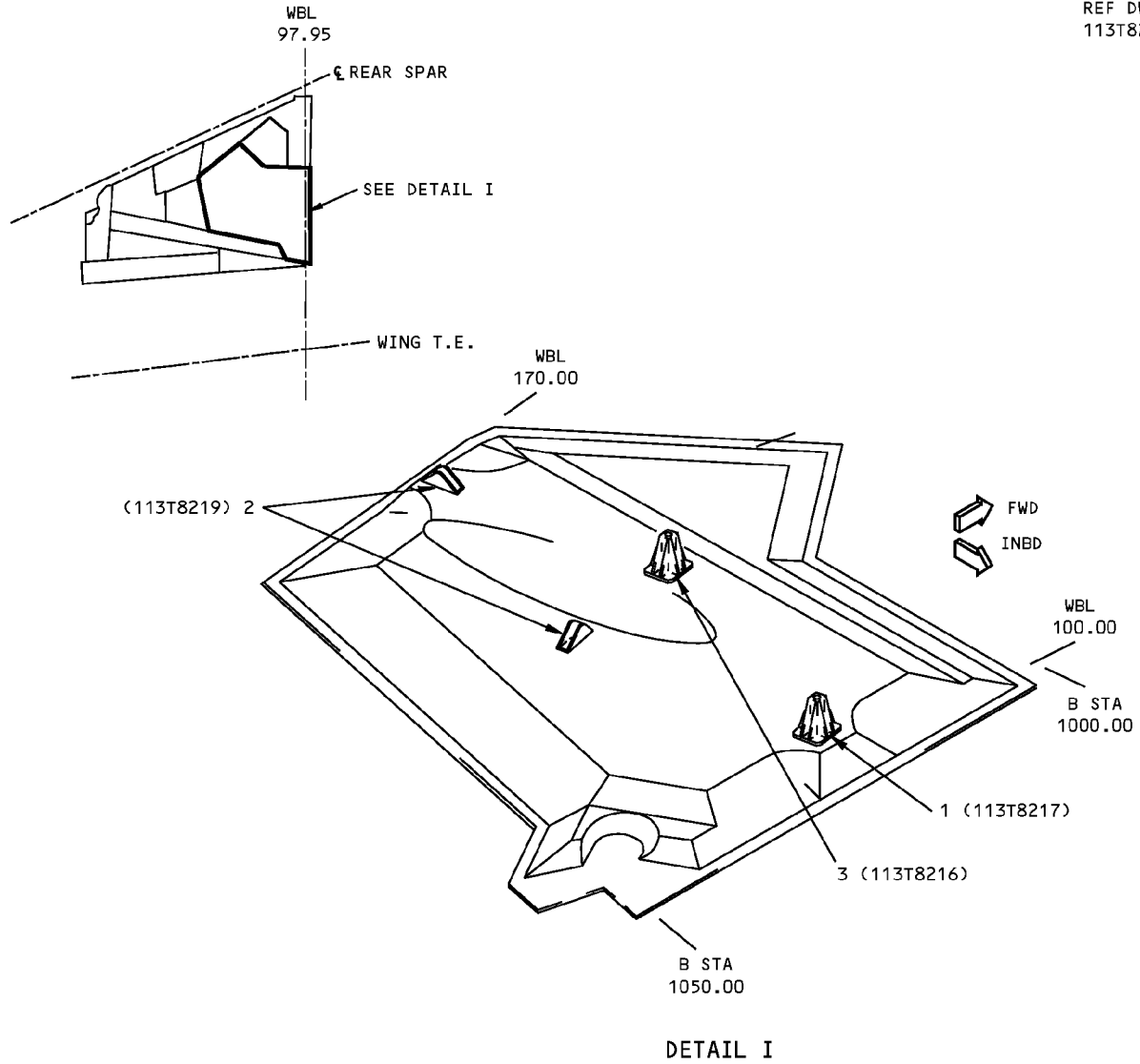
D634T210



**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 3 - SHOCK STRUT DOOR FITTINGS**

REF DWG  
113T8201



DETAIL I

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	FITTING		FORGING 7075-T73 OPTIONAL: 7075-T7351 PLATE	
2	FITTING		FORGING 7075-T73	
3	FITTING		CASTING 356-T6 OPTIONAL: 6061-T651 PLATE	

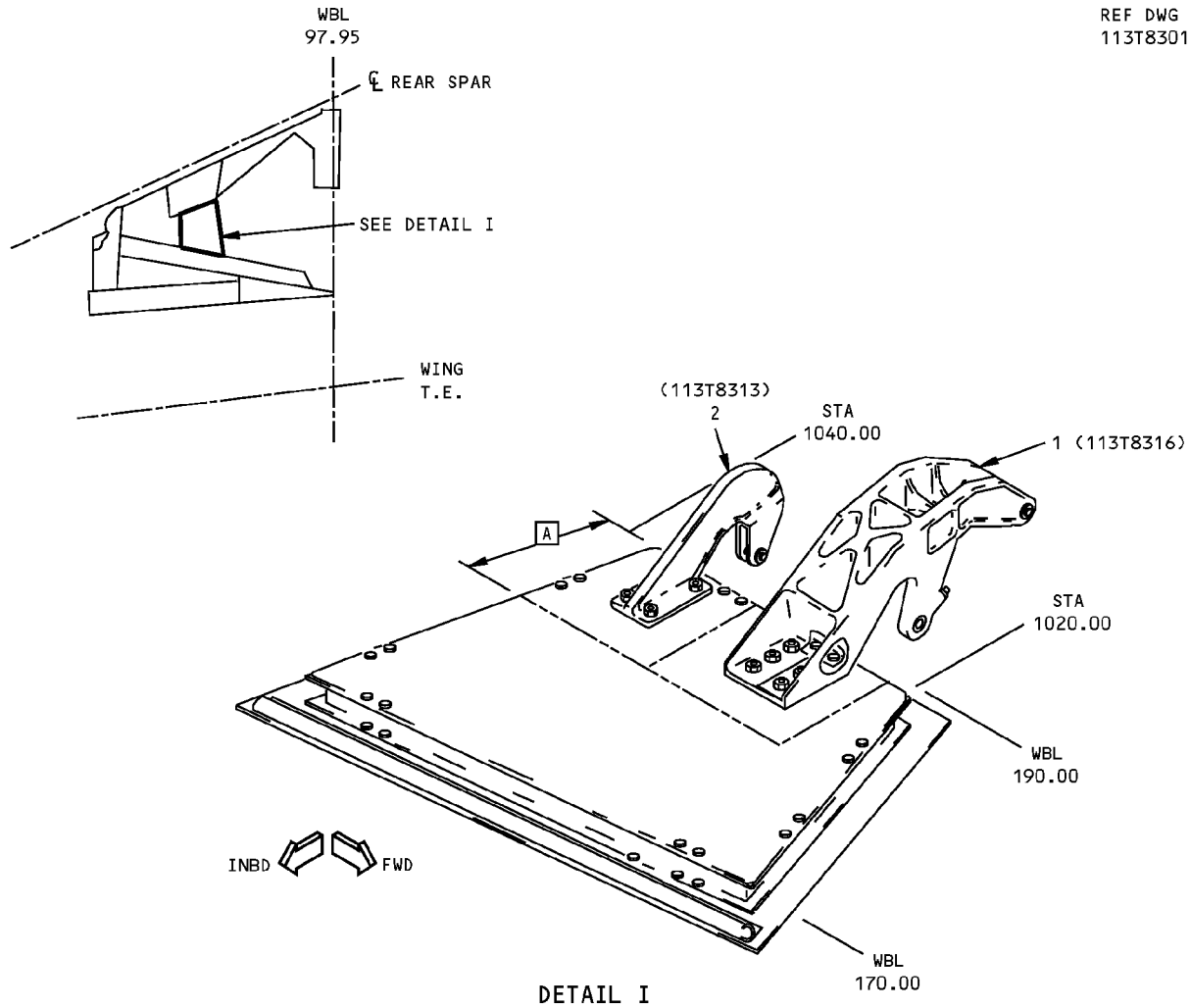
LIST OF MATERIALS FOR DETAIL I

**Shock Strut Door Fittings Identification  
Figure 1**

**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 4 - TRUNNION DOOR FITTINGS**

REF DWG  
113T8301



**NOTES**

- A** HEAVIER DENSITY HONEYCOMB CORES  
INSTALLED IN AREAS UNDER FITTINGS

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	ACTUATOR FITTING		FORGING 7075-T73	
2	HINGE FITTING		FORGING 7075-T73	

LIST OF MATERIALS FOR DETAIL I

**Trunnion Door Fittings Identification  
Figure 1**

D634T210

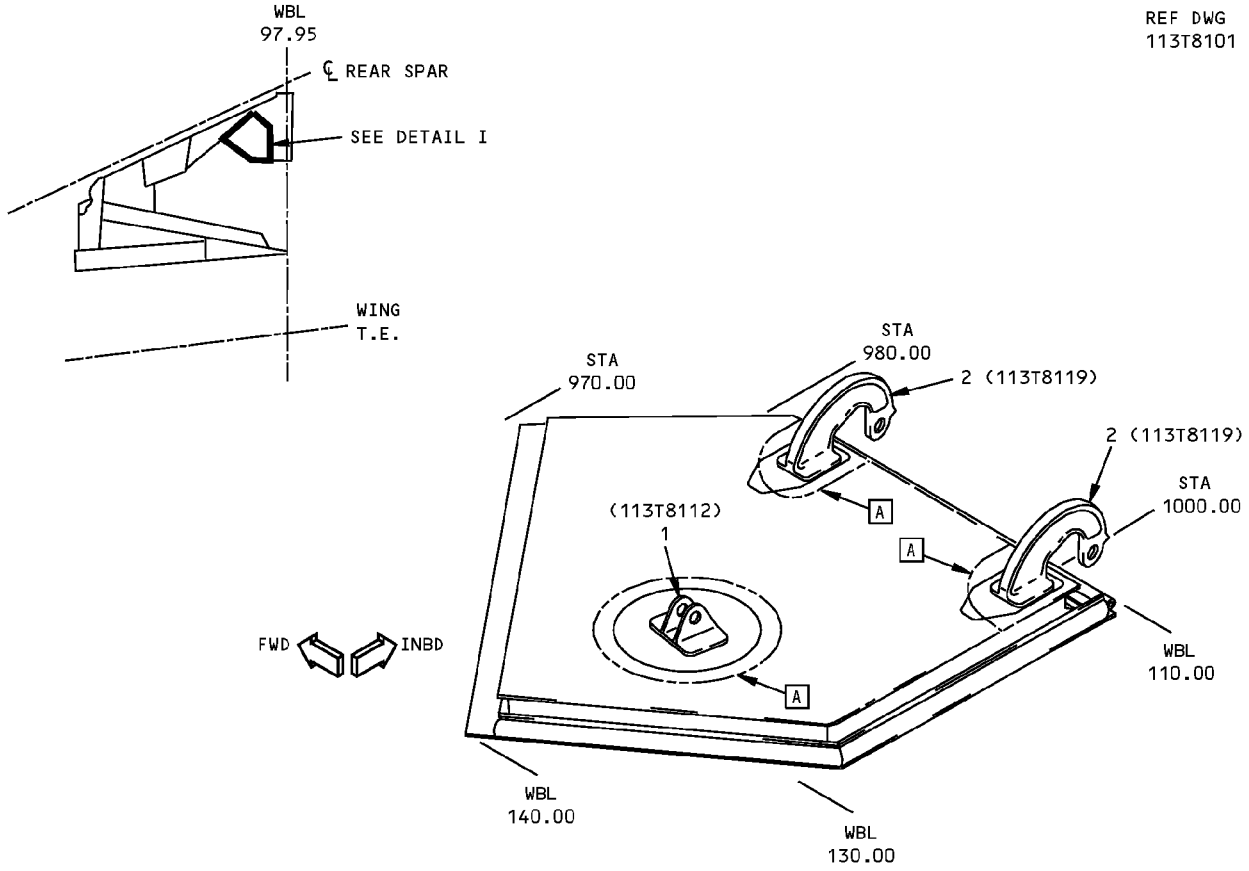
**52-80-90**

IDENTIFICATION 4  
Page 1  
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**767-300  
STRUCTURAL REPAIR MANUAL**

**IDENTIFICATION 5 - DRAG STRUT DOOR FITTINGS**

REF DWG  
113T8101



DETAIL I

**NOTES**

**A** HEAVIER DENSITY HONEYCOMB CORES  
INSTALLED IN AREAS UNDER FITTINGS

ITEM	DESCRIPTION	GAGE	MATERIAL	EFFECTIVITY
1	ACTUATOR FITTING		BAC1508-243 7075-T73511 OPTIONAL: FORGING 7075-T73	
2	HINGE FITTING		FORGING 7075-T73	

LIST OF MATERIALS FOR DETAIL I

**Drag Strut Door Fittings Identification  
Figure 1**