Scandinavian Airlines System

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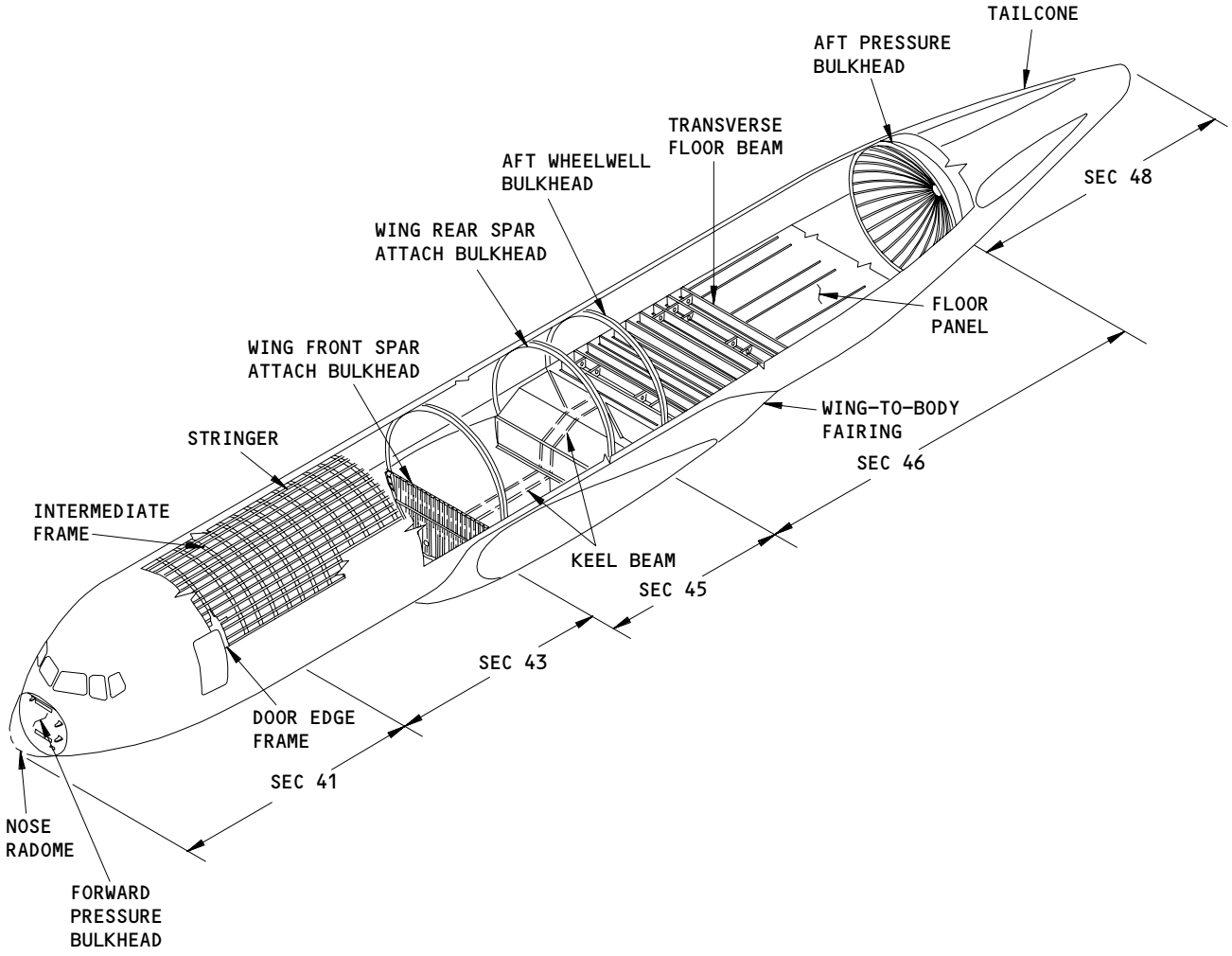
FUSELAGE - DESCRIPTION AND OPERATION

1. General
   A. The fuselage is made of five sections. The forward four sections are pressurized and provide passenger, crew, and cargo accomodations. The last fuselage section is not pressurized and holds the horizontal stabilizer and the auxiliary power unit (APU).
2. Fuselage - Primary Structure (Fig. 1)
   A. The fuselage is a semi-monocoque structure. Circumferential frames and longitudinal stringers reinforce the fuselage skin. The primary longitudinal structural members are overwing/wheel well floor beams, keel beam, flight compartment floor beams, stringers, and reinforcing frames around cutouts. Transverse floor beams support floor panels and strengthen most of the fuselage. The primary bulkheads of the fuselage are forward pressure bulkhead, wing front and rear spar attachment bulkheads, nose and main gear wheel well bulkheads, aft pressure bulkhead, and horizontal stabilizer pivot support bulkhead. These bulkheads support the largest loads placed on the fuselage.
3. Fuselage - Auxiliary Structure (Fig. 1)
   A. The auxiliary structures of the fuselage are the nose radome, wing-to-body fairings, and tailcone. The radome fairs the forward end of the fuselage. The wing-to-body fairings fair the wing-to-body join area. The tailcone fairs the aft end of the fuselage.
4. Forward Fuselage (Fig. 1)
   A. The forward fuselage consists of section 41 and section 43. The radome is the beginning of section 41. Section 41 also has the forward pressure bulkhead, the nose gear wheel well, the forward entry doors, and an electrical equipment bay. The upper level of section 43 is passenger cabin while the lower level is the forward cargo compartment. The forward section of the wing-to-body fairing attaches to section 43.
5. Mid Fuselage (Fig. 1)
   A. The mid fuselage is section 45. The upper level of section 45 is passenger cabin. The lower level has the wing center section and the main gear wheel well.
6. Aft Fuselage (Fig. 1)
   A. The aft fuselage consists of section 46 and section 48. The upper level of section 46 is passenger cabin area. The lower level has the aft cargo compartment and the bulk cargo compartment. The aft end of the wing-to-body fairing attaches to section 46. Section 48 extends from the aft pressure bulkhead to the aft end of the tailcone. The horizontal and vertical stabilizers attach to section 48.



Fuselage Structure
Figure 1

11831

7. Wing-To-Body Fairing

A. The wing-to-body fairing fairs the wing to the fuselage. The wing-to-body fairing extends from forward of the front wing spar to aft of the aft wheel well. The fairing is both above and below the wing and is sealed by a vapor barrier. The wing-to-body fairing is made of frames comprised of chords and webs. Intercostals tie the frames together. The wing-to-body fairing framework is covered with hybrid honeycomb heat treated panels. The fairing can be removed for inspection and/or replacement of equipment that it covers. There are access panels, doors, and openings throughout the wing-to-body fairing.

FUSELAGE - MAINTENANCE PRACTICES

1. General
   A. This procedure contains airworthiness limitation precautions.

TASK 53-00-00-912-001

2. Airworthiness Limitation Precautions
   A. General
      (1) Critical Design Configuration Control Limitations (CDCCLs)
         (a) All occurrences of CDCCLs found in this chapter of the AMM are identified by this note after each applicable CDCCL design feature:
            1) NOTE: CDCCL - Refer to the task: Airworthiness Limitation Precautions (AMM 53-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).
         (b) Design features that are CDCCLs are defined and controlled by Special Federal Aviation Regulation (SFAR) 88, and can be found in Section 9 of the Maintenance Planning Data (MPD) document. CDCCLs are a means of identifying certain design configuration features intended to preclude a fuel tank ignition source for the operational life of the airplane. CDCCLs are mandatory and cannot be changed or deleted without the approval of the FAA office that is responsible for the airplane model Type Certificate, or applicable regulatory agency. A critical fueltank ignition source prevention feature may exist in the fuel system and its related installation or in systems that, if a failure condition were to develop, could interact with the fuel system in such a way that an unsafe condition would develop without this limitation. Strict adherence to configuration, methods, techniques, and practices as prescribed is required to ensure the CDCCL is complied with. Any use of parts, methods, techniques or practices not contained in the applicable CDCCL must be approve by the FAA office that is responsible for the airplane model Type Certificate, or applicable regulatory agency.
      (2) Airworthiness Limitation Instructions (ALIs)
         (a) All occurrences of fuel tank system ALIs found in this chapter of the AMM are identified by this step after the General section in the applicable ALI inspection task:
            1) ALI - Refer to the task: Airworthiness Limitation Precautions (AMM 53-00-00/201), for important information on airworthiness limitation instructions (ALIs).

(b) Inspection tasks that are ALIs are defined and controlled by Special Federal Aviation Regulation (SFAR) 88, and can be found in Section 9 of the Maintenance Planning Data (MPD) document. These ALIs identify inspection tasks related to fuel tank ignition source prevention which must be done to maintain the design level of safety for the operational life of the airplane. These ALIs are mandatory and cannot be changed or deleted without the approval of the FAA office that is responsible for the airplane model Type Certificate, or applicable regulatory agency. Strict adherence to methods, techniques and practices as prescribed is required to ensure the ALI is complied with. Any use of methods, techniques or practices not contained in these ALIs must be approved by the FAA office that is responsible for the airplane model Type Certificate, or applicable regulatory agency.

B. Access

(1) Location Zones

100	Lower Half of Fuselage
200	Upper Half of Fuselage
500	Left Wing
600	Right Wing

C. Critical Design Configuration Control Limitations (CDCCLs)

S 912-002

WARNING: OBEY THE MANUFACTURER'S PROCEDURES WHEN YOU DO ANY MAINTENANCE THAT MAY AFFECT A CDCCL. IF YOU DO NOT FOLLOW THE PROCEDURES, IT CAN INCREASE THE RISK OF A FUEL TANK IGNITION SOURCE.

(1) Make sure you follow the procedures for items identified as CDCCLs.

D. Airworthiness Limitation Instructions (ALIs)

S 912-003

WARNING: OBEY THE MANUFACTURER'S PROCEDURES WHEN YOU DO ANY MAINTENANCE THAT MAY AFFECT AN ALI. IF YOU DO NOT FOLLOW THE PROCEDURES, IT CAN INCREASE THE RISK OF A FUEL TANK IGNITION SOURCE.

(1) Obey the procedures for tasks that are identified as ALIs.

FUSELAGE - MAINTENANCE PRACTICES

1. General
   A. This procedure contains these tasks:
      (1) Apply corrosion prevention treatment to the fuselage internal structure.
      (2) Apply corrosion prevention treatment to the fuselage external structure.
      (3) Apply corrosion prevention treatment to the fuselage internal and external skin lap joints.
      (4) Apply corrosion prevention treatment to the areas under galleys and lavatories.

TASK 53-00-01-622-001

2. Corrosion Prevention Treatment - Internal Structure
   A. General
      (1) The fuselage is of semimonocoque construction utilizing aluminum skins, frames and hat section stringers. The fuselage skin is installed with butt joints and longitudinal lap joints that are generally flush riveted. Skins should be treated with the fuselage structure.
      (2) The stringers, frames and skins have been found susceptible to corrosion due to moisture entrapment between the skin and insulation blankets. Corrosion can readily start where protective finishes have been broken or deteriorated.
      (3) The primary corrosion area is under the door sill, floor panels, floor beams and doubters or triplers at door openings.
      (4) Skin bulges, missing fasteners or white powdery deposits are evidence of corrosion which should alert operators that some corrective action is required.
      (5) Corrosion can occur on the seat tracks. Fittings of a different metal touch these tracks. When the carpets are cleaned, moisture can get on the tracks and permit galvanic corrosion to start.
      (6) A corrosion prevention program should be initiated to prevent the accumulation of moisture or corrosive compounds and decrease the occurrence of corrosion.
      (7) After suspected corrosion areas have been cleaned (Ref AMM 51-21-03/701), a full inspection is effective to make sure the early stages of corrosion is detected. For details on the application of corrosion preventive compound, refer to AMM 51-24-09/701.

(8) For minor corrosion detected during the periodic inspections, to keep airplane downtime to a minimum, the corrosion products should be cleaned off, followed by the application of a corrosion preventive compound into the affected area to decrease the corrosion process (Ref AMM 51-24-09/701).

NOTE: The treatment of internal structure should be made at first opportunity the area is exposed. Location of the area should be noted and monitored from the outside every 3 months for visual indication of corrosion progression. Any noticeable skin bulges would require scheduling corrosion removal.

(9) At first opportunity when scheduled maintenance work allows access to the structure, corrosion prevention treatment should be accomplished.

(10) Frequency of Application

(a) Perform a sample inspection at major overhaul or approximately 5 years. Determine the condition of the corrosion preventive compound on the structure and the condition of the primer coat on the stringer flanges. Apply corrosion preventive compound or primer coat, if necessary.

B. References

(1) AMM 51-21-00/701, Interior and Exterior Finishes

C. Consumable Materials

(1) C00259 Primer - BMS10-11, Type I, Green
(2) C00259 Primer - BMS10-11, Type I, Yellow
(3) C00260 Coating - BMS10-11, Type II, Epoxy
(4) C00033 Coating - BMS10-60, Polyurethane Enamel

D. Prevention Treatment

S 012-002

(1) Remove insulation blankets to expose frame, stringer and skin.

NOTE: Fully dry the blankets if they are found wet.

S 162-003

(2) Open plugged drains, as necessary.

S 622-004

(3) Repair broken or damaged finishes (AMM 51-21-00/701).

S 622-008

(4) It is recommended that you do the steps that follow if you find corrosion near to oxygen system components:
   (a) Clean the corrosion products and repair as necessary per the Structural Repair Manual.
   (b) Alodize all bare material.
   (c) Apply one coat BMS 10-11, Type I green primer.
   (d) Apply one coat BMS 10-11, Type I yellow primer.
   (e) Apply top coat of BMS 10-11, Type II epoxy or BMS 10-60 polyurethane enamel.

S 622-009

WARNING: DO NOT APPLY CORROSION PREVENTIVE COMPOUNDS INTO AREAS WHERE THE COMPOUND CAN COME IN CONTACT WITH OXYGEN SYSTEM COMPONENTS. IF THE CORROSION PREVENTIVE COMPOUND GETS IN THE OXYGEN SYSTEM, A FIRE OR AN EXPLOSION CAN OCCUR. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(5) Apply water displacing corrosion preventive compound to all exposed structure.

   NOTE: The use of spray equipment with nozzle directed into faying surfaces is recommended.

   NOTE: Corrosion preventive compound should not be used near oxygen system components.

S 622-041

(6) Door Openings:
   (a) Treatment of the door at the same time as the door opening is recommended.
   (b) Remove traffic debris and generally clean the entire door opening area. Remove reveal and scuff plate where applicable.

(c) Relubricate all lube points per standard servicing procedures.
(d) Where accessible, apply corrosion inhibitor to the internal lower sill area.
(e) Special effort should be made to apply the corrosion inhibitor along doubter edges, along faying surfaces and on fastener heads. Spray all doors and fuselage fittings at the faying surfaces. The use of spray equipment with nozzle directed into faying surface is recommended.

S 632-010

CAUTION: INSULATION BLANKETS SOAKED WITH CORROSION PREVENTIVE COMPOUNDS ARE POTENTIAL FIRE HAZARDS. BLANKETS INADVERTENTLY APPLIED WITH CORROSION PREVENTIVE SHOULD BE ALLOWED TO DRY BEFORE INSTALLATION.

(7) Let the compound dry before you install the insulation blankets.

S 412-006
(8) Install the blankets.
(a) Make sure the blankets are taut and the outboard surface of the upper blanket overlaps the lower blanket.

S 412-007
(9) Install the liner and put the airplane back to its usual condition.

TASK 53-00-01-622-011
3. Corrosion Prevention Treatment - External Structure
A. General
(1) The external surfaces of fuselage skins at fastener locations and panel edges have been found to be susceptible to filiform corrosion. The small gap between the dimpled or countersunk skin and the head of flush fasteners leaves an unsupported area for the paint system that can result in cracks in the paint around the fastener head and give an opening for moisture and contaminants to enter. Breaks between skin and protruding head fasteners and edges of skin panels where the paint system has cracked or flaked are starting points for filiform corrosion.
(2) Corrosion has been experienced on the Section 48 lower body skin panels. The corrosion occurred in the vicinity of the rivets through the skins panels from BS 1582 to BS 1832.
(3) The surfaces inside the wheel wells are exposed to air contaminants and runway splash and are subject to corrosion.
(4) Do periodic inspections to make sure that the protective finishes provided at manufacture stay intact. The preferred treatment for damaged finish is to repair the finish (Ref AMM 51-21-00/701).
(5) It is recommended that operators do these steps between overhaul cycles:
(a) Refer to AMM 51-24-09/701 for details on the application of water displacing corrosion preventive compound.

(b) To prevent corrosion, apply water displacing corrosion preventive compound to fastener heads or edges of skin panels where the paint system has cracked or flaked.
1) Remove any unwanted compound.
(c) Apply a new coat of corrosion preventive compound to areas that have been cleaned with steam and high pressure water and detergent.

B. References
(1) AMM 51-21-00/701, Interior and Exterior Finishes
(2) AMM 51-24-09/701, Corrosion Inhibiting Compound
C. Consumable Materials
(1) A00247 Sealant - Pressure and Environmental Chromate, BMS5-95
(2) C00033 Coating - Exterior Protective Enamel, BMS10-60
(3) C00175 Primer - Corrosion Resistant, BMS10-79
(4) G00009 Compound, Organic Corrosion Preventive - BMS3-23
D. Prevention Treatment

S 162-032
(1) Open plugged drains, as necessary.

S 622-033
(2) If you clean an area with steam or high pressure water and detergent, reapply the corrosion inhibitor.

S 622-036
(3) Do not apply corrosion inhibiting compounds on grease joints or sealed bearings. These compounds dissolve grease and other lubricants. They are penetrating compounds and can get around the seals and into the bearings.

S 622-035
(4) Wheel Wells and Keel Beam:
(a) Treatment of wheel wells at the same time as the landing gear is recommended.

(b) Remove runway debris and generally clean the entire area of the wheel wells.
(c) Repair broken or damaged finishes (AMM 51-21-00/701).

S 622-037
(5) NOSE WHEEL WELL;
Apply corrosion inhibiting compound to all exposed wheel well structure.

NOTE: Special effort should be made to apply the compound along doubter edges, along faying surfaces and on fastener heads. The use of spray equipment with nozzle directed into faying surfaces is recommended.

S 622-038
(6) MAIN WHEEL WELL;
Remove keel beam fairing panels 139AL thru 139DL, 149AL, 149CL and open hydraulic ground connection access panel 149BL.

NOTE: It is not necessary to remove every fairing panel. Remove only enough panels for easy access to keel beam cavity and inner structure of the sidewalls.

(a) Remove keel box access covers to gain access to cavity area. Check for the presence of stop pads on the hydraulic service access door latches.
(b) Check the keel chord surfaces which mate with the fairing and access panels. Replace any missing primer, enamel or teflon coating, including that over rivet heads. Alodine any bare aluminum prior to touchup.
(c) Check the inside diameters of the panel fastener holes through the keel chord. Alodine and prime any bare holes.
(d) Check the underside of the outboard flange at C checks for breaks in the paint system and corrosion under fastener heads. Remove fasteners if necessary. After cleanup, alodine and prime any bare areas with BMS 10-79 primer. Reinstall fasteners with BMS 5-95 sealant. Lightly sand and apply BMS 5-95 sealant followed by BMS 10-60, type 2, enamel.
(e) Apply water displacing corrosion inhibiting the compound to the inner surface of keel beam fairing-panels, entire structure and all nutplates on inside of keel beam for entire length, and the outboard side of the keel chord.
(f) Apply water displacing corrosion inhibiting compound to the inside surface of panels removed for access.
(g) If toilet effluent leakage is observed in the keel beam area, remove keel beam side panels, wash and reapply corrosion inhibiting compound in all areas contaminated.

S 842-040
(7) Put the Airplane Back to its Usual Condition

TASK 53-00-01-622-012

4. Corrosion Prevention Treatment - Skin Lap Joints

A. General

(1) Skin lap joints are joined by rivets and are supplemented by BMS 5-95 corrosion preventive adhesive primer. The primer serves as an adhesive as well as a sealant to prevent contaminants from entering the splice. To further prevent the entrance of contaminants, lap splices on the airplane internal surface are fillet sealed with BMS 5-95, Class C sealant. Airplanes may be further protected by a weather fillet seal of BMS 5-79, Class B applied to the edge of the exterior skin.

(2) Corrosion can occur at the skin lap joint near stringer 26 left, forward of the bulk cargo door.

(3) After suspected corrosion areas have been cleaned (Ref AMM 51-21-03/701), a full inspection is effective to make sure that protective finishes provided during manufacture stay intact.

(4) For minor corrosion, to keep the downtime of the airplane to a minimum, the corrosion products should be cleaned off, followed by the application of a corrosion preventive compound into the affected area to decrease the the corrosion process (Ref AMM 51-24-09/701). The finish system should be repaired at the first opportunity consistent with the maintenance schedule.

(5) Frequency of Application

(a) Periodic inspection is required to areas identified as susceptible to corrosion and should be consistent to the schedules specified in the Maintenance Planning Document. Operators must be aware of reported problems and areas of occurrences.

(b) Periodic application of BMS 3-23 compounds is necessary to areas identified and should be consistent to the schedule specified in the Maintenance Planning Document.

(c) The treatment of internal surfaces should be made at the first opportunity splice area is exposed. Location of the area should be noted and monitored from the outside every three months for visual indication of corrosion progression.

(d) For treatment of external surfaces, operators who wash frequently with detergent and those who operate in severe zones, should adjust their frequency of application of corrosion preventive compound, as necessary.

B. Consumable Materials

(1) G00009 Compound, Organic Corrosion Preventive - BMS3-23

C. Apply Corrosion Prevention Treatment to Internal Structure

S 012-014

(1) Remove insulation blankets and liners from area to be treated.

S 162-015

(2) Remove loose sealant, if found.

NOTE: Do not replace the sealant. Broken sealants should not be replaced.

S 622-013

CAUTION: DO NOT APPLY CORROSION PREVENTIVE COMPOUNDS ON INTERNAL MATERIALS SUCH AS CARGO LINERS. THE COMPOUNDS CHANGE THE FLAMMABLE QUALITY OF THESE MATERIALS.

CAUTION: DO NOT APPLY CORROSION PREVENTIVE COMPOUNDS ON INSULATION BLANKETS. THE COMPOUNDS DECREASE THE WATER-REPELLENT QUALITY OF THE BLANKETS.

(3) Apply water displacing corrosion preventive compound into lap joint edges, rivet heads and heel of the stringer.

NOTE: The use of pressure spray equipment with nozzle directed into joint is recommended.

D. Apply Corrosion Prevention Treatment to External Structure

S 622-016

(1) Apply BMS 3-23 corrosion preventive compound into lap joints and on lap joint rivet heads.

NOTE: The use of pressure spray equipment with nozzle directed into joint is recommended.

S 622-017

(2) Apply BMS 3-23 corrosion preventive compound on fillet sealed splices along the edge of the panel, and on lap joint rivet heads.

NOTE: Broken seals should not be replaced.

S 692-018

(3) Let the corrosion preventive compound cure for 30 minutes.

(a) Use a dry rag to remove any unwanted compound.

E. Put the Airplane Back to its Usual Condition

S 412-019

(1) Install insulation blankets and liners.

NOTE: Make sure insulation blankets and liners are dry. If the blankets or liners have been accidentally sprayed with corrosion preventive compound, they must dried before installation.

TASK 53-00-01-622-020

5. Corrosion Prevention Treatment - Areas Under Galleys and Lavatories

A. General

(1) The areas under galleys and lavatories are susceptible ot corrosion because of spillage of fluids and food. Leakage from plumbing lines also contributes to corrosion. Seat tracks that are in galley or lavatory areas are particularly susceptible because of their exposure to traffic debris and spillage which collect inside the track.

(2) After areas of suspected corrosion are cleaned (Ref AMM 51-21-03/701), a full inspection is effective to make sure that protective finishes provided during manufacture stay intact.

(3) For minor corrosion, to keep the downtime of the airplane to a minimum, the corrosion products should be cleaned off, followed by the application of a corrosion preventive compound into the affected area to decrease the corrosion process (Ref AMM 51-24-09/701). The finish system should be repaired at the first opportunity consistent with the maintenance schedule.

(4) At first opportunity when scheduled maintenance work allows access to the structure, corrosion prevention treatment should be accomplished.

(5) Frequency of Application

(a) Periodic inspection is required in areas identified as susceptible to corrosion and should be consistent to the schedules specified in the Maintenance Planning Document. Operators must be aware of reported problems and areas of occurrences.

(b) Periodic application of BMS 3-23 compound is necessary in areas identified and should be consistent to the schedule specified in the Maintenance Planning Document.

B. References
(1) AMM 51-21-03/701, Interior and Exterior Finishes
C. Consumable Materials
(1) G00009 Compound, Organic Corrosion Preventive - BMS 3-23
(2) D00633 Grease, Corrosion Preventive - BMS 3-33 (Preferred)
(3) D00015 Grease, Corrosion Preventive - BMS 3-24 (Alternate)
D. Prepare for the Corrosion Prevention Treatment

S 012-021
(1) Do these steps to get access to the galley and lavatory structure:

NOTE: Access the structure from below the main deck is recommended.

(a) Remove sidewall lining and insulation blankets to get access to frames, stringers, doublers and skin.
(b) Remove floor liners to get access to bilge areas.
(c) Remove insulation blankets and liners from bulkheads in the areas below galleys or lavatories.
(d) Remove ceiling liner for access to main deck floor beams and intercostals.

S 162-024
(2) Clean out drains and drain paths.

S 392-025
(3) Replace or repair any damaged leveling compounds used for drainage, as necessary.

E. Apply the Corrosion Prevention Treatment

S 392-031
(1) Replace damaged finish (AMM 51-21-00/701).

NOTE: Use interior finish system with polyurethane enamel topcoat.

S 622-026

WARNING: DO NOT APPLY CORROSION PREVENTIVE COMPOUNDS INTO AREAS WHERE THE COMPOUND CAN COME IN CONTACT WITH OXYGEN SYSTEM COMPONENTS. IF THE CORROSION PREVENTIVE COMPOUND GETS IN THE OXYGEN SYSTEM, A FIRE OR AN EXPLOSION CAN OCCUR. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Make sure you keep all corrosion preventive compound out of the oxygen system.

S 622-027

CAUTION: DO NOT APPLY CORROSION PREVENTIVE COMPOUNDS ON INTERNAL MATERIALS SUCH AS CARGO LINERS. THE COMPOUNDS CHANGE THE FLAMMABLE QUALITY OF THESE MATERIALS.

CAUTION: DO NOT APPLY CORROSION PREVENTIVE COMPOUNDS ON INSULATION BLANKETS. THE COMPOUNDS DECREASE THE WATER-REPELLENT QUALITY OF THE BLANKETS.

(3) Apply corrosion preventive compound to all exposed structure under galleys and lavatories.

NOTE: Do not apply compound near the crew oxygen bottle.

NOTE: Use of spray equipment with nozzle directed into faying surfaces is recommended. Do not apply too much compound.

(a) Make sure you apply the corrosion preventive compound to the top of the floor beams.

NOTE: Moisture can get trapped between the floor panel and floor beam.

F. Put the Airplane Back to its Usual Condition

S 692-028

(1) Make sure the solvent in the corrosion preventive compound has evaporated before you install the insulation blankets.

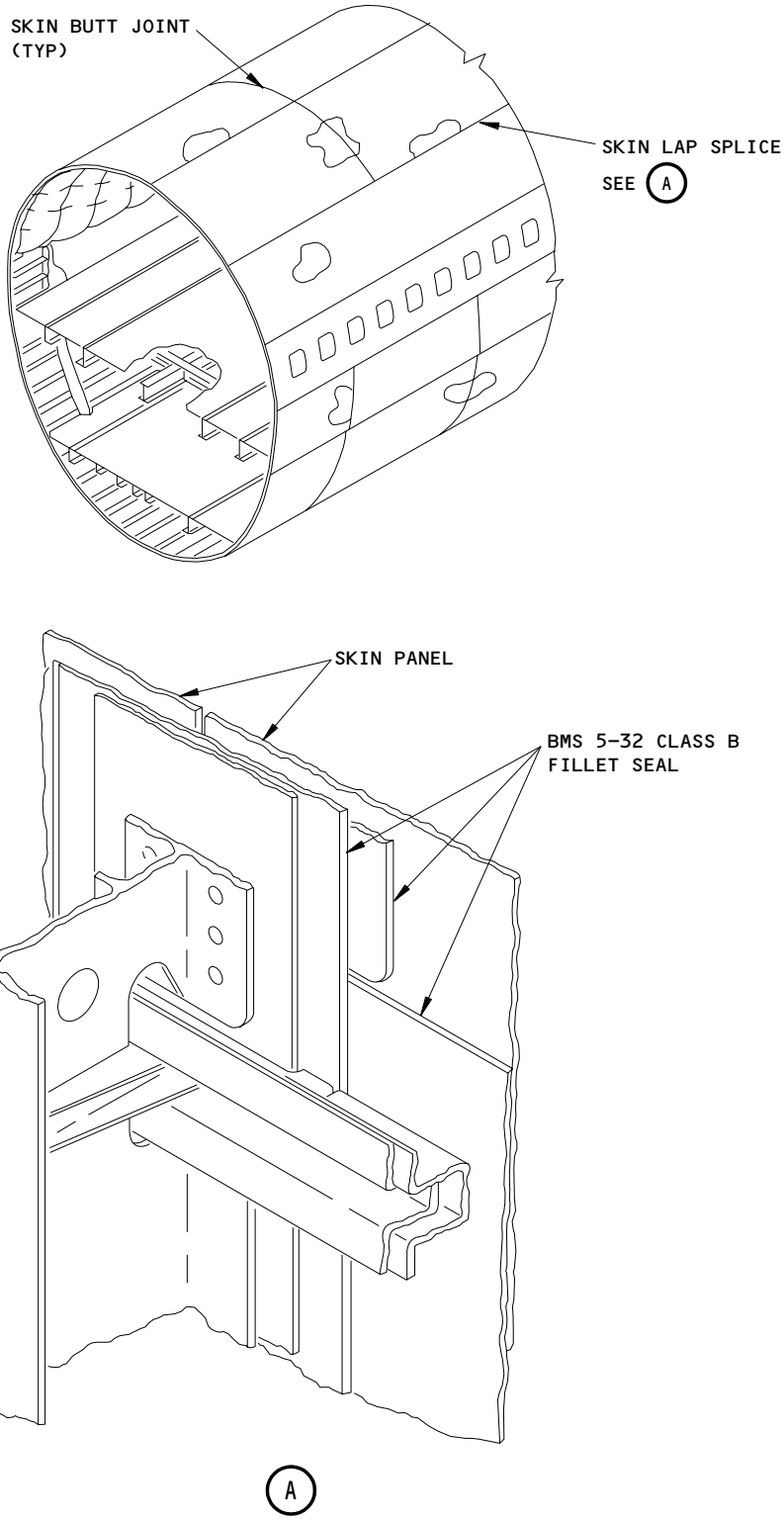
S 412-029

(2) Install the insulation blankets.

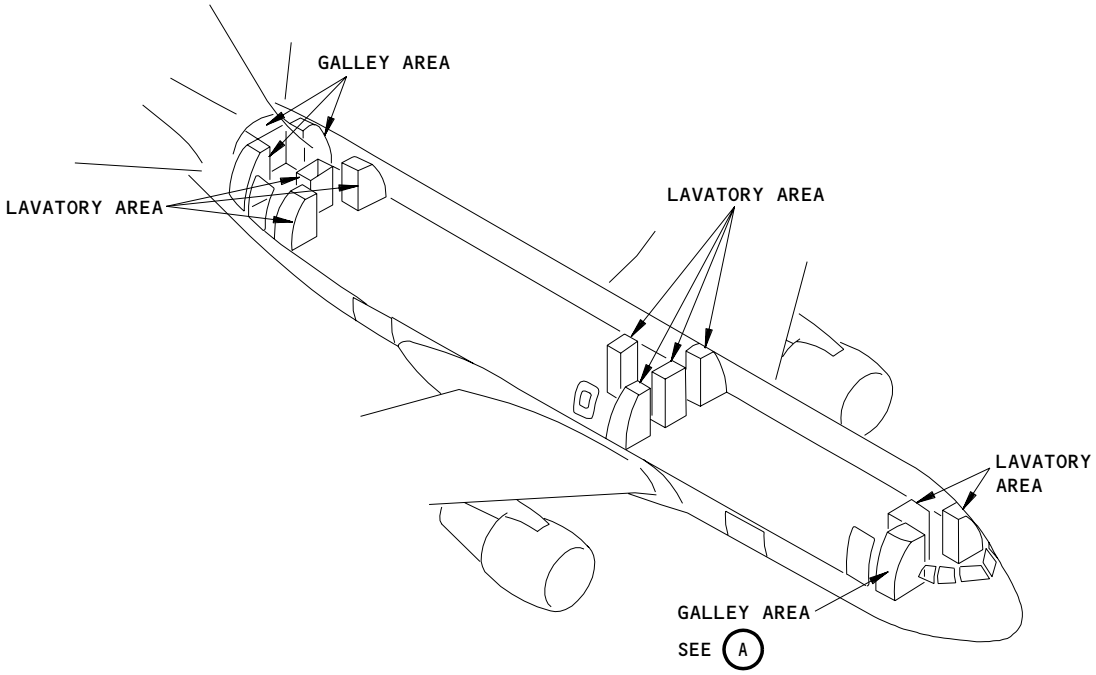
S 412-030

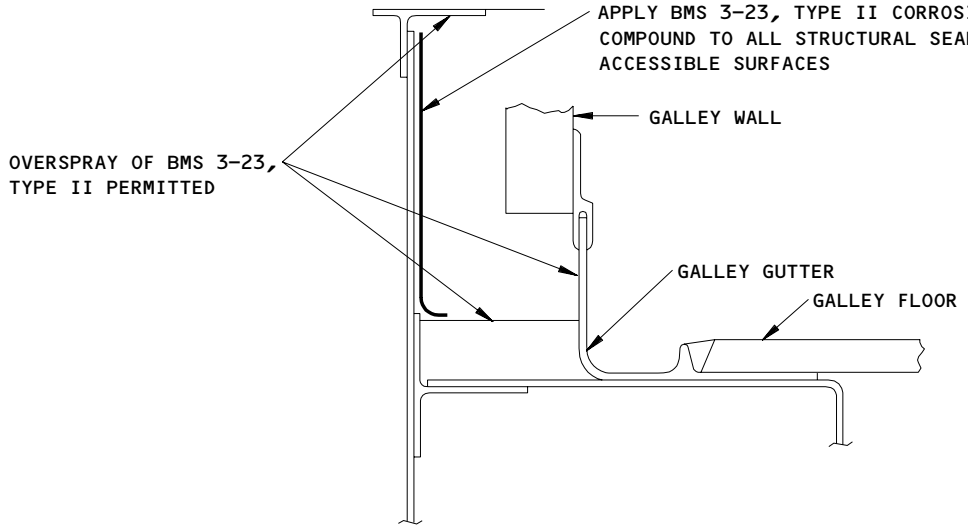
(3) Install the liners and floor panels.

NOTE: Install the floor panel fasteners with BMS 3-33 grease.



Fuselage Skin Lap Joints
Figure 201





GALLEY FLOOR CAVITY (EXAMPLE)
BS 246 THRU BS 269, LBL 17 THRU RBL 0
A

NOTE: LOCATIONS OF GALLEYS
AND LAVATORIES DEPENDENT
ON OPERATOR'S CONFIGURATION

Areas Under Galley and Lavatory
Figure 202

FLOOR PANEL - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the floor panels.
      (2) The installation of the floor panels.
   B. One or two lift straps are attached to the bottom of the floor panel with epoxy adhesive. On the top of the panel the strap is held with doublebacked tape. Use the straps to lift the floor panel during the removal.
   C. Floor panels that are below galleys and lavatories, and in entry and exit doorway areas (wet areas) have special procedures to apply sealant and finish. These procedures prevent water damage and corrosion on the floor panel beams.
   D. The wet areas include a minimum of 20 inches around galleys, lavatories, and in the entry and exit doorway areas.

TASK 53-01-01-004-001

2. Remove the Floor Panels
   A. Equipment
      (1) Awl tool or pry bar - commercially available
      (2) ST980D - Sealant Cutting Tool
      (3) ST1753-A - Sealant Cutting Tool, Hand operated
      (4) ST1753-B - Sealant Cutter, Thermal
      (5) Sealant removal tool, hardwood or plastic - commercially available
   B. References
      (1) AMM 33-51-00/501, Emergency Lights
      (2) AMM 51-24-15/801, Galley Floor Topcoat
   C. Access
      (1) Location Zone
          200 Upper Half of Fuselage
   D. Prepare for Removal

      S 034-002
      (1) Remove the equipment, as it is necessary, to get access to the floor panels.

      S 034-003
      (2) Remove the floor covering from the panels.

S 034-005

(3) Do these steps to remove the Flexane-80 sealant from the galleys, lavatories, and entry and exit areas (Fig. 401):
   (a) Cut the Flexane-80 sealant around the floor panel that you will remove.
   (b) Remove a 1.5 to 2.0 inch long section of Flexane-80 sealant.
   (c) Install the point of an awl (or pry bar) under the Flexane-80 sealant.
   (d) Pull up on the Flexane-80 sealant while you lift the sealant with an awl (or pry bar).
   (e) Pull up on the Flexane-80 sealant until it is removed.

S 034-006

(4) For floor panels with emergency escape path lighting tracks, do these steps:
   (a) Remove the track cover and light lens from the panel (Fig. 402).
   (b) Disconnect the electrical connections from the end of the light assembly.

      NOTE: Make sure you put the electrical wires in a position that is clear of the panel.

   (c) If you will install a new panel, remove the light assembly.
   (d) If it is necessary, cut the lighting track at the edge of the panel.

S 034-007

(5) For floor panels with emergency escape path lighting tracks, and with electrical wires to the sidewall-mounted power supply, do these steps:
   (a) Remove the track cover and the light lens from the panel (Fig. 402).
   (b) Disconnect the electrical connections from the end of the light assembly.

(c) If you will install a new panel, remove the light assembly.
(d) If it is necessary, cut the lighting track at the edge of the panel.
(e) Remove the tape that holds the electrical wires to the panel that you will remove.

NOTE: Make sure you put the electrical wires in a position that is clear of the panel.

S 034-008

(6) For floor panels with an isolated emergency escape path light assembly, do these steps:
(a) Remove the lens from the light assembly (Fig. 402).
(b) Disconnect the electrical connectors from the light assembly.
(c) If you will install a new panel, remove the light assembly.
(d) Remove the tape that holds the electrical wires to the panel that you will remove.

NOTE: Make sure you put the electrical wires in a position that is clear of the panel.

S 034-009

(7) For floor panels where the electrical wires of the emergency escape path light are taped, do these steps:
(a) Remove the lens from the isolated light assembly (Fig. 402).
(b) Disconnect the electrical connectors from the light assembly.
(c) Remove the tape that holds the electrical wires to the panel that you will remove, and to the panel with the isolated light assembly.

NOTE: Make sure you put the electrical wires in a position that is clear of the panel.

S 034-010

(8) Remove the fasteners from the edges of the panel.

NOTE: The fasteners for the floor panels in the aft galley area are in the bottom of the panel. Get access to these fasteners from the aft cargo compartment.

The fasteners for the floor panels in the mid galley area are in the channels below the forward and aft walls of the galley.

Remove the fasteners from all other floor panels from the top of the panel.

S 034-011

(9) For the floor panel with an electroluminescent cross aisle emergency escape light, do these steps:
   (a) Lift the panel, as it is necessary, to get access to the electrical connectors that are below the floor level (Fig. 403).
   (b) Disconnect the electrical connectors.

S 034-012

(10) For floor panels with an incandescent cross aisle emergency escape light, and with wires that go below the floor level through the holes in the panel and lighting track, do these steps:
   (a) If you will install a new panel, do these steps:
      1) Remove the track cover and light lens from the panel (Fig. 403).
      2) Disconnect the electrical connections from the end of the light assembly.
      3) Remove the light assembly.
      4) If it is necessary, cut the lighting track at the edge of the panel.
   (b) Lift the panel, as it is necessary, to get access to the electrical connectors that are below the floor level.

(c) Disconnect the electrical connectors.
(d) Remove the floor panel.

S 014-097
(11) If you removed the panels over the auxiliary fuel tank and do maintenance in the area above the auxiliary fuel tank, do these steps:
(a) Make sure you do not change the routing and clamping of the wires over the auxiliary tank.

NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 53-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-02.

(b) Before you install the panels over the auxiliary tank, do this task only for the areas over the auxiliary tank where you removed the panels: External Wires Over the Auxiliary Tank Inspection (AMM 28-11-00/601).

NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 53-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-02.

NOTE: It is not necessary to do the inspection task after the removal of the floor panels. It is necessary to do the inspection task before installation of the floor panels.

TASK 53-01-01-404-013
3. Install the Floor Panel
A. Equipment
(1) Masking tape, 2-inches wide - commercially available
(2) Sealant Gun - commercially available
(3) Sealant removal tool, hardwood or plastic - commercially available
B. Consumable Materials
(1) A00027 Adhesive - Silicone Rubber - 1 Part RTV (BAC 5010, Type 60)
(2) A01069 Adhesive - BMS 5-92 Type 1 or 3
(3) A02315 Sealant - BMS 5-142 (Recommended)
(4) A00247 Sealant - BMS 5-95 (Alternative)
(5) A00306 Sealant - Flexane-80 (Alternative)
(6) B01012 Solvent - (Series 92)

(7) G50037 Tape - Rubber and Cork Composition (AMS-T-6841) (Recommended)
(8) G00292 Tape - BMS 8-283 Rubatex R326V (Alternative)
(9) G02304 Tape - Moisture Barrier - BMS8-346, Type I 4-inch (101 mm) wide, 0.009 inch (0.229 mm) thick (Recommended)
(10) G02304 Tape - Moisture Barrier, Patco D9100 4-inch (101 mm) wide, 0.009 inch (0.229 mm) thick (Recommended)
(11) G02500 Tape - Moisture Barrier, Polyurethane 3M 8663DL 4-inch (101 mm) wide, 0.018 inch (0.458 mm) thick (Recommended)
(12) G50179 Tape - Moisture Barrier, Polyurethane 3M 8663DL 36-inch (914 mm) wide, 0.018 inch (0.458 mm) thick (Recommended)
(13) G00157 Moisture Barrier - Permacel No. 306L (Alternative)
(14) G02129 Tape - Permacel P29 Silver, 0.75-inch (19 mm) wide
(15) C00259 Primer - BMS 10-11, Type I
(16) C00064 Alodine 1200
(17) C00755 Corrosion Inhibiting Compound - BMS 3-26, Type II
(18) C00308 Corrosion Preventive Compound - MIL-C-11796
(19) G50237 Corrosion Inhibiting Non-Drying Paste - Cor-Ban 27L (BMS3-38)

C. References
(1) AMM 20-30-92/201, Cleaning Solvents (Series 92)
(2) AMM 33-51-00/501, Emergency Lights
(3) AMM 51-24-09/701, Corrosion Inhibiting Compound
(4) AMM 51-24-15/801, Galley Floor Topcoat
(5) AMM 51-31-01/201, Seals and Sealing

D. Access
(1) Location Zone
200 Upper Half of Fuselage

E. Procedure - Install the Floor Panel

S 214-099
(1) If you removed the panels over the auxiliary fuel tank and do maintenance in the area above the auxiliary fuel tank, do these steps:
(a) Make sure you do not change the routing and clamping of the wires over the auxiliary tank.

NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 53-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-02.

(b) Before you install the panels over the auxiliary tank, do this task only for the areas over the auxiliary tank where you removed the panels: External Wires Over the Auxiliary Tank Inspection (AMM 28-11-00/601).

NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 53-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-02.

S 164-014

(2) Remove the sealant from the panel and from the airplane structure with the correct tools.
(a) If a thin layer of potting compound is removed, it is necessary for you to repot the floor panel before you install the floor panel. Let the compound dry for at least one hour.

S 114-015

(3) Clean the surface with Solvent (Series 92) if it is necessary (AMM 51-31-01/201).

S 104-067

(4) Clean and apply Alodine 1200 and one layer of primer to the bare aluminum surface on the floor support structure.

S 234-090

(5) Restore the corrosion inhibiting compound (BMS 3-26) with special attention to the top of the floor beams.

S 434-037

(6) Decrease the corrosion in the area of the clip nuts as follows:
(a) Apply Alodine 1200 and primer (BMS 10-11) to the holes in the floor support structure.
(b) Apply the corrosion preventive compound to the holes.
(c) Install the clip nuts and screws as follows:
1) Apply a corrosion inhibiting compound to the floor support structure at the attach points for the clip nuts.
2) Install the clip nuts.

NOTE: Be careful when you install the clip nuts to prevent scratches on the floor support structure.

S 864-058

(7) In the wet areas where clipnuts are used, replace non-primed clipnuts with the new primed clipnuts. In all other areas reinstall the existing clipnuts or install the primed clipnuts as an option.
   (a) Apply corrosion inhibiting compound (BMS 3-26) to the floor support structures at the attach points for the clipnuts.
   (b) To improve corrosion resistance in the wet areas, install new primed clipnuts everywhere on the floor structure at the floor panel attachment locations, preferred BACN11K1CD, optional BACN10YD ( ) G.

S 394-092

(8) Before the installation of the tape (AMS-T-6841), do these steps:
   (a) Fill all clearances that are more than 0.12-inch (3.05 mm) wide in the floor support structure with sealant.

S 354-091

(9) Apply Rubber and Cork Composition Tape 0.31 inches (7.87 mm) thick or 0.63 inches (16.00 mm) thick as necessary to replace the damaged tape on the floor support structure.

   NOTE: Some operators have reported moisture retention by Rubatex tape. Boeing recommends that operators remove Rubatex tape if moisture is found and use Rubber and Cork Composition (AMS-T-6841) tape on the floor beam. If the floor panel is noisy when walked across, adhere Rubber and Cork Composition (AMS-T-6841) tape to the lower surface of the floor panel where attachment inserts are spaced in excess of 3.0 inches (76 mm).

   (a) Make sure the Rubber and Cork Composition tape between the mating surfaces has not been damaged.

S 434-019

(10) For floor panels with electrolumenescent cross aisle emergency escape light, do these steps:
   (a) Put the panel in position and lift it, as it is necessary, to get access to the electrical connectors below the floor level (Fig. 403).
   (b) Connect the electrical connectors.
   (c) Lower the panel into position.

S 434-020

(11) For new floor panels, that replace panels with an electrolumenescent cross aisle emergency escape light, do these steps:

S 864-072

(12) Put the panel in position and lift, as it is necessary, to get access to the electrical connectors below the floor level (Fig. 403).
   (a) Use the other panel to find the correct location of the new electrolumenescent light assembly on the new panel (Fig. 403).
   (b) Rub, with abrasive paper, the surface of the electrolumenescent light assembly and the surface of the panel where you will install the new light. Be careful that you do not cause damage to the glass fiber reinforcements.

      NOTE: Be careful that you do not cause damage to the glass fiber reinforcements. Some remaining surface finish is permitted.

   (c) Drill a 0.404 to 0.416 inch (10.262 to 10.566 mm) diameter hole in the panel, for the electrical wires, at the same position as the panel that you replaced.
   (d) Put the electrical wires for the light through the panel hole from the top of the panel.
   (e) Bond the light to the panel with the BMS 5-92 adhesive.
   (f) Apply a base coat (paint) on the panel, if it is necessary (AMM 51-24-15/801).
   (g) Put the panel in position and lift it, as it is necessary, to get access to the electrical connectors below the floor level.
   (h) Connect the electrical connectors.
   (i) Lower the panel into position.

S 434-021

(13) For floor panels with an incandescent cross aisle emergency escape light, and with wires that go below the floor level through holes in the panel and in the lighting track, do these steps:
   (a) Put the panel in position and lift it, as it is necessary, to get access to the electrical wires below the floor level (Fig. 403).
   (b) Connect the electrical connectors to the end of the light assembly.
   (c) Lower the panel into position.

S 434-022

(14) For new floor panels, that replace panels with incandescent cross aisle emergency escape lights, and with wires that go below the floor level through holes in the panel and in the lighting track, do these steps:
   (a) Align the panel with the fastener holes and install the fasteners at each corner.
   (b) Cut the new lighting track to the necessary length, 0.03 inch (0.76 mm) maximum clearance at each end, to fill the clearance between the adjacent panels (Fig. 403).

(c) Use the other panel to find the hole in the new track for the electrical wires, and drill a 0.5-inch (12.70 mm) diameter hole through the track.
(d) Make sure the area where you will install the track is clean.
(e) Install the new track segment to the panel with doubleback tape on the track.

NOTE: Be careful to align the ends of the new segment with the track ends on the adjacent panels to within 0.015 inch.

(f) Install a new track end if it is necessary.
(g) Drill a 0.218 to 0.229 inch (5.537 to 5.817 mm) diameter hole through the panel at the center of the hole in the track.
(h) Remove the fasteners at each corner of the panel, and lift the panel, as necessary, to get access to the electrical wires below the floor level.
(i) Put the electrical wires up through the holes in the panel and lighting track.
(j) Install the light assembly on the track in the same location as before.
(k) Connect the electrical connectors to the end of the light assembly.
(l) Put the electrical wires between the lighting track center rails.
(m) Fill the electrical wire hole in the panel with the silicone rubber RTV sealant.
(n) Install the light lens and track cover.
(o) Make sure the light assembly is not more than 40 inches (1016 mm) from the adjacent light assembly. Use the track covers to find the light assembly on the track.

NOTE: The clearance between the light lens and track cover must not be more than 0.01 inch (0.25 mm).

(p) Lower the panel into position.

S 434-023
(15) For floor panels with an emergency escape path lighting track, do these steps:
(a) Connect the electrical connectors to the end of the light assembly (Fig. 402).
(b) Put the electrical wires between the lighting track center rails.
(c) Install the light lens and the track cover.

NOTE: If the lens has a transverse arrow, make sure the arrow points outboard.

S 434-024

(16) For new floor panels, that replace panels with emergency escape path lighting tracks, do these steps:

(a) Cut the new track to length, as it is necessary, with a maximum clearance of 0.03 inch (0.76 mm) at each end, to fill the clearance between the adjacent panels (Fig. 402).

(b) Make sure the area where you will install the track is clean.

(c) Install the new track segment to the panel, with doubleback tape.

NOTE: Be careful when you to align the ends of the new segment with the track ends on the adjacent panels to 0.015 inch (0.38 mm).

(d) Install a new track end if it is necessary.

(e) Install the light assembly on the track in the same location as before.

(f) Connect the electrical connectors to the end of the light assembly.

(g) Put the electrical wires between the lighting track center rails.

(h) Install the light lens and the track cover.

NOTE: Make sure the light assembly is not more than 40 inches (1016 mm) from the adjacent light assembly. Use the track covers to find the light assembly on the track. The clearance between the light lens and track cover must not be more than 0.01 inch (0.25 mm). If the lens has a transverse arrow, make sure the arrow points outboard.

S 434-025

(17) For floor panels with an emergency escape path lighting track installed, and with electrical wires to the sidewall-mounted power supply, do these steps:

(a) Connect the electrical connectors to the end of the light assembly (Fig. 402).

(b) Put the electrical wires, from the light assembly to the track cutout, between the lighting track center rails.

(c) Put the electrical wires, between the track and the sidewall-mounted power supply, until it is below a passenger seat between the forward and aft seat supports.

(d) Use Permacel P29 tape to attach the electrical wire, along the full length, to the panel.

(e) Install the light lens and the track cover.

NOTE: If the lens has a transverse arrow, make sure the arrow points outboard.

S 434-026

(18) For new floor panels, that replace panels with an emergency escape path lighting track, and with electrical wires to a sidewall-mounted power supply, do these steps:

(a) Cut the new track to length, as it is necessary, with a maximum clearance of 0.03 inch (0.76 mm) at each end, to fill the clearance between the adjacent panels (Fig. 402).

(b) Cut a 0.2 to 0.4 inch (5.08 to 10.16 mm) section from a new track segment at a location where the electrical wires from the sidewall-mounted power supply will go into the track.

(c) Make sure the area where you will install the track is clean.

(d) Install the new track segments to the panel with the doubleback tape.

NOTE: Be careful when you align the ends of the new segments with the track ends on the adjacent panels to 0.015 inch (0.38 mm).

(e) Install the new track end if it is necessary.

(f) Install the light assembly on the track in the same location as before.

(g) Connect the electrical connectors to the end of the light assembly.

(h) Put the electrical wires, from the light assembly to the track cutout, between the lighting track center rails.

(i) Put the electrical wires, between the track and sidewall-mounted power supply, until they are below a passenger seat between the forward and aft seat supports.

(j) Use Permacel P29 tape to attach the electrical wires, along the full length, to the panel.

(k) Install the light lens and the track cover.

(l) Make sure the light assembly is not more than 40 inches (1016 mm) from a the adjacent light assembly. Use the track covers to find the light assembly on the track.

NOTE: The clearance between the light lens and track cover must not be more than 0.01 inch (0.25 mm). If the lens has a transverse arrow, make sure the arrow points outboard.

S 434-027

(19) For floor panels with an isolated emergency escape path light assembly, do these steps:

(a) Connect the electrical connectors to the light assembly (Fig. 402).

(b) Install the lens on the light assembly.

(c) Use Permacel P29 tape to attach the electrical wires, along the full length, to the panel.

S 434-028

(20) For new floor panels, that replace panels with an isolated emergency escape path light assembly, do these steps:
   (a) Make sure the area where you will install the isolated light base is clean.
   (b) Install the new isolated light base on the new panel the same as it was installed before with doubleback tape (Fig. 402).
   (c) Make sure the clearance between the new isolated light base and nearest track mounted light assembly is not more than 40 inches (1016 mm).

   (d) Install the isolated light assembly to the light base.
   (e) Connect the electrical connectors to the light assembly.
   (f) Install the lens on the light assembly.
   (g) Use Permacel P29 tape to attach the electrical wires, along the full length, to the panel.

S 434-034

(21) For floor panels where isolated emergency escape path light electrical wires are taped, do these steps:
   (a) Connect the electrical wires to the isolated light assembly (Fig. 402).
   (b) Install the lens on the isolated light assembly.
   (c) Use Permacel P29 tape to attach the electrical wires, along the full length, to the panel.

S 704-029

(22) Do the emergency escape path lighting system test (AMM 33-51-00/501).

S 414-093

(23) Align the floor panel with the holes in the floor support structure.

S 414-094

(24) Install the screws wet with corrosion preventive compound until they are smooth with the floor panel.

S 414-038
(25) If the tape on the support structure is not replaced, tighten the floor panel blind fasteners to 20-25 inch-pounds (2.26-2.82 newton-meters).

NOTE: Some operators have reported moisture retention by Rubatex tape. Boeing recommends that operators remove Rubatex tape if moisture is found and use Rubber and Cork Composition (AMS-T-6841) Tape. Apply Rubber and Cork Composition (AMS-T-6841) Tape as necessary to replace the damaged tape on the floor support structure.

S 414-039
(26) If the tape on the support structure is replaced, tighten the floor panel blind fasteners to 30-35 inch-pounds (3.39-3.95 newton-meters).

NOTE: If you replace a stud in one of the blind fasteners, tighten the new stud to 12-18 inch-pounds (1.36-2.03 newton-meters).

(a) Make sure the top of the screw is no more than 0.04 inch (1.02 mm) below the top of the floor panel.

S 394-095
(27) Apply one layer of masking tape to the edge of the joints that are adjacent to and along the full length of the seam you will fill.

S 394-031
(28) In the wet areas, apply sealant to the floor panels edges the wetted areas (Fig. 401) as follows:

NOTE: Where the edge of tracks and partition supports are sealed, all the clearances at the ends of these tracks, partitions or intercostals must also be sealed.

S 394-096
(29) If you use Flexane-80 sealant, do these steps:
(a) If the sealant is Flexane-80 , apply FL 20 Primer to the edges of the floor panel.
1) Fill the lower half of the seam with the Flexane-80 sealant.
2) Fill the upper position of the seam with the Flexane-80 sealant. Make sure the Flexane-80 sealant is level with the floor panel.
(b) Apply the sealant until the sealant is flush with the top of the floor panels in the wetted areas.

(c) Apply the sealant to all edges along the seat tracks and between the panels. Seal all of the edges to a minimum of 20 inches around the galleys, lavatories, and in entry and exit doorway areas.
(d) Seal all plumbing, grommets, fittings, tubing, and wiring, to prevent water damage.
(e) Let the sealant dry until it is smooth and constant. The recommended dry times are as follows:

Temperature (°F)	Time Range (Hours)
80° or over	4-6
70° - 80°	6-8
60° - 70°	8-10

(f) Remove the masking tape after the sealant is dry.

S 434-033
(30) Do these steps to install the moisture barrier:
(a) Make sure the floor panels and the seat tracks are clean before you install the moisture barrier.
(b) Apply sealant on the seat tracks that are in the wet areas to cause a blockage.
(c) Fill the seat tracks that are below galleys and lavatories to the blockage with MIL-C-11796 grease or Cor-Ban 27L (BMS3-38).
(d) Install the moisture barrier.

NOTE: The moisture barrier must be, as much as possible, one continuous piece. Do not try to fit the moisture barrier below lavatories or galleys where removal of these fixtures is necessary.

The maximum permitted overlap between two pieces of the moisture barrier is 4 inches.

(e) Apply 4.0 inch (101 mm) wide moisture barrier tape (BMS8-346 Type I) that is 0.009 inch (0.229 mm) thick along the edge where adjacent floor panels meet. Make the tape overlap by 0.50 inch (12.70 mm) where you have a splice.

NOTE: BMS 8-346 tape is applied only to joints between two floor panels and not to other structure including seat track, gutters, lavatory and galley mounts, crease beams and partition walls.

(f) Cut the tape approximately 1.5 inches (38 mm) from the edge of seat tracks, entryway gutters, and lavatory/galley mounts.

(g) Apply 4.0 inch (101 mm) wide moisture barrier tape that is 0.018 inch (0.458 mm) thick over the floor panel inserts (through inserts) along the edges of the panel.

(h) In the wet areas, once the 4.0 inch (101 mm) wide moisture barrier tape is applied, install the 36-inch (914.40 mm) wide moisture barrier tape over the entire wet area laying the tape in a fwd/aft direction. Tape must completely cover all fasteners and overlap the adjacent strips of tape by 2 inches (50.80 mm) minimum at the centerline of the aircraft and by 1 inch (25.40 mm) all other locations. Seal all perimeter edges with sealant. Allow sealant to extend under edge of tape approximately 0.25 inch (6.35 mm) in a continuous bead.

NOTE: The perimeter edges include the fwd/aft ends of each strip of tape, along the sidewalls, galleys, lavatories, seat tracks, fittings and cutouts in the floor panels.

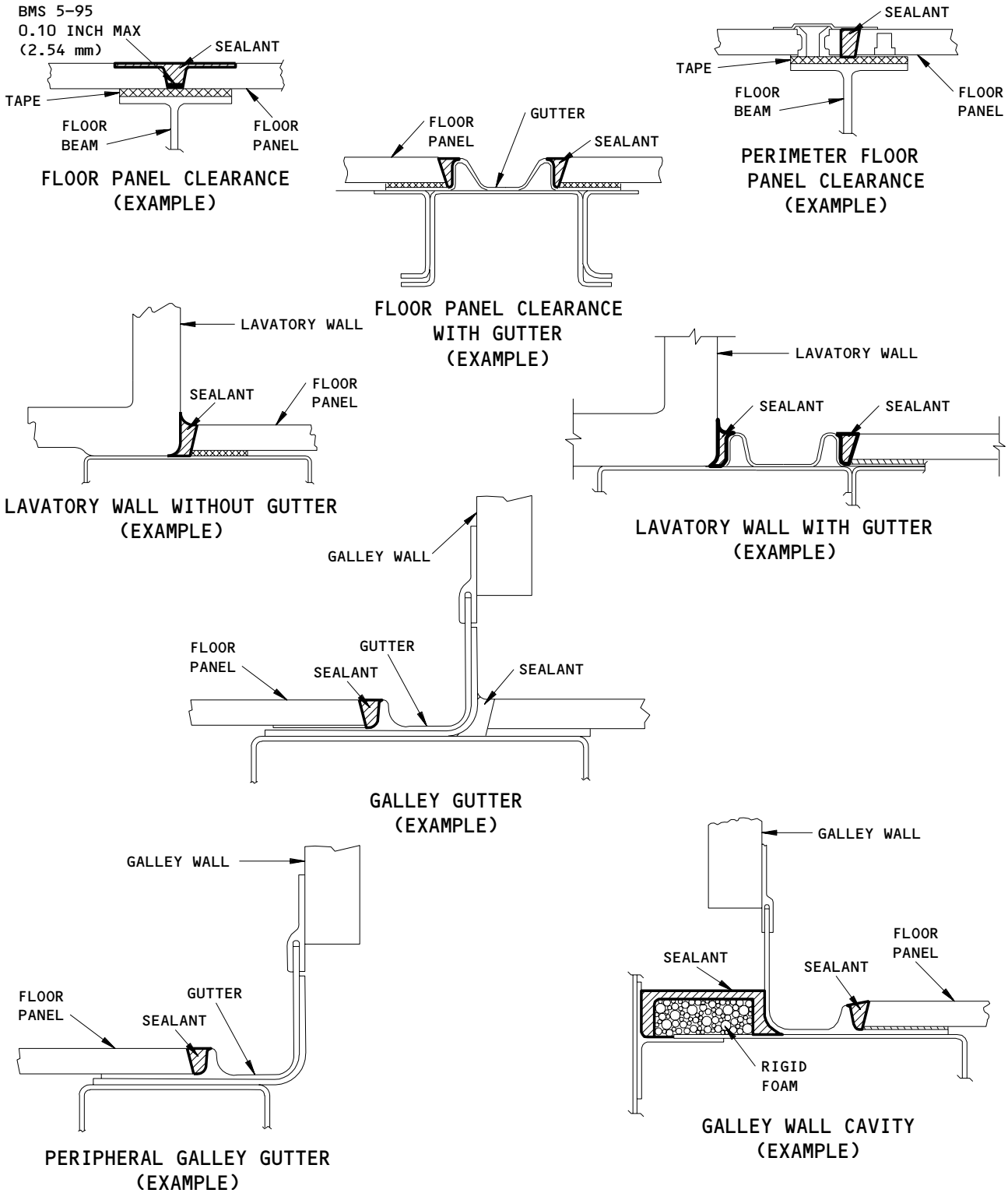
(i) Repair cuts in moisture barrier tape. The repair tape must overlap the cut a minimum of 2 inches.

S 434-035

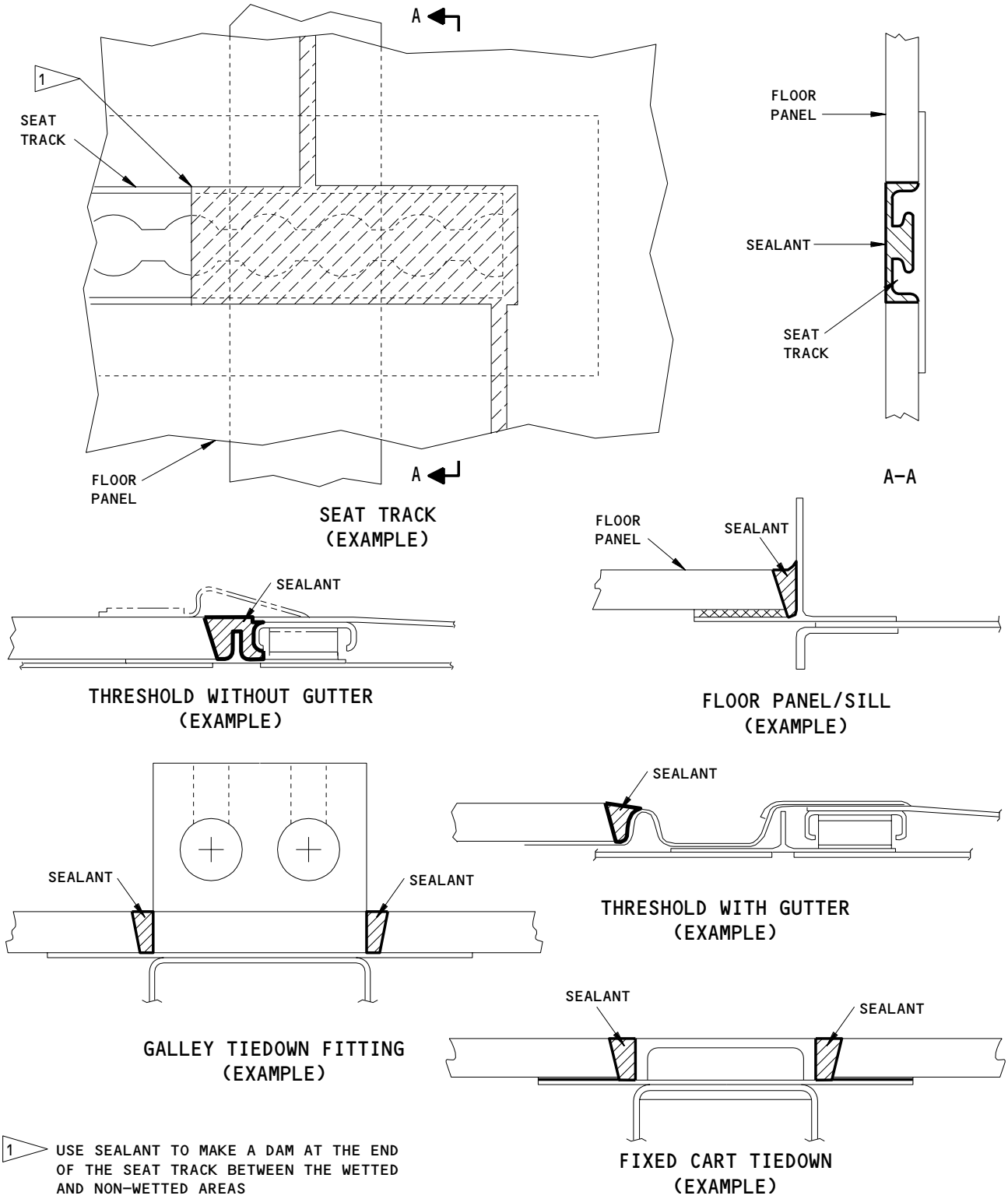
(31) Install the floor coverings on the panel.

S 434-036

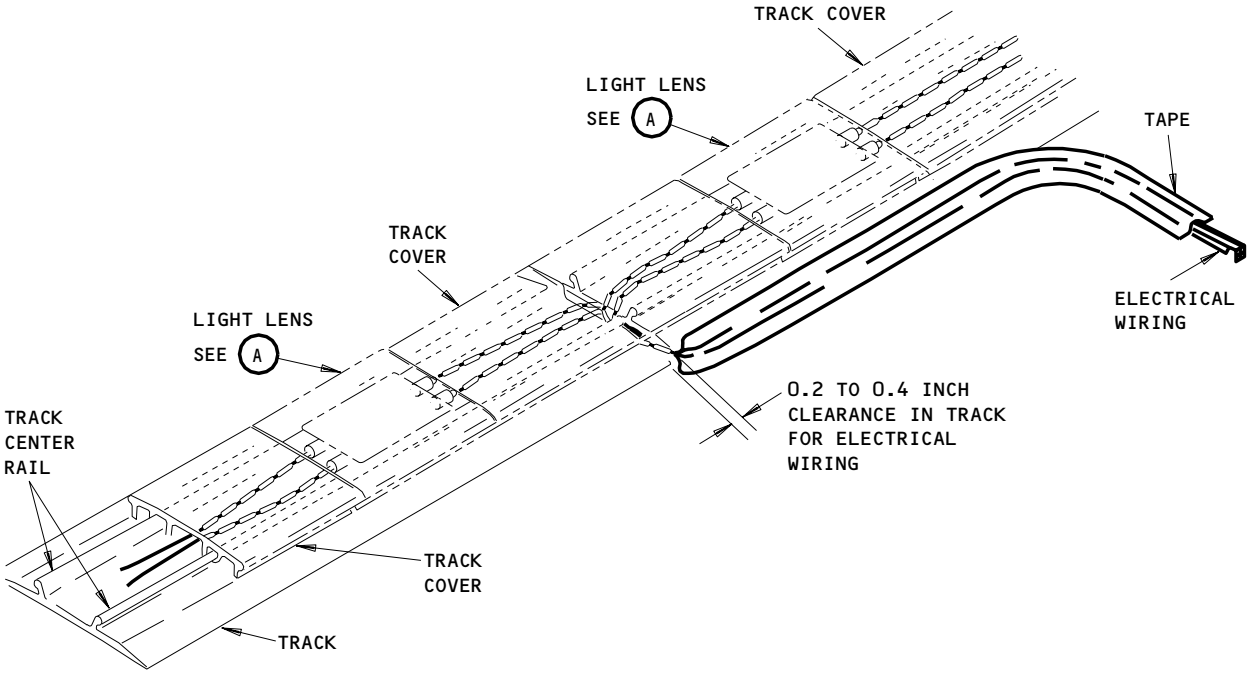
(32) Install the equipment that you removed.



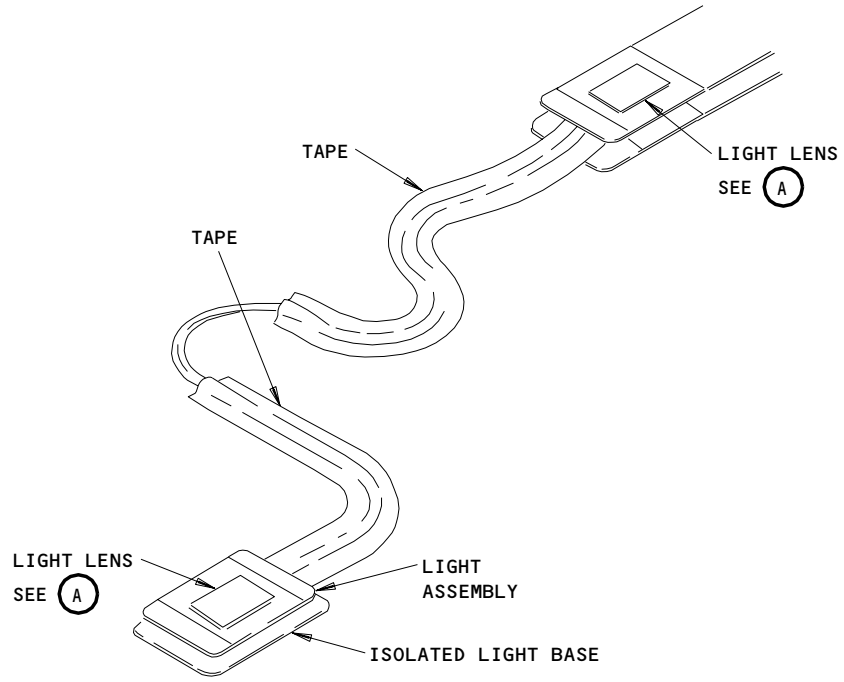
Floor Panel Sealant Application
Figure 401 (Sheet 1)



Floor Panel Sealant Application
Figure 401 (Sheet 2)

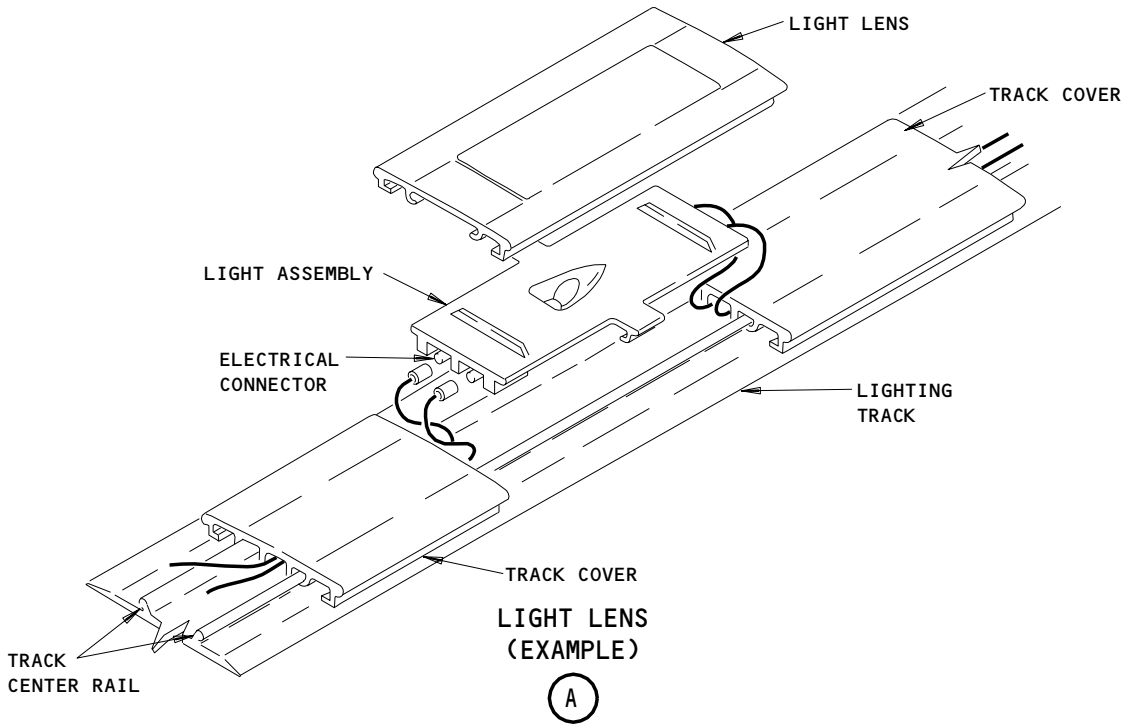


EMERGENCY ESCAPE PATH LIGHTING TRACK
(EXAMPLE)

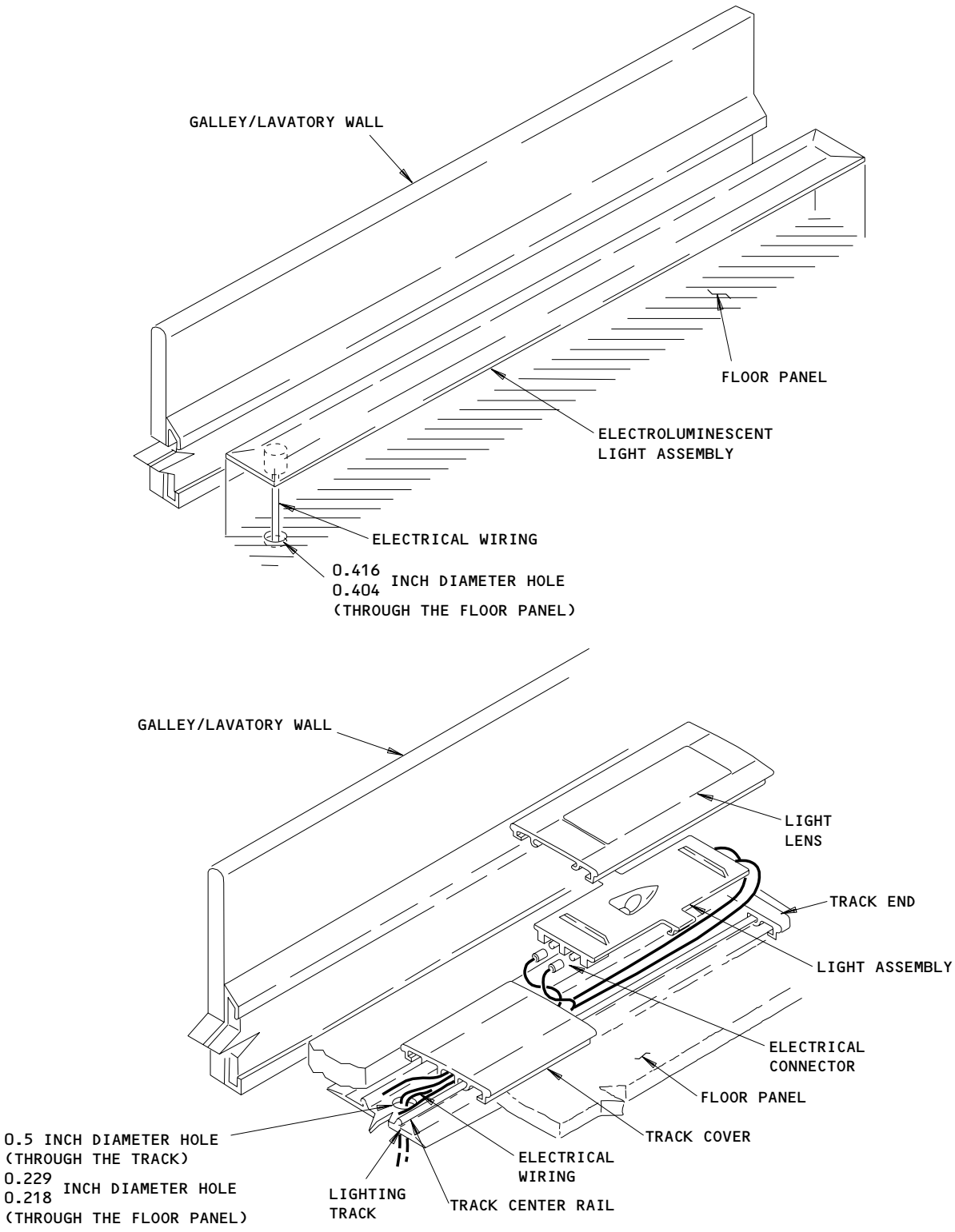


ISOLATED EMERGENCY ESCAPE PATH LIGHT
(EXAMPLE)

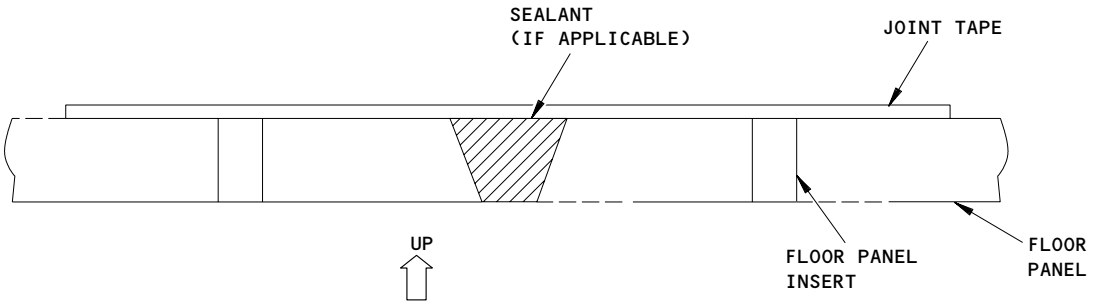
Emergency Escape Path Lighting Track
Figure 402 (Sheet 1)



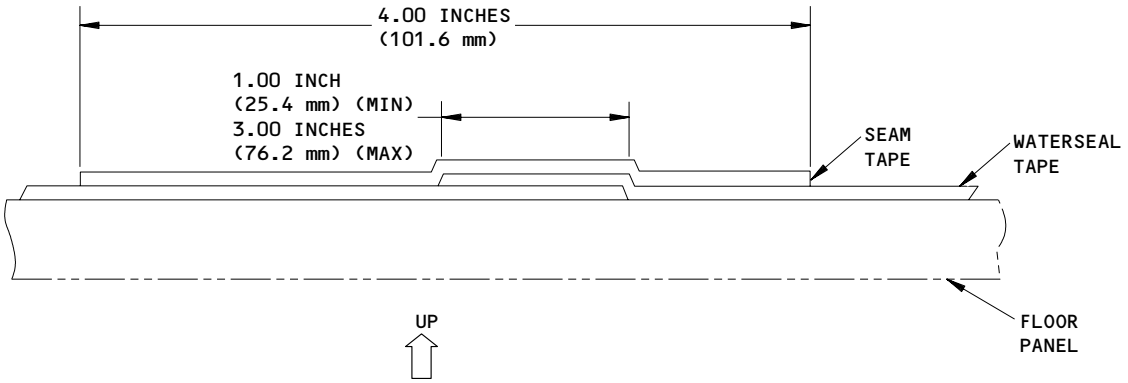
Emergency Escape Path Lighting Track
Figure 402 (Sheet 2)



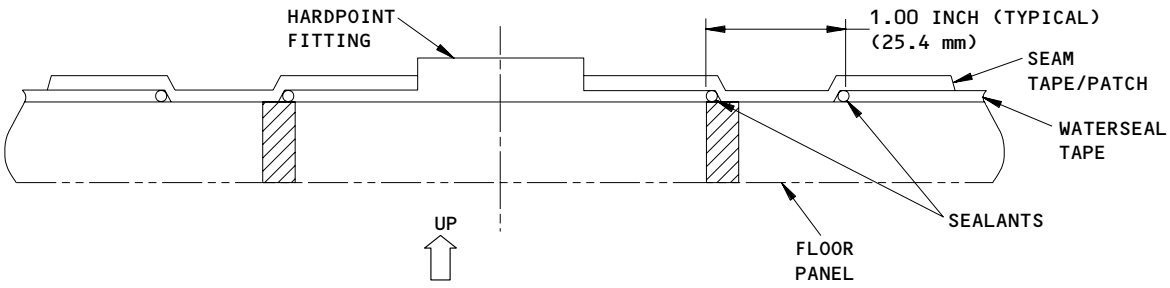
Cross Aisle Emergency Escape Path Light
Figure 403



TYPICAL VIEW FOR JOINT TAPE INSTALLATION



TYPICAL VIEW FOR WATERSEAL SPLICE



TYPICAL VIEW FOR LAVATORY AND GALLEY HARDPOINT FITTINGS

Cord And Tape Installation (Example)
Figure 403A

NOISE SUPPRESSION TAPE - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the noise suppression tape.
      (2) The installation of the noise suppression tape.

TASK 53-01-02-004-021

2. Remove the noise suppression Tape (Fig./401)
   A. References
      (1) AMM 25-25-01/201 Passenger Seats - Maintenance Practices
   B. Access
      (1) Location Zones
          241 Passenger Cabin - Section 45 (Left)
          242 Passenger Cabin - Section 45 (Right)

   C. Procedure

      S 014-016
      (1) Remove the seat track covers (1).

      S 014-017
      (2) Remove the passenger seats (2) (AMM 25-25-01/201).

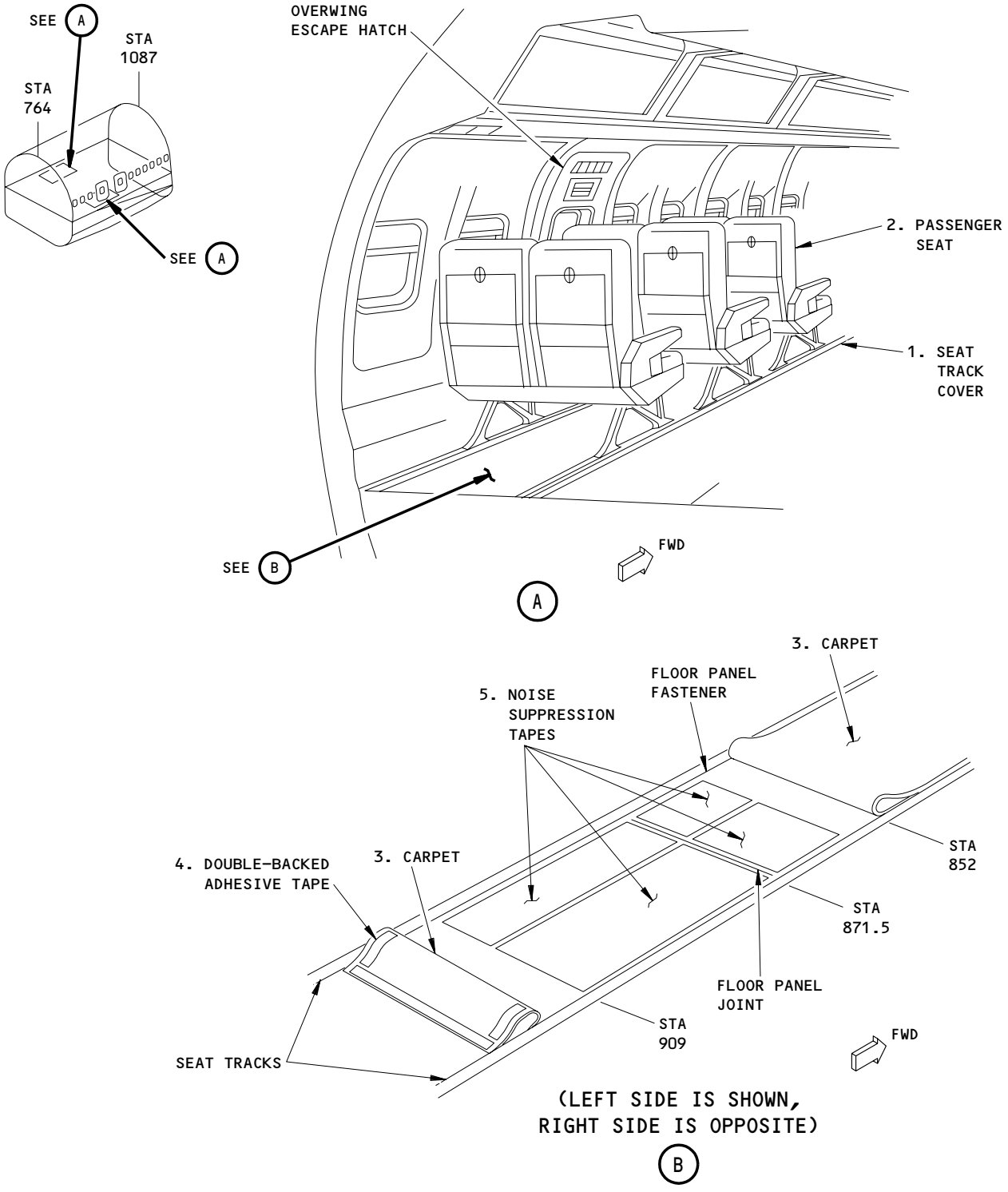
      S 014-018
      (3) Lift the carpet (3).

      S 014-019
      (4) Remove the double backed adhesive tape (4) from the carpet (3).

      S 014-020
      (5) If necessary, remove the damaged noise suppression tape (5).

TASK 53-01-02-404-022

3. Install the Noise Suppression Tape (Fig./401)
   A. References
      (1) AMM 25-25-01/201 Passenger Seats - Maintenance Practices
   B. Consumable Materials
      (1) G02483 Tape - Adhesive Backed Aluminum foil 3M-Y436 - 17 mm thick by 18 inches wide
      (2) G50036 Tape - Carpet, Double Backed, Adhesive, Differential Tack 5 Oz/Sq Yd



Noise Suppression Tape Installation
Figure 401

C. Access

(1) Location Zones

241 Passenger Cabin - Section 45 (Left)

242 Passenger Cabin - Section 45 (right)

D. Procedure

S 424-023

(1) Install the noise suppression tape (5).

Note: 4 layers of noise suppression tape are necessary.

(a) Make sure that the floor panel fasteners are exposed.

(b) Airplanes with galleys, cut the noise suppression tape.

Note: It is not necessary to remove the galley to install the noise suppression tape.

S 424-024

(2) Add new double backed adhesive tape (4) to the bottom side of the carpet (3).

S 414-027

(3) Install the carpet (3) to its usual location.

S 424-026

(4) Install the passenger seats (2) (AMM 25-25-01/201).

S 414-028

(5) Install the seat track covers (1).

S 414-029

(6) Put the airplane back to its usual condition.

PASSENGER SEAT TRACKS - CLEANING/PAINTING

1. General
   A. This procedure contains one task. The task gives instructions to remove corrosion and then apply alodine or a teflon finish to the seat tracks.

   TASK 53-01-03-307-002

2. Clean and Paint the Passenger Seat Tracks
   A. Consumable Materials
      (1) C00064 Coating-Surface Treatment - MIL-C-5541, Type II, Grade C Class 1 for Aluminum or Aluminum Alloys (alodizing) Alodine 1000 Clear
      (2) C00002 Coating - Abrasion Resistant Teflon Finish (Spray or Brush) Laminar X-500 Kit, Color W (White)
      (3) B00153 Solvent - Toluene Spec. TT-T-548 Grade A
      (4) B00083 Solvent-Spec. TT-N-95 Aliphatic Naphtha
      (5) B00102 Abrasive - Aluminum Oxide Disks and Sheets Bear-Tex Pad
      (6) G00034 Cheesecloth - New, Clean, Dry, Lint Free
   B. References
      (1) AMM 51-21-04/701, Alodizing
      (2) AMM 51-24-13/701, Abrasion Resistant Teflon Finish
   C. Access
      (1) Location Zone
          200 Upper Half of Fuselage

   D. Procedure - clean and paint seat tracks without abrasion resistant teflon finish.

      S 117-003
      (1) Clean the seat track with aliphatic naphtha to remove all the oil or grease.

      S 107-004
      (2) Rub the seat track with 320-grit aluminum oxide paper to remove the corrosion.

      S 107-005
      (3) Use a vacuum cleaner to remove all the loose unwanted materials.

      S 117-006
      (4) Clean the area with aliphatic naphtha one more time.

S 377-001

WARNING: DO NOT GET ALODINE IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. PUT ON A PROTECTIVE SPLASH GOGGLE AND GLOVES WHEN YOU USE ALODINE. ALODINE CONTAINS CHROMIC ACID WHICH CAN CAUSE INJURY TO PERSONS.

DO NOT LET CLOTHS THAT ARE SOAKED WITH ALODINE BECOME DRY. SOAK THESE CLOTHS IN WATER WHEN YOU DISCARD THEM. DRY CLOTHS THAT HAVE ALODINE IN THE FABRIC CAN START TO BURN SUDDENLY.

CAUTION: PUT A COVER ON ALL ADJACENT CARPETS WHEN YOU APPLY ALODINE. ALODINE WILL CAUSE A STAIN ON FABRICS.

(5) Apply clear alodine to the surfaces of the seat track you can see (AMM 51-21-04/701).

E. Procedure - clean and paint seat tracks with abrasion resistant teflon finish.

NOTE: Seat tracks with this teflon finish are white.

S 127-009

(1) Rub the seat track with 320-grit aluminum oxide paper to remove the corrosion.

S 167-010

(2) Use a vacuum cleaner to remove all the loose unwanted materials.

S 117-007

(3) Clean the area with a cheesecloth that is soaked with toluene (AMM 51-21-04/701).

S 377-008

(4) Apply the abrasion resistant teflon finish to the clean areas (AMM 51-24-13/701).

ACOUSTIC TILE - REMOVAL/INSTALLATION

1. General
   A. The removal and installation procedures for all of the acoustic tiles are almost the same.

TASK 53-01-04-004-001

2. Remove the Acoustic Tile (Fig. 401)
   A. Access
      (1) Location Zones
          100 Lower Half of Fuselage
          200 Upper Half of Fuselage

   B. Procedure

      S 014-007
      (1) Get access to the acoustic tile.

      S 024-008
      (2) Carefully lift and remove the acoustic tile from the airplane structure.

      NOTE: If the tiles make an overlap, it can be necessary to remove the adjacent tiles.

TASK 53-01-04-404-002

3. Install the Acoustic Tile (Fig. 401)
   A. Consumable Materials
      (1) G02025 Vibration Damping Tape - SJ2040X
      (2) B00148 Methyl Ethyl Ketone (MEK) - TT-M-261
      (3) G00034 Cheesecloth
   B. Access
      (1) Location Zones
          100 Lower Half of Fuselage
          200 Upper Half of Fuselage

   C. Procedure

      S 164-009

      WARNING: WHEN YOU INSTALL THE ACOUSTIC TILES, DO NOT DRILL HOLES THROUGH THE ACOUSTIC TILES OR TRY TO ATTACH THE ACOUSTIC TILES TO THE AIRPLANE STRUCTURE WITH SCREWS. IF YOU DRILL HOLES OR USE FASTENERS OTHER THAN TAPE, THE ACOUSTIC CHARACTERISTICS OF THE TILES ARE CHANGED.

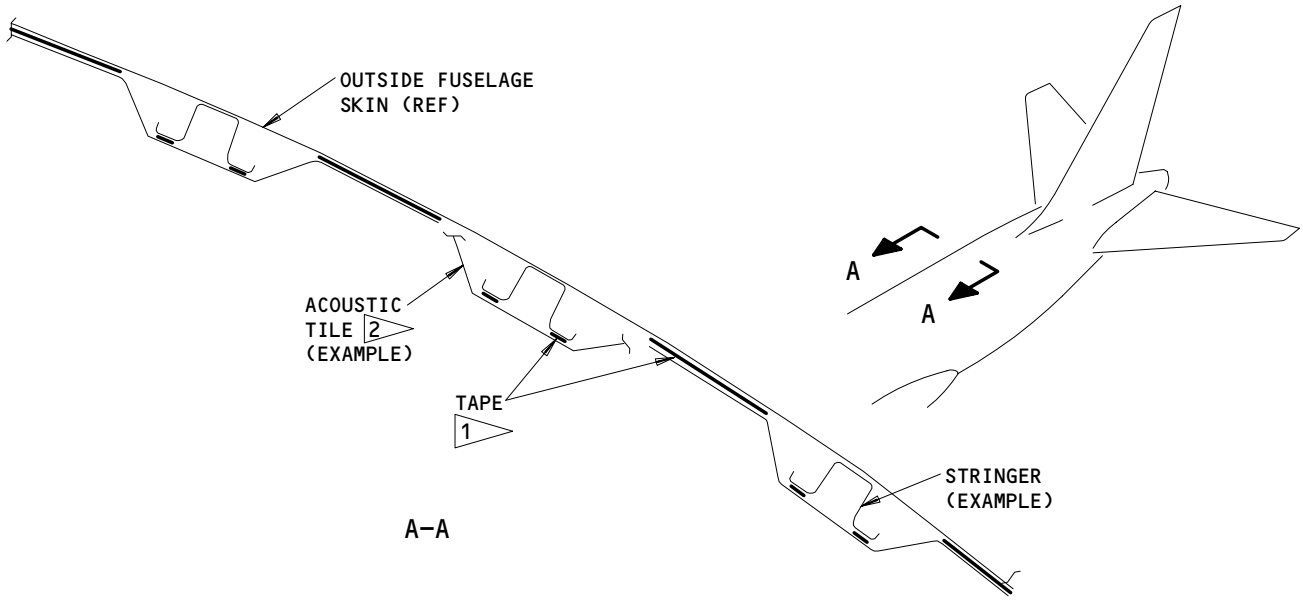
      (1) Do these steps to clean the airplane structure where you will install aramid fabric tile:

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. SOLVENTS MAY BE FLAMMABLE OR HARMFUL TO THE ENVIRONMENT. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

(a) Rub the airplane structure with a cheesecloth that is moist with methyl ethyl ketone (MEK) or isopropyl alcohol.
(b) Rub the area again with a clean cheesecloth that is moist with methyl ethyl ketone (MEK) or isopropyl alcohol until the cheesecloth stays clean.

S 014-010
(2) Remove the release ply from the aramid tile.

S 434-003
(3) Put vibration damping tape on all the faying surfaces of the acoustic tile.



1 DO NOT DRILL HOLES THROUGH THE ACOUSTIC TILES. ATTACH THE TILES WITH TAPE ONLY

2 THE ACOUSTIC TILE MATERIAL IS AN ARAMID FABRIC THAT IS IMPREGNATED WITH EPOXY RESIN

Acoustic Tile Installation
Figure 401

S 224-004

(4) Make sure the maximum clearance between the tape on the tile and the inside surface of the skin is not more than 0.10 inch before installation.

NOTE: You can use one more layer of tape where it is necessary because of chemically milled or machined steps in the skin.

S 424-005

(5) Put the acoustic tile over the stringer and the skin, perpendicular to the stringer centerline, and push tightly into position.

S 434-006

(6) Install the parts that you removed to get access to the acoustic tile.

CARGO COMPARTMENT FLOOR PANEL - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks.
      (1) Removal of the floor panels in the forward and aft cargo compartments.
      (2) Installation of the floor panels in the forward and aft cargo compartments.
   B. The permacel tape on the floor structure levels the interface between the floor panels and floor structure. The tape is also necessary for sound insulation and to decrease the fretting between the floor panel and floor structure.
   C. AIRPLANES WITH CLIPNUTS;
      The tape helps prevent damage to the surface of the structure caused by the clipnuts.
   D. There are five rows in the forward and aft cargo compartments that can have floor panels.
      (1) The first and fifth rows are installed on all airplanes and are possibly referred to as walkway panels.
      (2) The second, third, and fourth rows of floor panels are not installed on all airplanes.

TASK 53-01-05-004-001

2. Floor Panel Removal (Fig. 401)
   A. Access
      (1) Location Zones
          121/122 Forward Cargo Compartment
          153/154 Aft Cargo Compartment

   B. Procedure

      S 024-002
      (1) Remove the bolts that attach the floor panel to the floor structure.

      S 034-003
      (2) Remove the panel.

TASK 53-01-05-404-004

3. Floor Panel Installation (Fig. 401)
   A. Consumable Materials
      (1) B00316 Solvent - Naphtha, Aliphatic - TT-N-95, Type I or II
      (2) G00146 Tape - General, Permacel P422 (1.0 inch and 2.0 inches wide)
      (3) G00145 Tape - General, Permacel P421 (3.0 inches wide)

B. Access

(1) Location Zones

121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

C. Procedure

S 214-005

(1) Make sure the tape on the floor structure is smooth.

S 964-006

(2) If it is necessary to replace the tape, do the steps that follow:

(a) AIRPLANES WITH CLIPNUTS;
Remove the clipnuts.

CAUTION: REMOVE THE TAPE CAREFULLY. IF YOU ARE NOT CAREFUL, DAMAGE TO THE SURFACE OF THE FLOOR STRUCTURE CAN OCCUR.

(b) Remove the tape from the floor structure.

(c) Use the solvent to remove the remaining tape or adhesive from the floor structure.

(d) AIRPLANES WITHOUT CLIPNUTS;
Install the tape on the floor structure with a length the same as the width of the floor panel.

(e) AIRPLANES WITH CLIPNUTS;
Do the steps that follow:

1) Wrap the tape around the edge of the floor structure.
2) Re-install the clipnuts on the floor structure.

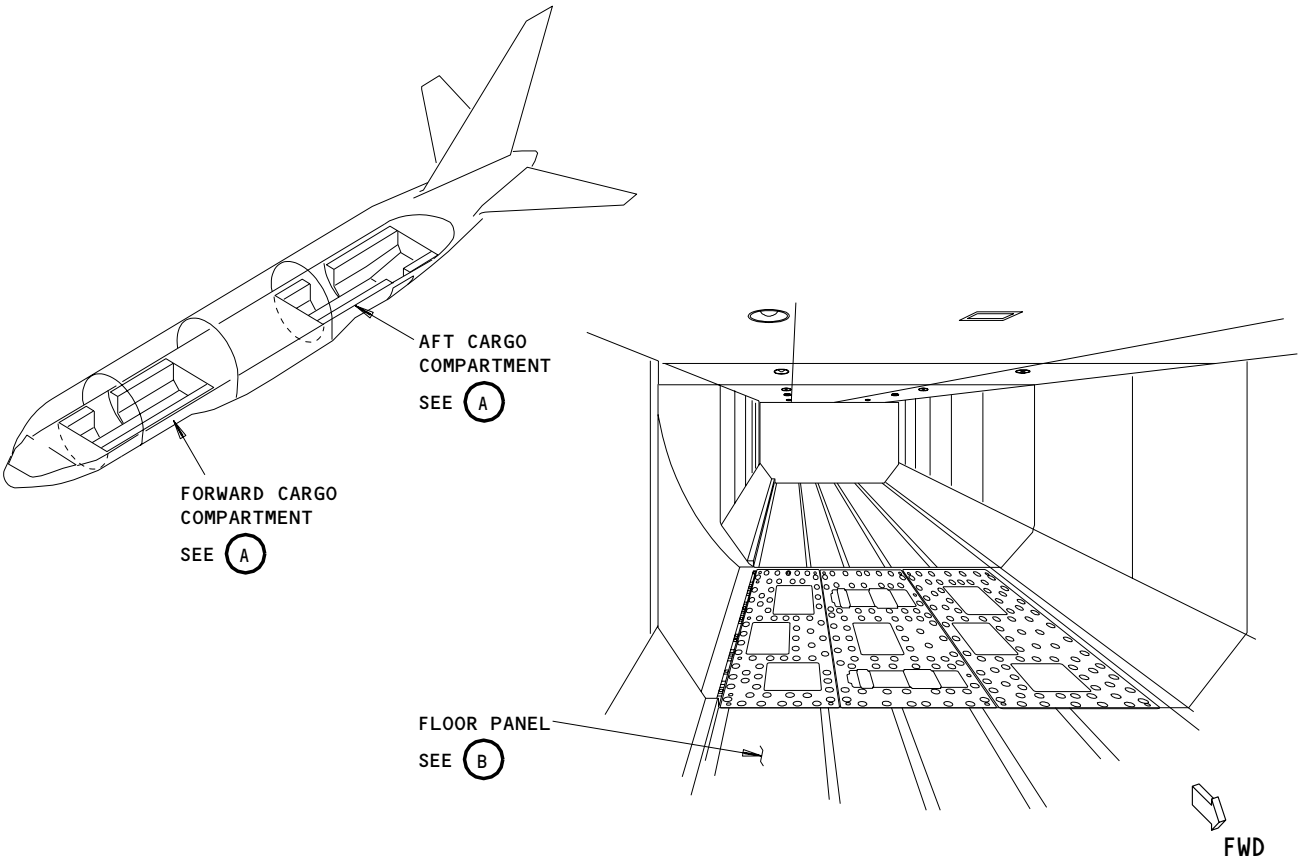
NOTE: Do not damage the tape.

S 424-007

(3) Put the floor panel in the correct location.

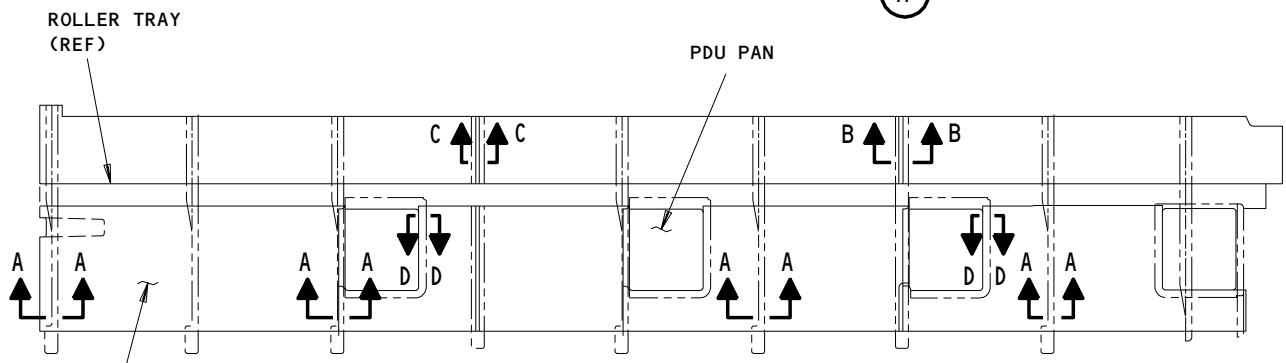
S 434-008

(4) Install the bolts that attach the floor panel to the floor structure.



AFT CARGO COMPARTMENT
(FORWARD CARGO COMPARTMENT IS EQUIVALENT)

A

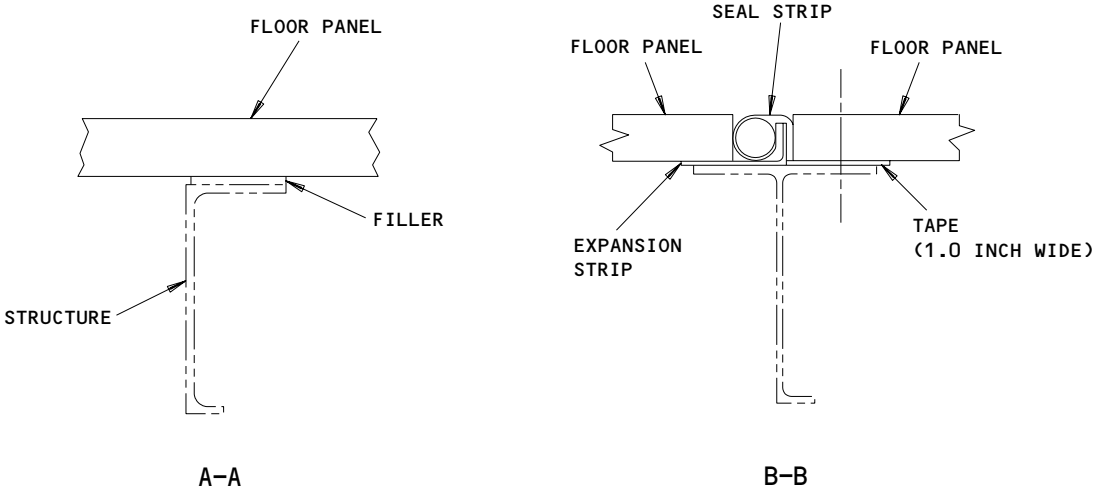


FLOOR PANEL
(EXAMPLE)

B

1 THE SECOND, THIRD, AND FOURTH ROWS ARE NOT ON ALL AIRPLANES.

Floor Panel Installation
Figure 401 (Sheet 1)



Floor Panel Installation
Figure 401 (Sheet 2)

BODY FLOOR BEAMS INSTALLATION - MAINTENANCE PRACTICES

TASK 53-05-03-212-801

1. Body Floor Beams Below Lavs/Galleys
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-001
      (1) Do the inspection.

TASK 53-05-03-212-803

2. Cargo Door Cutouts
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-003
      (1) Do the inspection.

TASK 53-05-03-212-804

3. Body External Skin
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-004
      (1) Do the inspection.

TASK 53-05-03-212-805

4. Large Forward Cargo Door Hinges
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-005
      (1) Do the inspection.

TASK 53-05-03-212-806

5. Lower Body Skin Antenna Locations
   A. General
      (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-006
(1) Do the inspection.

TASK 53-05-03-212-807

6. Doorstops and Cutouts
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-007
(1) Do the inspection.

TASK 53-05-03-212-808

7. Body Station 132.5 Bulkhead
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-008
(1) Do the inspection.

TASK 53-05-03-212-809

8. Fuselage Lower Lobe
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-009
(1) Do the inspection.

TASK 53-05-03-212-810

9. Forward Equipment Bay Access Door Cutout
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-010
(1) Do the inspection.

TASK 53-05-03-212-811

10. Fuselage Exterior Surface
   A. General
      (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-011
(1) Do the inspection.

TASK 53-05-03-212-812

11. Nose Landing Gear Wheel Well
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-012
(1) Do the inspection.

TASK 53-05-03-212-813

12. Area Outboard and Above Nose Wheel Well
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-013
(1) Do the inspection.

TASK 53-05-03-212-814

13. Bulkhead and Nose landing Gear Wheel Well
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-014
(1) Do the inspection.

TASK 53-05-03-212-815

14. Body Floor Beam Station 287
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-015
(1) Do the inspection.

TASK 53-05-03-212-816

15. Fuselage Lower Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-016
(1) Do the inspection.

TASK 53-05-03-212-817

16. Forward Entry/Service Door Cutouts
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-017
(1) Do the inspection.

TASK 53-05-03-212-818

17. Main Equipment Center Access Door
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-018
(1) Do the inspection.

TASK 53-05-03-212-819

18. Main Equipment Center
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-019
(1) Do the inspection.

TASK 53-05-03-212-820

19. Main Equipment Center Access Door
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-020
(1) Do the inspection.

TASK 53-05-03-212-821

20. Body Floor Beams - Stations 287-347
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-021
(1) Do the inspection.

TASK 53-05-03-212-822

21. Fuselage Lower Lobe
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-022
(1) Do the inspection.

TASK 53-05-03-212-823

22. Lower Lobe Interior - Right
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-023
(1) Do the inspection.

TASK 53-05-03-212-824

23. Forward Cargo Door Lower Sill
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-024
(1) Do the inspection.

TASK 53-05-03-212-825

24. Forward Cargo Compartment Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-025
(1) Do the inspection.

TASK 53-05-03-212-826

25. Body Below Forward Cargo Compartment Floor
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-026
(1) Do the inspection.

TASK 53-05-03-212-828

26. Body Below Forward Cargo Floor
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-028
(1) Do the inspection.

TASK 53-05-03-212-829

27. Forward Large Cargo Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-029
(1) Do the inspection.

TASK 53-05-03-212-830

28. Area Aft of Forward Cargo Compartment
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-030
(1) Do the inspection.

TASK 53-05-03-212-831

29. Area Aft of Forward Cargo Compartment
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-031
(1) Do the inspection.

TASK 53-05-03-212-832

30. Keel Beam Extension 738.5 - 785.9
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-032
(1) Do the inspection.

TASK 53-05-03-212-833

31. Body Sta 785.9 Bulkhead Inner Chord
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-033
(1) Do the inspection.

TASK 53-05-03-212-834

32. Front Spar Bulkhead Below Floor
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-034
(1) Do the inspection.

TASK 53-05-03-212-835

33. Interior Fuselage Inspection
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-035
(1) Do the inspection.

TASK 53-05-03-212-836

34. Wing Center Section Upper Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-036
(1) Do the inspection.

TASK 53-05-03-212-837

35. Keel Beam and Wing Center Section
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-037
(1) Do the inspection.

TASK 53-05-03-212-838

36. Wing Center Section Tension Fitting
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-038
(1) Do the inspection.

TASK 53-05-03-212-839

37. Lower Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-039
(1) Do the inspection.

TASK 53-05-03-212-840

38. Below Floor Structure - STA 955-1065
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-040
(1) Do the inspection.

TASK 53-05-03-212-841

39. Below Floor Structure - STA 955-1065
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-041
(1) Do the inspection.

TASK 53-05-03-212-842

40. Main Landing Gear Wheel Well Structure
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-042
(1) Do the inspection.

TASK 53-05-03-212-843

41. Transverse Beams
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-043
(1) Do the inspection.

TASK 53-05-03-212-844

42. Main Landing Gear Door Uplock
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-044
(1) Do the inspection.

TASK 53-05-03-212-845

43. Rear Spar Bulkhead at Wheel Well
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-045
(1) Do the inspection.

TASK 53-05-03-212-846

44. Transverse Beams at Main Wheel Wells
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-046
(1) Do the inspection.

TASK 53-05-03-212-847

45. Rear Spar at Keel Beam
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-047
(1) Do the inspection.

TASK 53-05-03-212-848

46. Main Landing Gear Wheel Well Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-048
(1) Do the inspection.

TASK 53-05-03-212-849

47. Transverse Beams at Main Wheel Wells
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-049
(1) Do the inspection.

TASK 53-05-03-212-850

48. Main Landing Gear Door Uplock
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-050
(1) Do the inspection.

TASK 53-05-03-212-851

49. Rear Spar Bulkhead at Wheel Well
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-051
(1) Do the inspection.

TASK 53-05-03-212-852

50. Transverse Beams at Main Wheel Wells
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-052
(1) Do the inspection.

TASK 53-05-03-212-853

51. Keel Beam - Aft Section
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-053
(1) Do the inspection.

TASK 53-05-03-212-854

52. Body Forward of Aft Cargo Compartment
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-054
(1) Do the inspection.

TASK 53-05-03-212-855

53. Body Forward of Aft Cargo Compartment
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-055
(1) Do the inspection.

TASK 53-05-03-212-856

54. Body Forward of Aft Cargo Compartment
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-056
(1) Do the inspection.

TASK 53-05-03-212-857

55. Fuselage Lower Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-057
(1) Do the inspection.

TASK 53-05-03-212-858

56. Cargo Compartment
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-058
(1) Do the inspection.

TASK 53-05-03-212-859

57. Aft Cargo Door Lower Sill
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-059
(1) Do the inspection.

TASK 53-05-03-212-860

58. Aft Cargo Compartment Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-060
(1) Do the inspection.

TASK 53-05-03-212-861

59. Body Below Aft Cargo Compartment Floor
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-061
(1) Do the inspection.

TASK 53-05-03-212-863

60. Frame Upper Chords at Nutplate
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-063
(1) Do the inspection.

TASK 53-05-03-212-864

61. Fuselage Exterior Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-064
(1) Do the inspection.

TASK 53-05-03-212-865

62. Bulk Cargo Compartment
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-065
(1) Do the inspection.

TASK 53-05-03-212-866

63. Bulk Cargo Door Lower Sill
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-066
(1) Do the inspection.

TASK 53-05-03-212-867

64. Aft Entry/Service Door Cutouts
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-067
(1) Do the inspection.

TASK 53-05-03-212-868

65. Lower Lobe Interior - Right
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-068
(1) Do the inspection.

TASK 53-05-03-212-869

66. Aft Entry/Service Door Cutouts
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-069
(1) Do the inspection.

TASK 53-05-03-212-870

67. Bulk Cargo Compartment Floor and Below
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-070
(1) Do the inspection.

TASK 53-05-03-212-871

68. Lower Lobe Interior Body Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-071
(1) Do the inspection.

TASK 53-05-03-212-872

69. Fuselage Lower Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-072
(1) Do the inspection.

TASK 53-05-03-212-873

70. Lower Lobe Interior - Left
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-073
(1) Do the inspection.

TASK 53-05-03-212-874

71. Body Below Floor - Rear Pressure Dome
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-074
(1) Do the inspection.

TASK 53-05-03-212-875

72. Fuselage Exterior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-075
(1) Do the inspection.

TASK 53-05-03-212-876

73. Upper Wing/Side of Body Splice
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-076
(1) Do the inspection.

TASK 53-05-03-212-877

74. Overwing Longeron
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-077
(1) Do the inspection.

TASK 53-05-03-212-878

75. Upper Wing/Side of Body Splice
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-078
(1) Do the inspection.

TASK 53-05-03-212-879

76. Wing Lower Surface BL 62 - Fairing Edge
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-079
(1) Do the inspection.

TASK 53-05-03-212-880

77. Overwing Longeron
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-080
(1) Do the inspection.

TASK 53-05-03-212-881

78. Wing Lower Surface BL 62 - Fairing Edge
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-081
(1) Do the inspection.

TASK 53-05-03-212-882

79. Lower Side of Body Splice Plates
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-082
(1) Do the inspection.

TASK 53-05-03-212-883

80. Lower Wing Surface at Rear Spar Chord
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-083
(1) Do the inspection.

TASK 53-05-03-212-884

81. Wing Lower Rear Spar Splice Fitting
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-084
(1) Do the inspection.

TASK 53-05-03-212-885

82. BL 70 Underwing Longeron Fitting
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-085
(1) Do the inspection.

TASK 53-05-03-212-886

83. Wing Lower Surface BL 62 - Fairing Edge
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-086
(1) Do the inspection.

TASK 53-05-03-212-887

84. Lower Side of Body Splice Plates
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-087
(1) Do the inspection.

TASK 53-05-03-212-888

85. Lower Wing Surface at Rear Spar Chord
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-088
(1) Do the inspection.

TASK 53-05-03-212-889

86. Wing Lower Rear Spar Splice Fitting
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-089
(1) Do the inspection.

TASK 53-05-03-212-890

87. BL 70 Underwing Longeron Fitting
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-090
(1) Do the inspection.

TASK 53-05-03-212-891

88. Wing-to-Body Fairing
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-091
(1) Do the inspection.

TASK 53-05-03-212-892

89. Skin Under Wing/Body Aft Fairing
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-092
(1) Do the inspection.

TASK 53-05-03-212-893

90. Skin Under Wing/Body Aft Left Fairing
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-093

(1) Do the inspection.

TASK 53-05-03-212-894

91. Skin Under Wing/Body Aft Right Fairing

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-094

(1) Do the inspection.

TASK 53-05-03-212-895

92. Structure Forward Lavs, Galleys and Doors

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-095

(1) Do the inspection.

BODY FLOOR BEAMS INSTALLATION - MAINTENANCE PRACTICES

TASK 53-05-04-212-286

1. Structure Center and Aft Galleys, Lav and Doors
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-288
      (1) Do the inspection.

TASK 53-05-04-212-289

2. Seat Tracks
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-291
      (1) Do the inspection.

TASK 53-05-04-212-292

3. Body External Skin
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-294
      (1) Do the inspection.

TASK 53-05-04-212-295

4. Doorstops and Cutouts
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-297
      (1) Do the inspection.

TASK 53-05-04-212-298

5. Main Deck Door and Hatch Interiors
   A. General
      (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-300
(1) Do the inspection.

TASK 53-05-04-212-301

6. Control Cabin Windshield Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-303
(1) Do the inspection.

TASK 53-05-04-212-304

7. Control Cabin Floor Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-306
(1) Do the inspection.

TASK 53-05-04-212-307

8. Fuselage Upper Lobe Interior Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-309
(1) Do the inspection.

TASK 53-05-04-212-310

9. Flight Deck Security Door
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-312
(1) Do the inspection.

TASK 53-05-04-212-313

10. Forward Entry/Service Door Lower Sill
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-315
(1) Do the inspection.

TASK 53-05-04-212-322

11. Forward Entry/Service Door Lower Sill
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-324
(1) Do the inspection.

TASK 53-05-04-212-325

12. Upper Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-327
(1) Do the inspection.

TASK 53-05-04-212-328

13. Fuselage Upper Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-330
(1) Do the inspection.

TASK 53-05-04-212-331

14. Midcabin Entry/Service Door Lower Sill
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-333
(1) Do the inspection.

TASK 53-05-04-212-343

15. Fuselage Upper Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-345
(1) Do the inspection.

TASK 53-05-04-212-346

16. Midcabin Entry/Service Door Lower Sill
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-348
(1) Do the inspection.

TASK 53-05-04-212-352

17. Fuselage Upper Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-354
(1) Do the inspection.

TASK 53-05-04-212-355

18. Fuselage Upper Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-357
(1) Do the inspection.

TASK 53-05-04-212-358

19. Fuselage Upper Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-360
(1) Do the inspection.

TASK 53-05-04-212-361

20. Passenger Cabin Above Ceiling 785-1065
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-363
(1) Do the inspection.

TASK 53-05-04-212-364

21. Fuselage Upper Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-366
(1) Do the inspection.

TASK 53-05-04-212-367

22. Aft Engry/Service Door Lower Sill
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-369
(1) Do the inspection.

TASK 53-05-04-212-370

23. Fuselage Upper Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-372
(1) Do the inspection.

TASK 53-05-04-212-373

24. Aft Entry/Service Door Lower Sill
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-375
(1) Do the inspection.

TASK 53-05-04-212-379

25. Fuselage Upper Lobe Interior
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-381
(1) Do the inspection.

TASK 53-05-04-212-382

26. Aft Body, STA. 1702 - 1725.5
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-384
(1) Do the inspection.

TASK 53-05-04-212-385

27. Horizontal Stabilizer Trim Actuator Support
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-387
(1) Do the inspection.

TASK 53-05-04-212-388

28. Exterior Section 48, Left Side
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-390
(1) Do the inspection.

TASK 53-05-04-212-391

29. Aft Pressure Bulkhead - STA 1582
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-393
(1) Do the inspection.

TASK 53-05-04-212-394

30. Vertical Stabilizer Attach Bolt
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-396
(1) Do the inspection.

TASK 53-05-04-212-397

31. Exterior of Section 48, Right Side
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-399
(1) Do the inspection.

TASK 53-05-04-212-400

32. Horizontal Stabilizer Pivot Fittings
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-402
(1) Do the inspection.

TASK 53-05-04-212-403

33. Body Longerons at Horizontal Stabilizer Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-405
(1) Do the inspection.

TASK 53-05-04-212-406

34. Section 48 Exterior - Left
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-408
(1) Do the inspection.

TASK 53-05-04-212-409

35. Section 48 Exterior - Right
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-411
(1) Do the inspection.

TASK 53-05-04-212-412

36. APU Compartment External Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-414
(1) Do the inspection.

TASK 53-05-04-212-415

37. Section 48 Exterior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-417
(1) Do the inspection.

TASK 53-05-04-212-418

38. Body STA 1809.5 BHD Outboard Chord
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-420
(1) Do the inspection.

TASK 53-05-04-212-421

39. Body STA 1809.5 BHD Outboard Chord
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-423
(1) Do the inspection.

TASK 53-05-04-212-424

40. Horizontal Stabilizer Pivot Fittings
A. General
(1) This procedure is a scheduled maintenance task.

B. Zonal inspection

S 212-426
(1) Do the zonal inspection.

TASK 53-05-04-212-427

41. Horizontal Stabilizer Pivot Pins
A. General
(1) This procedure is a scheduled maintenance task.
B. Zonal inspection

S 212-429
(1) Do the zonal inspection.

TASK 53-05-04-212-430

42. Body STA 1809.5 BHD Outboard Chord
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-432
(1) Do the inspection.

TASK 53-05-04-212-433

43. Body STA 1809.5 BHD Outboard Chord
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-435
(1) Do the inspection.

TASK 53-05-04-212-436

44. Aft Pressure Dome BS 1582
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-438
(1) Do the inspection.

TASK 53-05-04-212-439

45. Aft Pressure Dome BS 1582
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-441
(1) Do the inspection.

TASK 53-05-04-212-442

46. Aft Pressure Dome BS 1582
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-444
(1) Do the inspection.

TASK 53-05-04-212-445

47. Aft Pressure Dome BS 1582
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-447
(1) Do the inspection.

TASK 53-05-04-212-448

48. Horizontal Stabilizer Trim Actuator
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-450
(1) Do the inspection.

TASK 53-05-04-212-457

49. Aft Entry/Service Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-459
(1) Do the inspection.

TASK 53-05-04-212-460

50. Aft Entry/Service Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-462
(1) Do the inspection.

TASK 53-05-04-212-484
51. Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-486
(1) Do the inspection.

TASK 53-05-04-212-487
52. Overwing Emergency Exit Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-489
(1) Do the inspection.

TASK 53-05-04-212-490
53. Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-492
(1) Do the inspection.

TASK 53-05-04-212-493
54. Overwing Emergency Exit Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-495
(1) Do the inspection.

TASK 53-05-04-212-496
55. Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-498
(1) Do the inspection.

TASK 53-05-04-212-499

56. Overwing Emergency Exit Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-501
(1) Do the inspection.

TASK 53-05-04-212-502

57. Dual Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-504
(1) Do the inspection.

TASK 53-05-04-212-505

58. Dual Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-507
(1) Do the inspection.

TASK 53-05-04-212-508

59. Dual Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-510
(1) Do the inspection.

TASK 53-05-04-212-511

60. Dual Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-513
(1) Do the inspection.

TASK 53-05-04-212-514

61. Dual Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-516
(1) Do the inspection.

TASK 53-05-04-212-517

62. Dual Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-519
(1) Do the inspection.

TASK 53-05-04-212-520

63. Dual Overwing Emergency Exit
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-522
(1) Do the inspection.

TASK 53-05-04-212-523

64. Passenger Cabin Body STA 955.1 Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-525
(1) Do the inspection.

TASK 53-05-04-212-544

65. Crown Skin Stringers
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-546
(1) Do the inspection.

TASK 53-05-04-212-556

66. Frames
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-558
(1) Do the inspection.

TASK 53-05-04-212-562

67. Crown Skin Circ Splices
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-564
(1) Do the inspection.

TASK 53-05-04-212-565

68. Forward Entry/Service Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-567
(1) Do the inspection.

TASK 53-05-04-212-568

69. Skin Longitudinal Lap Splices
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-570
(1) Do the inspection.

TASK 53-05-04-212-571

70. Frames, Longitudinal Skin Lap Splice
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-573

(1) Do the inspection.

BODY FLOOR BEAMS INSTALLATION - MAINTENANCE PRACTICES

TASK 53-05-05-212-001

1. Skin Longitudinal Lap Splices
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-003
      (1) Do the inspection.

TASK 53-05-05-212-004

2. Cabin Window No. 1 Sill
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-006
      (1) Do the inspection.

TASK 53-05-05-212-007

3. Cabin Window No. 2 Post
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-009
      (1) Do the inspection.

TASK 53-05-05-212-010

4. Cabin Window No. 1 Post
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-012
      (1) Do the inspection.

TASK 53-05-05-212-013

5. Aft Pressure Dome BS 1582
   A. General
      (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-015
(1) Do the inspection.

TASK 53-05-05-212-019

6. Bulk Cargo Door Cutout
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-021
(1) Do the inspection.

TASK 53-05-05-212-022

7. Bulk Cargo Door Cutout
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-024
(1) Do the inspection.

TASK 53-05-05-212-043

8. Aft Cargo Door Cutout Lower Main Sill
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-045
(1) Do the inspection.

TASK 53-05-05-212-046

9. Aft Cargo Door Cutout Upper Main Sill
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-048
(1) Do the inspection.

TASK 53-05-05-212-049

10. Aft Cargo Door Cutout
    A. General
       (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-051
(1) Do the inspection.

TASK 53-05-05-212-052

11. Aft Cargo Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-054
(1) Do the inspection.

TASK 53-05-05-212-061

12. Body STA 1065 Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-063
(1) Do the inspection.

TASK 53-05-05-212-064

13. Body STA 1065 Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-066
(1) Do the inspection.

TASK 53-05-05-212-067

14. Body STA 1065 Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-069
(1) Do the inspection.

TASK 53-05-05-212-070

15. Transverse Beam at Main Wheel Well
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-072
(1) Do the inspection.

TASK 53-05-05-212-073

16. STA 1043 Sokuce at Landing Gear Fitting
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-075
(1) Do the inspection.

TASK 53-05-05-212-079

17. Body STA 955.1 Bulkhead Inner Flange
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-081
(1) Do the inspection.

TASK 53-05-05-212-082

18. Body STA 808-933 Frame at Stub Beam
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-084
(1) Do the inspection.

TASK 53-05-05-212-085

19. Large Forward Cargo Door Latch
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-087
(1) Do the inspection.

TASK 53-05-05-212-106

20. Large Forward Cargo Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-108

(1) Do the inspection.

TASK 53-05-05-212-109

21. Large Forward Cargo Door Cutout

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-111

(1) Do the inspection.

TASK 53-05-05-212-112

22. Large Forward Cargo Door Cutout

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-114

(1) Do the inspection.

TASK 53-05-05-212-115

23. Large Forward Cargo Door Cutout

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-117

(1) Do the inspection.

TASK 53-05-05-212-118

24. Large Forward Cargo Door Cutout

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-120

(1) Do the inspection.

TASK 53-05-05-212-121

25. Large Forward Cargo Door Cutout

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-123
(1) Do the inspection.

TASK 53-05-05-212-124

26. Large Forward Cargo Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-126
(1) Do the inspection.

TASK 53-05-05-212-142

27. Main Equipment Center Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-144
(1) Do the inspection.

TASK 53-05-05-212-148

28. Forward Entry/Service Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-150
(1) Do the inspection.

TASK 53-05-05-212-151

29. Body STA 287 Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-153
(1) Do the inspection.

TASK 53-05-05-212-154

30. Body STA 287 Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-156
(1) Do the inspection.

TASK 53-05-05-212-157
31. Body STA 287 Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-159
(1) Do the inspection.

TASK 53-05-05-212-160
32. Body STA 287 Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-162
(1) Do the inspection.

TASK 53-05-05-212-163
33. Nose Wheel Well Side Panel Beam
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-165
(1) Do the inspection.

TASK 53-05-05-212-166
34. Nose Wheel Well Side Panel Beam
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-168
(1) Do the inspection.

TASK 53-05-05-212-169
35. Nose Wheel Well Side Panel Vertical Beam
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-171
(1) Do the inspection.

TASK 53-05-05-212-172

36. Forward Equipment Bay Door Cutout
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-174
(1) Do the inspection.

TASK 53-05-05-212-175

37. Nose Wheel Well Canted Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-177
(1) Do the inspection.

TASK 53-05-05-212-178

38. Nose Wheel Well Canted Bulkhead
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-180
(1) Do the inspection.

TASK 53-05-05-212-181

39. Skin Longitudinal Lap Splices
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-183
(1) Do the inspection.

TASK 53-05-05-212-184

40. Frames, Longitudinal Skin Lap Splices
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-186
(1) Do the inspection.

TASK 53-05-05-212-187

41. Skin Longitudinal Lap Splices

A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-189
(1) Do the inspection.

NOSE RADOME - MAINTENANCE PRACTICES

1. General
   A. This procedure has these tasks:
      (1) Open the nose radome
      (2) Close the nose radome
      (3) Remove the nose radome
      (4) Install the nose radome
      (5) Adjust the nose radome
      (6) Clean and paint the nose radome
      (7) Approved repairs for the nose radome.

TASK 53-12-01-912-001

2. Open the Nose Radome
   A. Access
      (1) Location Zone
          111 Radome
   B. Procedure

      S 842-056
      (1) Prepare to open the nose radome.

      S 012-086
      (2) Make sure the weather radar system is not operational before the nose radome is opened.
          (a) Open these circuit breakers on the P11 panel and attach DO-NOT-CLOSE tags:
              1) C615, CB-WX RADAR L
              2) C599, CB-WX RADAR RIGHT
              3) C631, CB-WX RADAR IND

          WARNING: BE VERY CAREFUL IF YOU OPEN THE NOSE RADOME WHEN THERE IS WIND. DO NOT OPEN THE NOSE RADOME WHEN THE WIND WILL CAUSE DAMAGE. WIND CAN CAUSE DAMAGE TO THE NOSE RADOME AND INJURY TO PERSONS.

          (b) Make sure the wind is less than 65 knots or you will cause damage to the nose radome.
          (c) Make sure the left and right weather radar systems are OFF or INOP before the nose radome is opened.

      S 012-057
      (3) Open the nose radome.

CAUTION: WHEN YOU OPEN THE NOSE RADOME LATCHES, MAKE SURE TO ALIGN THE HEX WRENCH WITH THE WRENCH RECESS (APPROXIMATELY 60 DEGREES TO THE RADOME SURFACE). YOU CAN EASILY CAUSE DAMAGE TO THE LATCH MECHANISM IF YOU DO NOT ALIGN THE WRENCH CORRECTLY.

(a) Use the hex wrench (Fig. 202) to open the latches in this sequence:
1) Open the two lower latches, L3 and L4.
2) Open the two middle latches, L2 and L5.
3) Open the two upper latches, L1 and L6.
(b) Move the nose radome to the open position.

TASK 53-12-01-002-063

3. Close the Nose Radome

A. References
(1) AMM 34-43-01/401, Weather Radar Antenna

B. Access
(1) Location Zone
111 Radome

C. Procedure

S 412-058

(1) Close the nose radome.
(a) Dry the front surface of the weather-radar antenna flatplate (AMM 34-43-01/401).
(b) Move the nose radome to the closed position.
(c) Hold the nose radome in the closed position.

CAUTION: WHEN YOU CLOSE THE NOSE RADOME LATCHES, MAKE SURE TO ALIGN THE HEX WRENCH WITH THE WRENCH RECESS (APPROXIMATELY 60 DEGREES TO THE RADOME SURFACE). YOU CAN EASILY CAUSE DAMAGE TO THE LATCH MECHANISM IF YOU DO NOT ALIGN THE WRENCH CORRECTLY.

(d) Use a hex wrench (Fig. 202) to close the latches in this sequence:

NOTE: The torque necessary to close each latch must be between 100 and 150 pound-inches.

1) Close the two upper latches, L1 and L6.
2) Close the two middle latches, L2 and L5.
3) Close the two lower latches, L3 and L4.

S 902-087
(2) Close the circuit breakers that were opened to make sure the weather radome is not operational.

TASK 53-12-01-902-038

4. Remove the Nose Radome

A. Equipment
(1) Sling - Nose Radome - A53001-14
(2) Crane - commercially available, 200 pound capacity

B. Access
(1) Location Zone
111 Radome

C. Procedure

S 842-059
(1) Prepare to remove the nose radome.
(a) Do the Open the Nose Radome task.
(b) Put the sling around the nose radome and attach the sling to the crane (Fig. 201).
(c) Lift the crane the minimum distance necessary until the sling is not loose.

S 032-064
(2) Disconnect the guide links (Fig. 203):
(a) Remove the cotter pin, nut, and washers from the top stud.
(b) Remove the guide link from the fitting.

S 032-066
(3) Clear the radome bottom fitting from the lower hinge arm (Fig. 204):
(a) Remove the nut from the bottom stud.
(b) Use your hand or knee to apply a downward force to the lower portion of the radome to clear radome bottom fitting from the lower hinge arm.

S 032-062
(4) Remove the cotter pin, nut, and washer from the stud on the top hinge arm fitting.

S 012-067
(5) Carefully lift the radome with the sling until the top stud is clear of the top hinge arm (Fig. 204).

S 012-068
(6) Move the radome away from the airplane.

TASK 53-12-01-402-059

5. Install the Nose Radome

A. Equipment
(1) Sling - Nose Radome - A53001-14
(2) Crane - commercially available, 200 pound capacity

B. Consumable Materials
(1) C00259 Primer - BMS 10-11, type I
(2) A00542 Sealant - Thread Locking, Grade 242
(3) C00260 Enamel - BMS 10-11, Type II, white
(4) C00064 Conversion coating - MIL-C-5541

C. Access
(1) Location Zone
111 Radome

D. Procedure

S 842-061
(1) Prepare to install the nose radome.
(a) Put the sling on the radome (Fig. 203).
(b) Lift the nose radome into position with the crane.

S 432-062
(2) Attach the top hinge arm (Fig. 204):
(a) Lower the nose radome carefully until the top stud on the radome is in the bearing at the end of the top hinge arm.
(b) Install the nut and the washers on the top stud, but tighten the nut with your hand only.

S 432-065
(3) Attach the bottom hinge arm:
(a) Use your hand or knee to force the bottom radome stud under the hinge arm and into the hinge arm bearing.
(b) Apply sealant to the threads on the bottom stud.
(c) Install the washer and nut on the bottom stud.
(d) Tighten the nut on the top stud.
(e) Install the cotter pin on the stop stud.
(f) Tighten the nut on the bottom stud.
(g) Install the locking strap on the bottom stud.

S 432-063
(4) Connect the guide links to the fittings on the nose radome (Fig. 203).

S 842-064
(5) Remove the sling from the nose radome.

S 842-063

(6) Do the Close the Nose Radome task.

S 822-088

(7) Do a resistance measurement.

(a) Measure the resistance between the ground plates on the radome and the airplane skin.

(b) Make sure the maximum resistance does not exceed 0.01 Ohms.

TASK 53-12-01-822-013

6. Adjust the Nose Radome

A. General

(1) This task contains instructions to adjust the latch torque, the alignment, and then the guide links for the nose radome.

B. Equipment

(1) Eyebolt Adjustment Tool - Make two adjustment tools to engage with the holes in the eyebolt adjustment nut (Fig. 202).

C. Consumable Materials

(1) C00259 Primer - BMS 10-11, Type I

(2) C00260 Enamel - BMS 10-11, Type II, white

(3) C00064 Conversion coating - MIL-C-5541

D. Access

(1) Location Zone

111 Radome

E. Procedure

S 822-089

CAUTION: DO NOT MAKE CHANGES TO THE TOP/BOTTOM HINGE ARM ASSEMBLIES ON THE TORQUE TUBE ASSEMBLY. TRY ALL POSSIBLE RIGGING OPTIONS FIRST. THE HINGE ARM ASSEMBLIES ON THE TORQUE TUBE ASSEMBLY ARE TOOL LOCATED. IF YOU CHANGE THE POSITION OF THE HINGE ARM ASSEMBLIES, MANY ADJUSTMENTS WILL BE NECESSARY TO CORRECTLY ADJUST HINGE ARM ASSEMBLIES DURING RADOME INSTALLATION.

(1) Adjust the hinge arm to torque tube only if necessary (Fig. 204).

NOTE: If you choose to adjust the hinge arm assemblies, adjust one hinge assembly at a time. Check the adjustment of the first hinge assembly before adjusting the other hinge assembly.

(a) Open the nose radome.
(b) Remove the keyed cap from the hinge arm.
(c) Lossen the unkeyed cap.
(d) Turn the adjustment nut to move the radome up or down.
(e) Tighten the unkeyed cap.
(f) Install the keyed cap.
(g) Tighten the keyed cap.
(h) Lockwire the adjustment nut to adjacent bolt of retaining cap at upper and lower hinge arm locations.
(i) Close the nose radome.
(j) Do a check of the radome latch torque, flushness and clearances.

S 222-067
(2) Do a check of the latch torque.
(a) Use a hex wrench to turn each latch (Fig. 202).
(b) Make sure the torque that is necessary to turn each latch is 100-150 pound-inches.

S 822-068
(3) Adjust the latch handle torque if it is necessary.
(a) Do the task to open the nose radome.

CAUTION: DO NOT TRY TO TURN THE EYEBOLT. YOU MUST TURN THE NUT. IF YOU TRY TO TURN THE EYEBOLT, YOU CAN CAUSE DAMAGE TO THE LATCH.

(b) Put the Eyebolt Adjustment Tool through the slot in the eyebolt housing.

NOTE: You cannot see the slot. It is behind the radome seal. Use adjustment tool D (Fig. 202) on the upper latches (L1 and L6) and adjustment tool E (Fig. 202) on the center and lower latches (L2, L3, L4 and L5).

(c) Engage the tool in a hole in the adjustment nut in the housing.
(d) Turn the adjusting nut to move the eyebolt forward or aft.

NOTE: The nut is held by a spring-loaded detent. Turn the nut to the next detent.

1) Move the eyebolt aft to increase the latch torque.
2) Move the eyebolt forward to decrease the latch torque.
(e) Do the task to close the nose radome.

S 422-080

CAUTION: WHEN YOU CLOSE THE NOSE RADOME, MAKE SURE TO ALIGN PINS WITH FITTINGS. A SMALL TANG ON THE LATCH WILL BREAK IF MATING LATCH PIN ON THE STRUCTURES BULKHEAD IS OUT OF ALIGNMENT AND IMPACTS THE LATCH. YOU CAN CAUSE THE PIN TO BREAK OR NOT FASTEN PROPERLY. DAMAGE TO THE LATCH MECHANISM CAN OCCUR.

(4) Do a check of the nose radome alignment fittings (Fig. 205).
   (a) Do the task to open the nose radome.
   (b) Move the nose radome to the closed position.
   (c) Make sure each alignment roller is fully engaged in the alignment fitting (Fig. 205, View B).

NOTE: You can use modeling clay or putty-like material to do this check.

S 822-069

(5) Adjust the alignment fittings if it is necessary.
   (a) Move the nose radome to the open position.
   (b) Add or remove shims between the alignment fitting and the serrated plate until the roller fully engages the alignment fitting.

NOTE: You can remove laminations from the shims for exact adjustment.

S 372-070

(6) Paint the alignment fittings that you adjusted.
   (a) Remove the alignment fittings and shims that you adjusted.

NOTE: Identify the locations to help you when you install them again.

   (b) Apply conversion coating to delaminated shims.
   (c) Apply primer to laminated shims.
   (d) Apply white enamel to the laminated shims.
   (e) Install the alignment fittings and shims at their correct locations.

S 222-071

(7) Do a check of the flushness and clearance (Fig. 206, Fig. 207):
   (a) Do the task to close the radome.
   (b) Measure the radome clearance (Fig. 206).
   (c) Measure the radome flushness (Fig. 207).
   (d) Measure the seal flushness (Fig. 208).

S 822-025

(8) Adjust the alignment fittings to get the correct clearance or flushness.
  (a) Do the task to open the nose radome.
  (b) Loosen the bolt(s) on the applicable alignment fittings.
  (c) Move the alignment fittings on their serrated plates until you get all the correct clearance and flushness dimensions.
  (d) Do the check of the alignment fittings again and adjust them again if it is necessary.

S 822-072

(9) Adjust the Guide Links (Fig. 203):
  (a) Attach the top and bottom guide links loosely to the nose radome attach fittings.

    NOTE: Do not tighten the nuts.

  (b) Move the nose radome to the closed position until you find the amount that you must adjust each guide link.
  (c) Open the nose radome.
  (d) Adjust the length of guide links.
  (e) Do the steps again until the nose radome closes easily, and the fit is satisfactory.
  (f) Safety the guide links with lockwire.
  (g) Attach each guide link rod end to the radome attach fitting with two washers, one nut and one cotter pin.

TASK 53-12-01-102-042

7. Nose Radome - Clean and Paint

A. Consumable Materials
  (1) C00064 Conversion Coating, Colored - MIL-C-5541
  (2) C00058 Filler, Static Conditioner - 28-C-1
  (3) C00319 Primer - BMS 10-79, Type II
  (4) C00033 Enamel - BMS 10-60, Type II
  (5) C00059 Surfacer - Dexter (A Laminar X-500 Coating) Magna Off-White Surfacer, 8-W-5.
  (6) G00351 Tape - Masking, Self Adhesive

B. References
  (1) AMM 51-21-02/701, Prepaints Cleaning and Treatment
  (2) AMM 51-21-10/701, Decorative Exterior Finishes

C. Access
  (1) Location Zone
    111 Radome

D. Procedure

S 102-043
(1) Clean the nose radome (AMM 51-21-02/701).

S 952-090
(2) Apply the tape, G000351 to the lightning diverter strips.

S 372-092
(3) If there are surface defects, do these steps:

CAUTION: ONLY USE THE STATIC CONDITIONER FILLER TO FILL SMALL SURFACE DEFECTS SUCH AS PINHOLES. DO NOT USE THE FILLER TO MAKE LARGE AREAS SMOOTH. A CONTINUOUS LAYER OF FILLER WILL CAUSE A BAD PAINT BOND.

(a) Apply the static conditioner filler to the surface defects with your hand.
(b) Let the filler dry for 30 minutes at temperatures between 70°F and 90°F(21° C-32° C), or until the filler becomes white.

NOTE: Cure temperature can be reached with heat, or cure time can be accelerated with heat.

(c) Remove the unwanted filler with a dry cheesecloth.
(d) If there are remaining surface defects that you cannot fill with the filler, use the X-500 off-white surfacer.

S 372-060
(4) Mix the paint (See Table I):
(a) Mix the base material until it is smooth.
(b) Add the catalyst to the base while you mix the base material.
(c) Stop for the necessary induction time.
(d) Add thinner if it is necessary.

S 372-057
(5) Apply paint to the nose radome with spray equipment.

NOTE: Obey the pot life of the paint as found in Table 201.

(a) Apply the BMS 10-79 Type II primer to all of the radome surface.
(b) Apply the BMS 10-60 Type II enamel to all of the radome surface.

(c) Let the enamel paint cure.
1) The dry film thickness must be about 0.002 inch (.005 cm).
(d) Apply an additional 0.006 to 0.008 inch (dry film thickness) of the BMS 10-60 Type II enamel to the erosion area (Fig. 204).
(e) Apply a layer of the wash primer 9924 to the erosion area (Fig. 209).

NOTE: Obey the minimum and maximum cure times between each layer.

S 372-064
(6) Apply the decorative exterior paint as necessary (AMM 51-21-10/701).

S 962-058
(7) Remove the remaining masking tape on the lightning diverter strips.

Application Chart Table 201				
MATERIAL	MIX RATIO	POT LIFE (HRS)	SINGLE LAYER DRY FILM THICKNESS (MILS)	CURE TIMES (70°F - 90°F)
BMS 10-79 TYPE II PRIMER		8	0.3-0.8	The minimum time before you apply tape is 2 hours. The minimum time between layers is 2 hours. The maximum time before you can apply the top layer is 24 hours.
Base:	1			
Catalyst:	1			
Thinner:	0.25 max			
BMS 10-60 TYPE II ENAMEL		4	1.4-1.8	The minimum time before you apply tape is 5 hours at 90°F to 7 hours at 70°F. The minimum time before you can use the airplane is 48 hours. *[1]
Base: 822-T-203	2			
Catalyst: 910-152	1			
Thinner:	none			

*[1] The cure times decrease with increased temperatures.

TASK 53-12-01-302-067

8. Nose Radome - Approved Repairs

A. Consumable Materials

(1) G00619 Scotchcal Tape No. 850 (clear), No. 853, or Permacel P95

B. References

(1) Structural Repair Manual - SRM 53-10-72, Nose Radome

C. Access

(1) Location Zone

111 Radome

D. Procedure

S 342-056

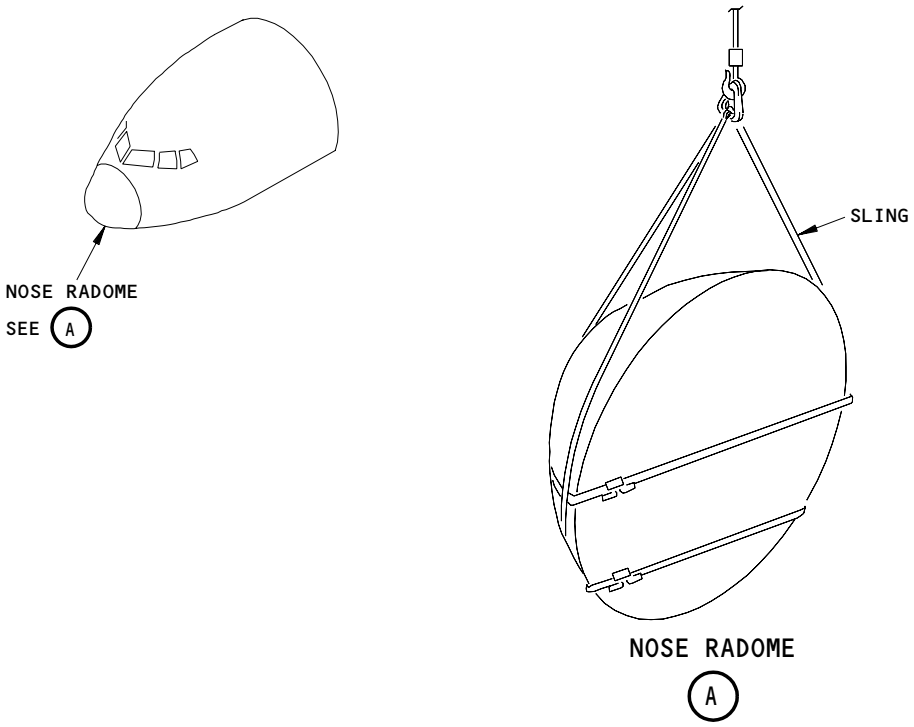
(1) Repair the nose radome.

(a) Do these steps if the damage is less than one square inch:

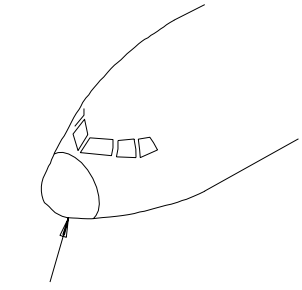
1) Apply tape to the damaged area to keep that area dry.

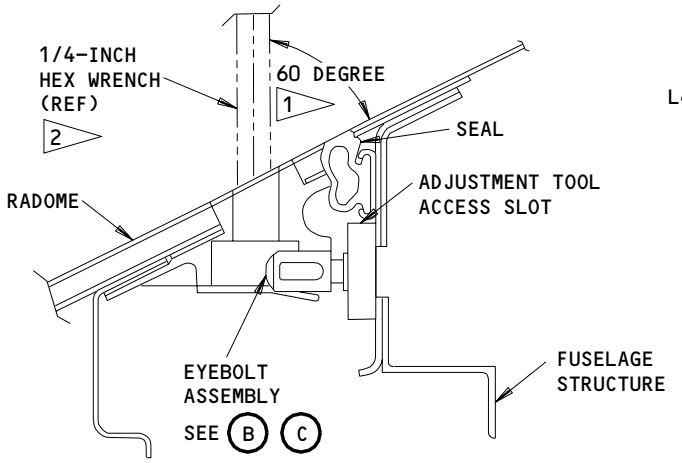
2) Do the permanent repairs in the Structural Repair Manual (SRM 53-10-72) as soon as possible.

(b) If the damage is more than one square inch, do the permanent repairs in the Structural Repair Manual (SRM 53-10-72).

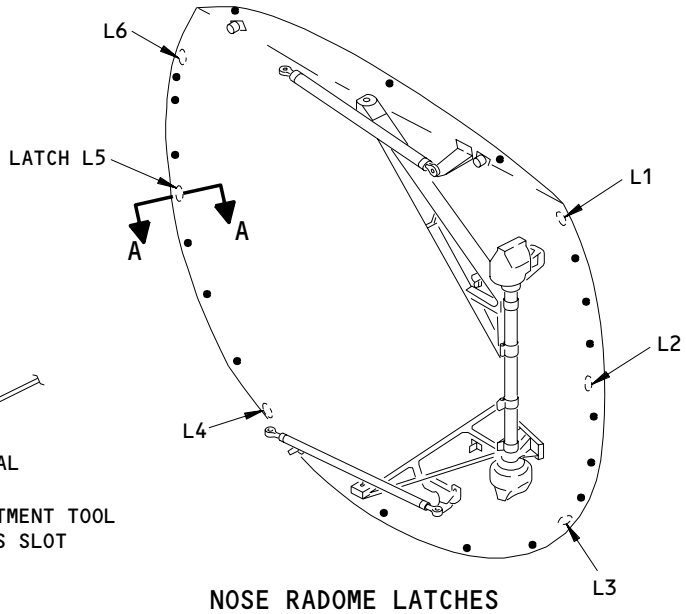


Nose Radome Sling
Figure 201

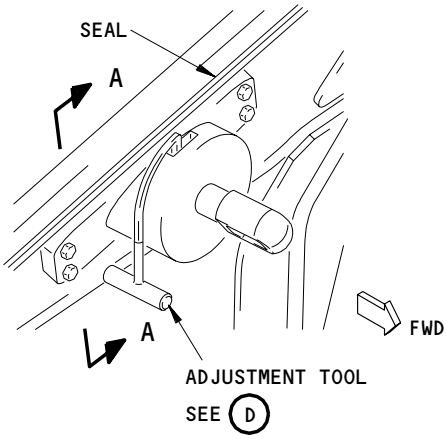




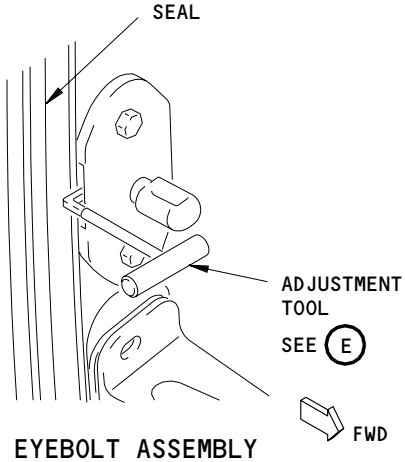
LATCH (6 LOCATIONS)
A-A



NOSE RADOME LATCHES
A



EYEBOLT ASSEMBLY
(L1,L6)
B

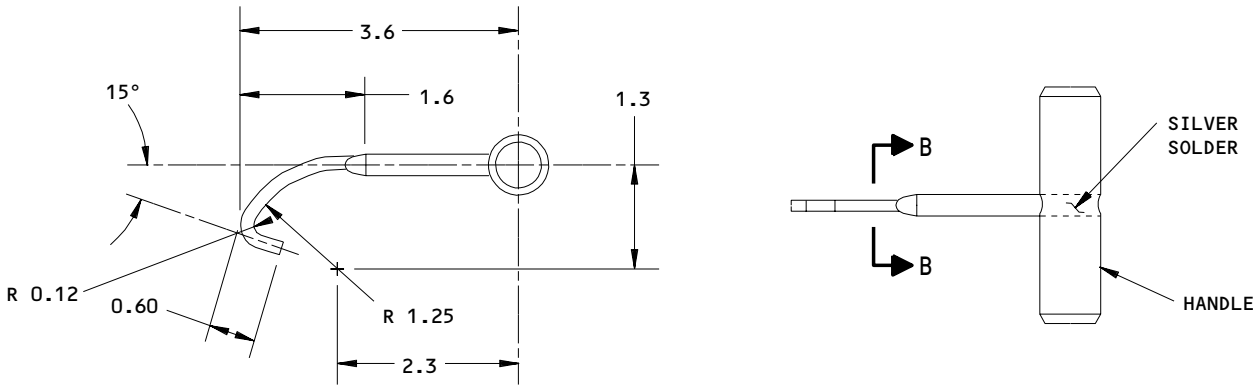


EYEBOLT ASSEMBLY
(L2,L3,L4,L5)
C

1 WHEN YOU OPEN OR CLOSE THE NOSE RADOME LATCHES, MAKE SURE TO ALIGN THE HEX WRENCH WITH THE WRENCH RECESS (APPROXIMATELY 60 DEGREES TO THE RADOME SURFACE)

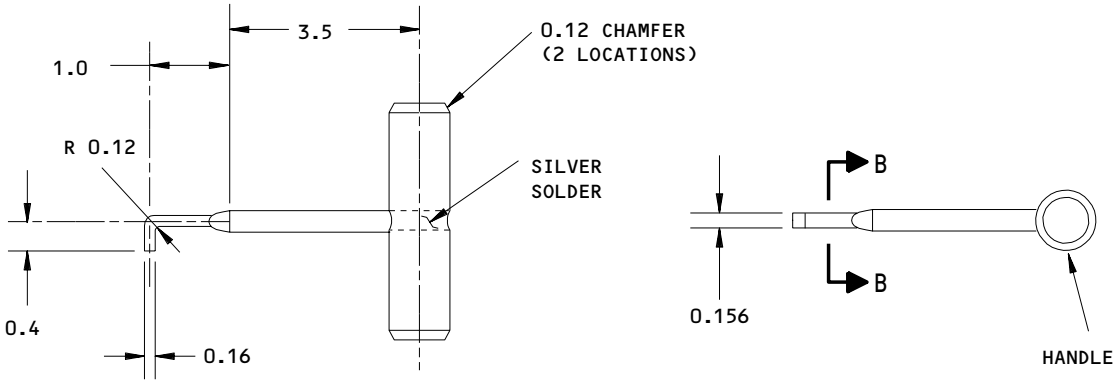
2 THE LATCH MUST OPERATE BETWEEN 100-150 POUND-INCHES OF TORQUE.

Nose Radome Latches
Figure 202 (Sheet 1)



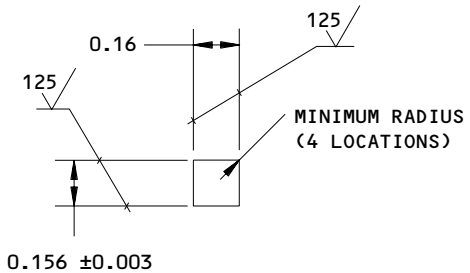
ADJUSTMENT TOOL
(L1,L6)

D



ADJUSTMENT TOOL
(L2,L3,L4,L5)

E

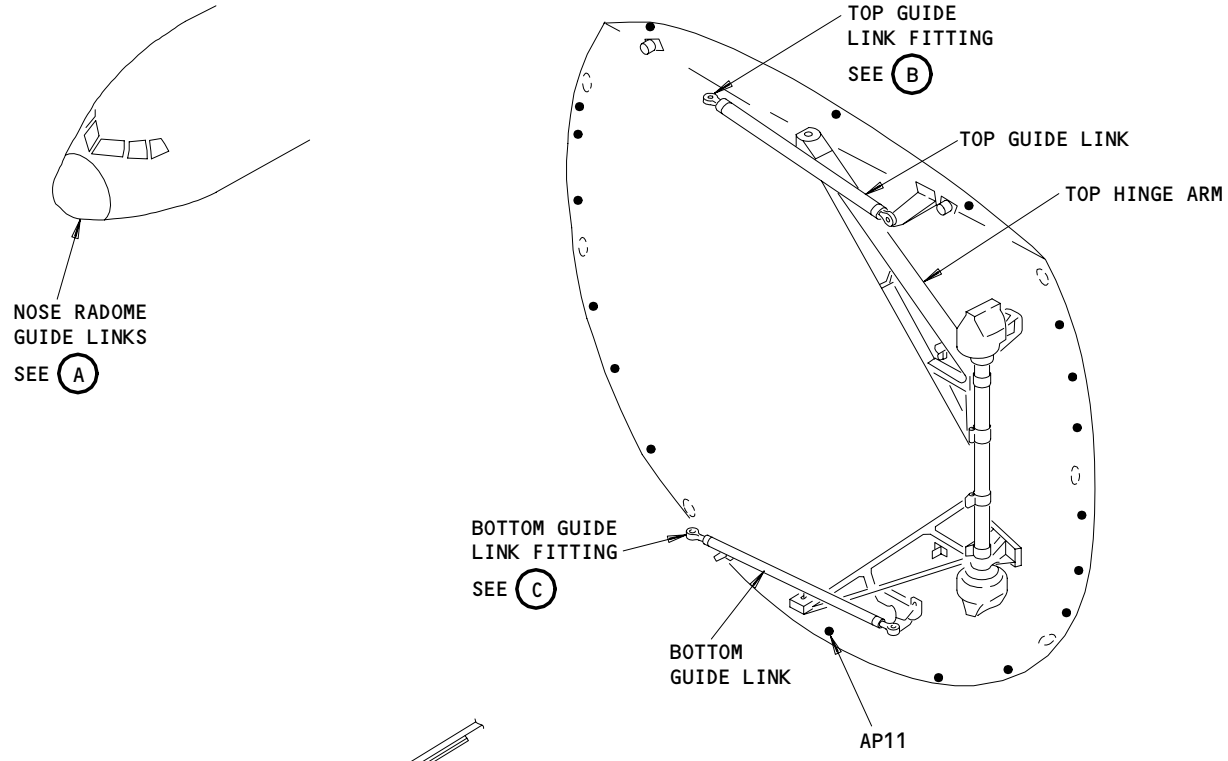


B–B

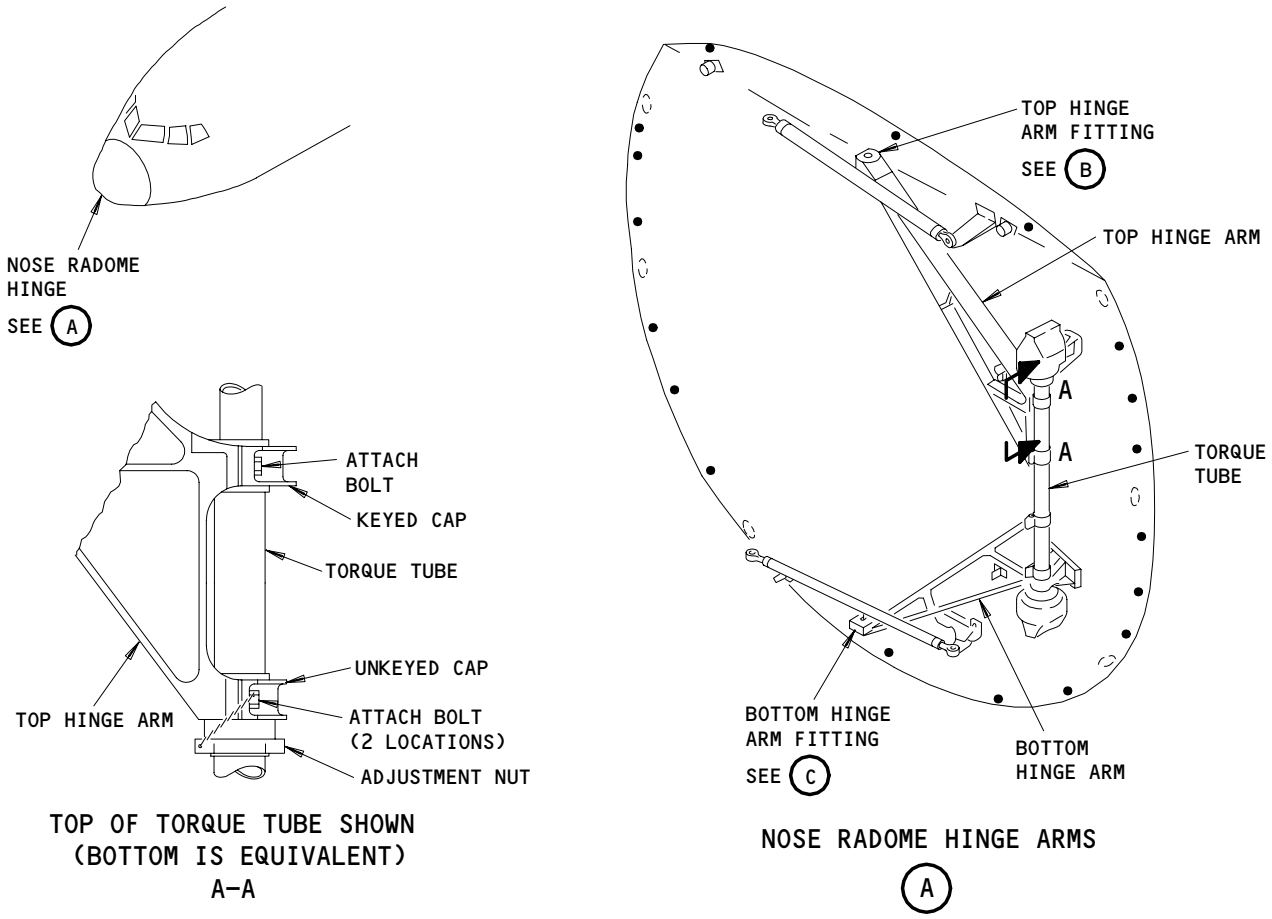
ALL DIMENSIONS ARE IN INCHES.

Nose Radome Latches
Figure 202 (Sheet 2)

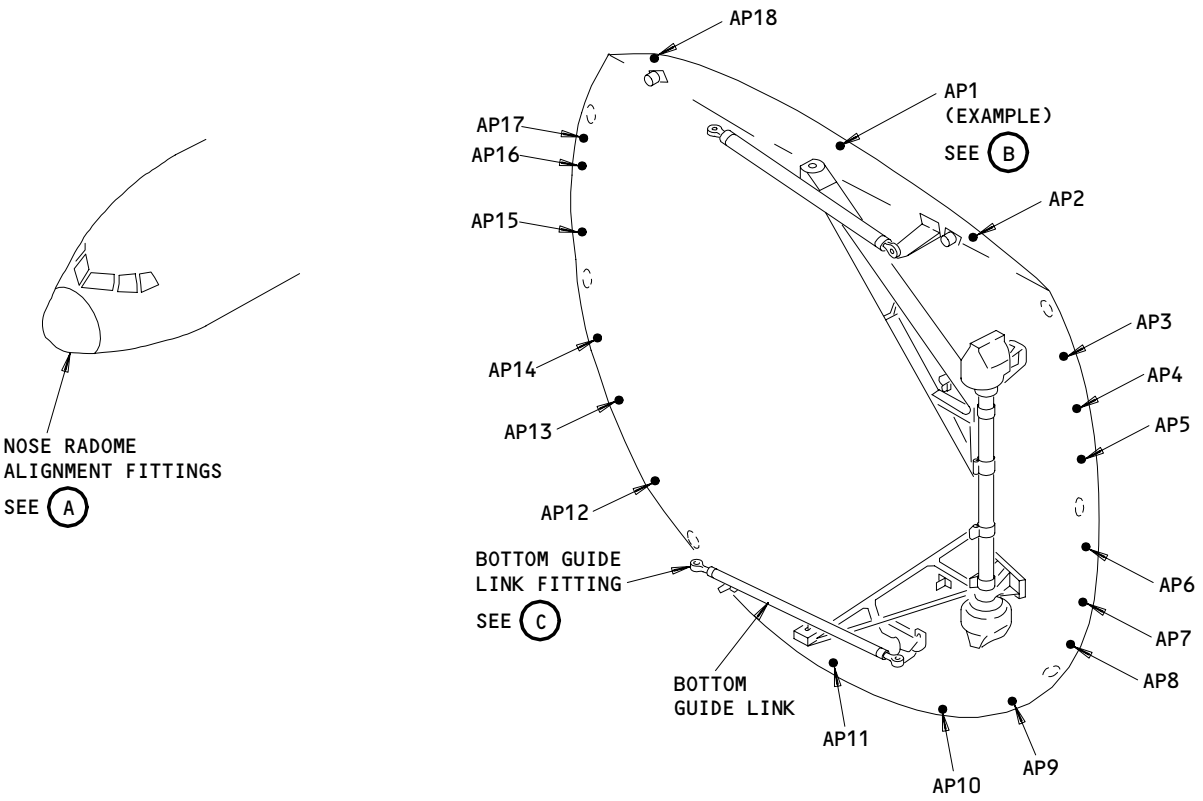
G13827



Nose Radome Guide Links
Figure 203

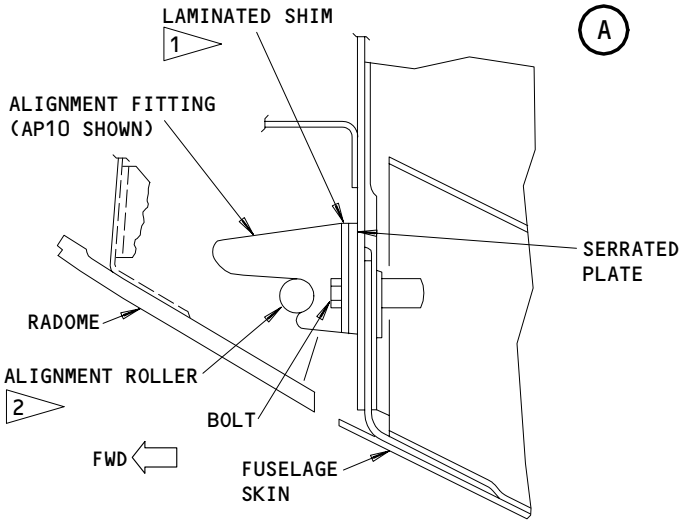


Nose Radome Hinge Arms
Figure 204



ALIGNMENT FITTINGS LOCATIONS

A



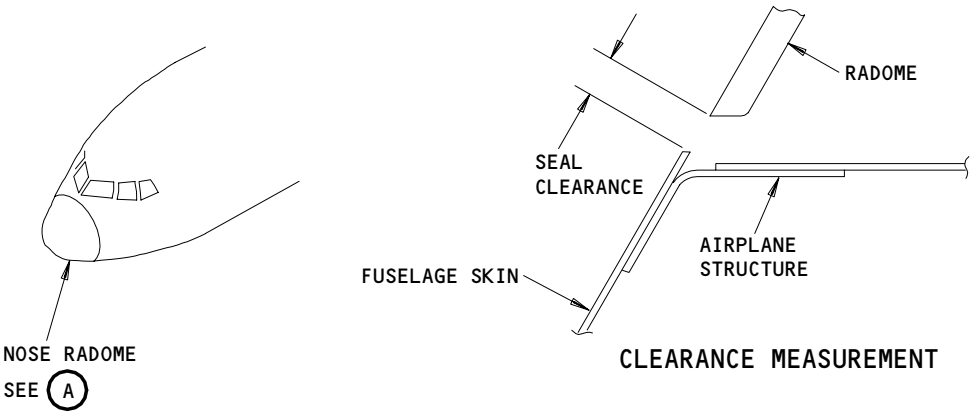
ALIGNMENT FITTING

B

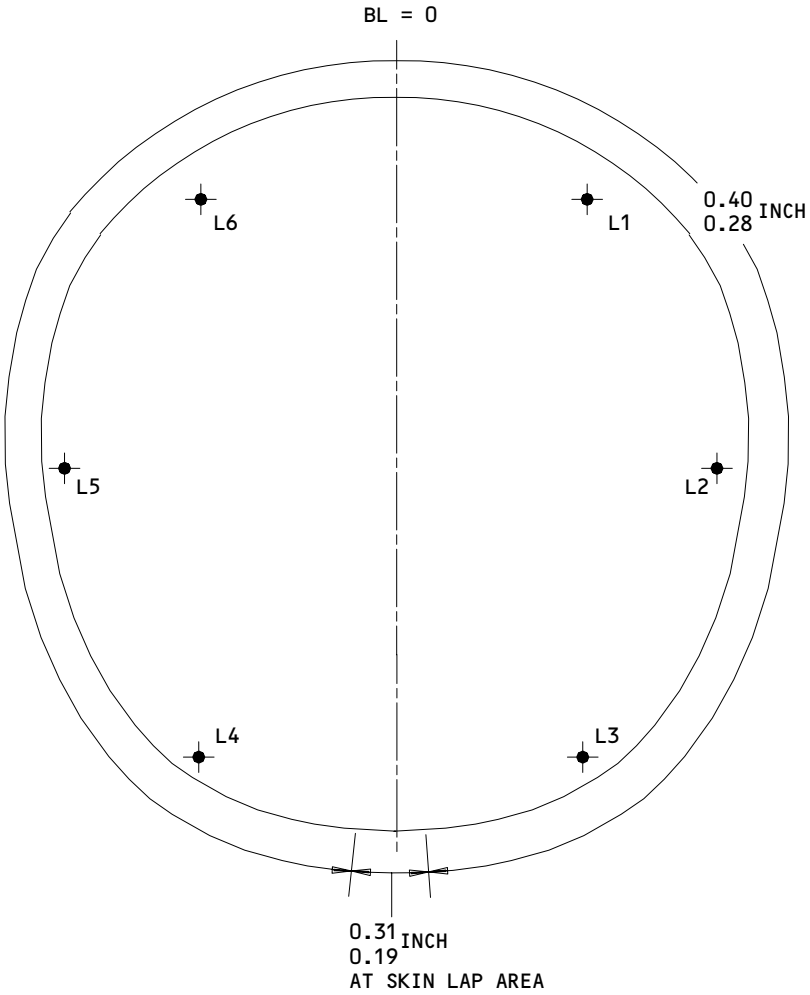
1 YOU CAN USE TWO LAMINATED SHIMS TO ALIGN THE FITTINGS.
IF YOU REMOVE LAMINATIONS, PAINT WITH:
MIL-C-5541 CONVERSION COATING
BMS 10-11, TYPE I, PRIMER
BMS 10-11, TYPE 2, WHITE ENAMEL.

2 THE ALIGNMENT ROLLER BRACKET IS NOT SHOWN.

Nose Radome Alignment Fittings
Figure 205



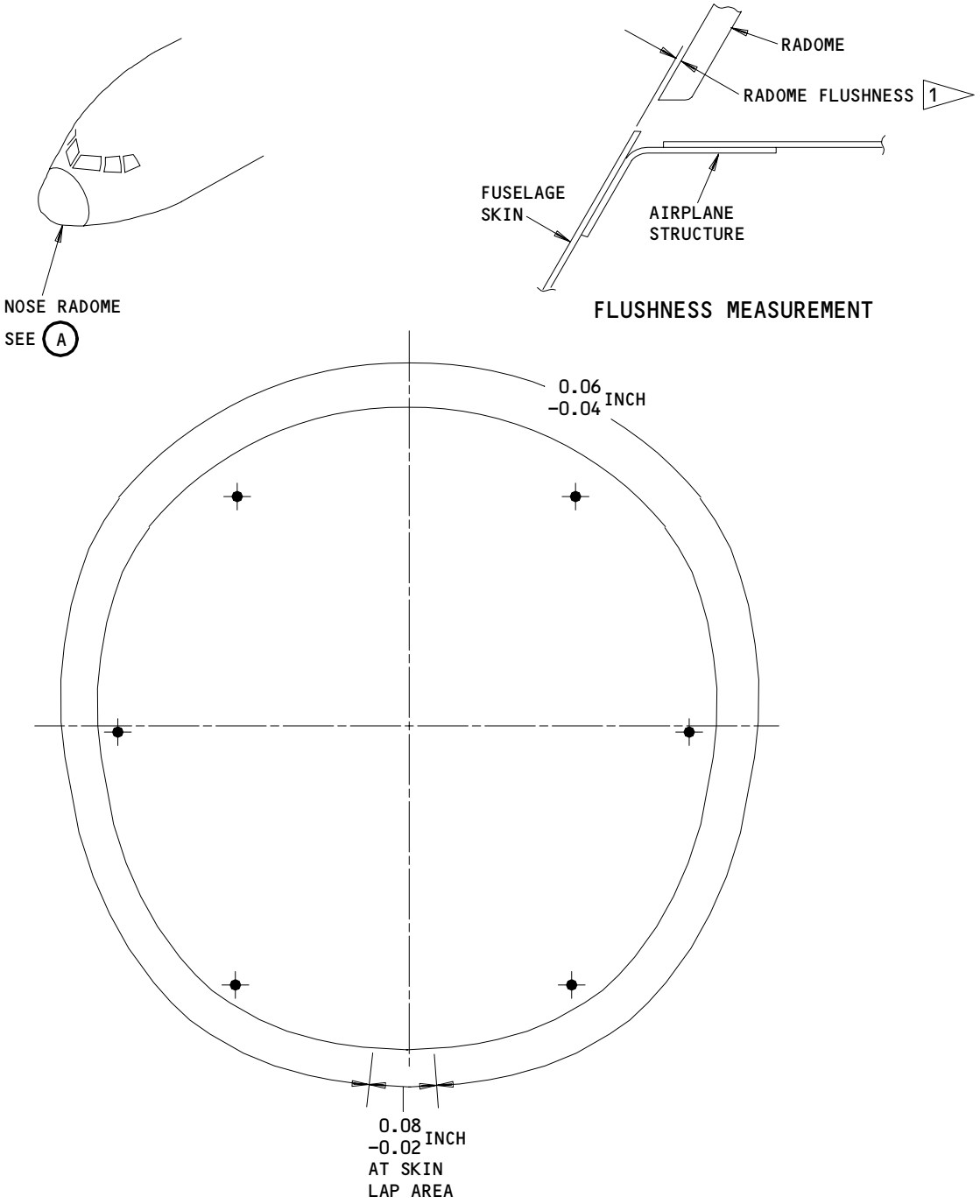
CLEARANCE MEASUREMENT



CLEARANCE TOLERANCES

A

Nose Radome Clearance Tolerances
Figure 206

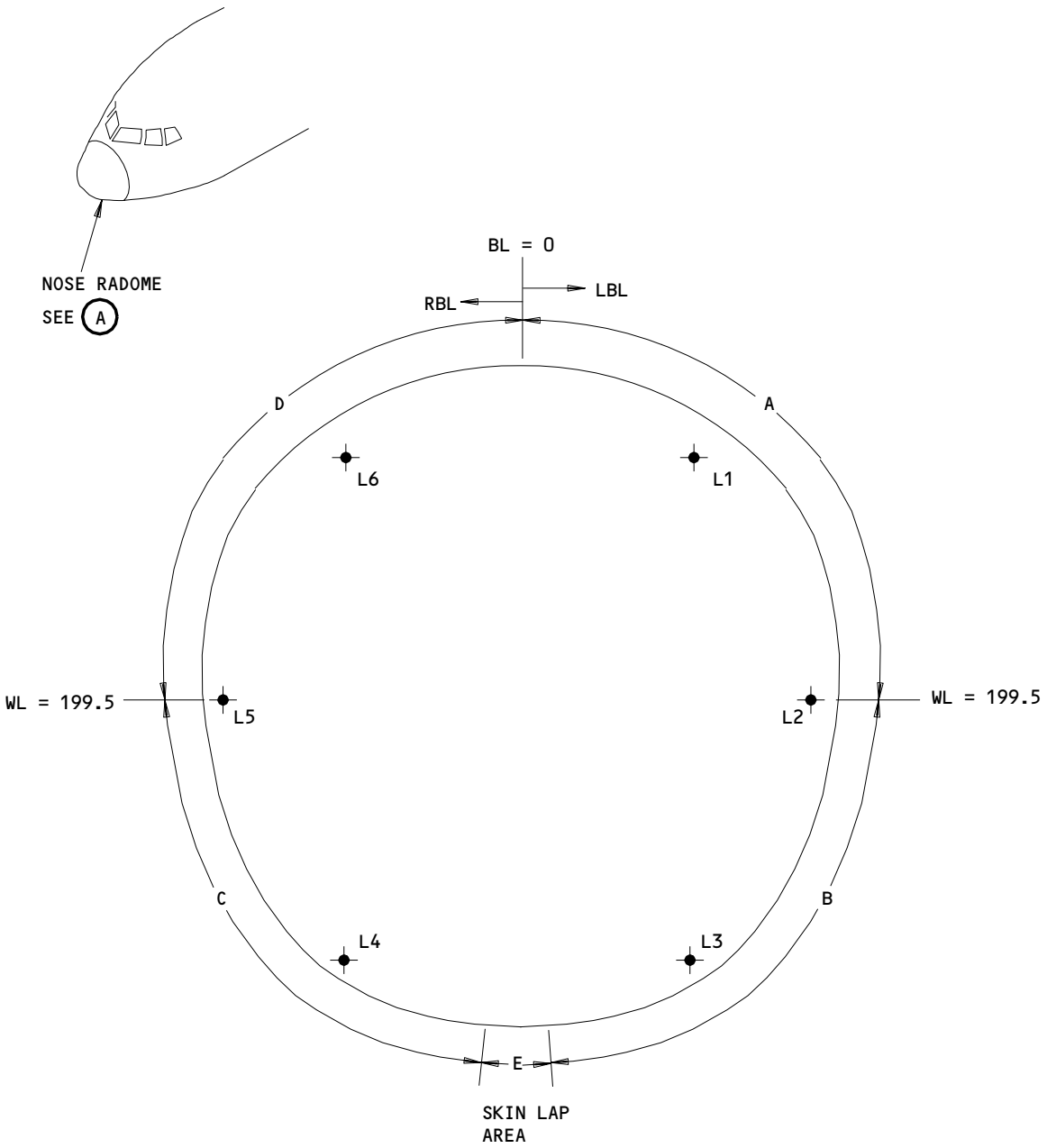


NOSE RADOME FLUSHNESS TOLERANCES

A

1 A NEGATIVE RADOME FLUSHNESS IS WHEN THE RADOME IS INSIDE THE FUSELAGE CONTOUR.
A POSITIVE RADOME FLUSHNESS IS WHEN THE RADOME IS OUTSIDE THE FUSELAGE CONTOUR.

Nose Radome Flushness Tolerances
Figure 207



NOSE RADOME DEVIATION ZONES

A

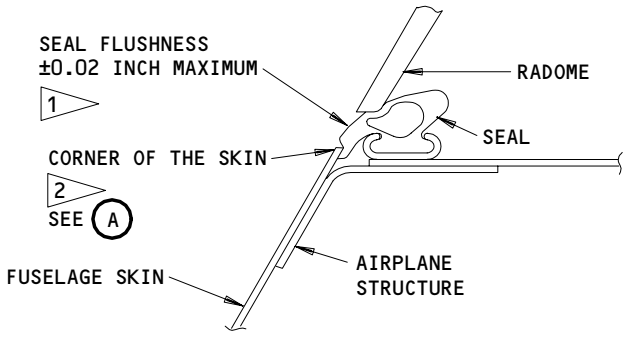
Nose Radome Deviation Zones
Figure 207A

B40374

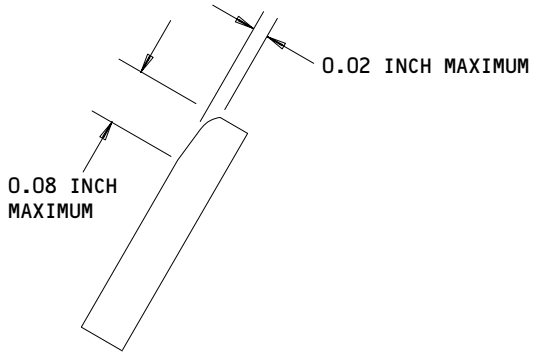
(c) Table 202 shows expanded tolerances which were permitted at delivery. Use these tolerances only if you cannot get the usual tolerances. A negative flushness shows the door is inboard of the fuselage contour. A positive flushness shows the door is outboard of the fuselage contour.

Nose Radome Deviations
Table 202

AIRPLANE	ZONE	FLUSHNESS	CLEARANCE
SAS 156	A		0.28 TO 0.51 INCH
SAS 157	D		0.28 TO 0.46 INCH
SAS 167	A,B		0.28 TO 0.45 INCH
	D		0.28 TO 0.50 INCH
SAS 277	A,B		0.28 TO 0.51 INCH
	D		0.28 TO 0.46 INCH
SAS 278	D		0.28 TO 0.48 INCH
SAS 280	C,D		0.28 TO 0.50 INCH



SEAL FLUSHNESS

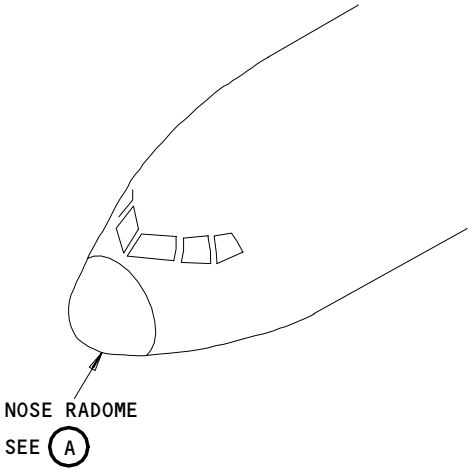


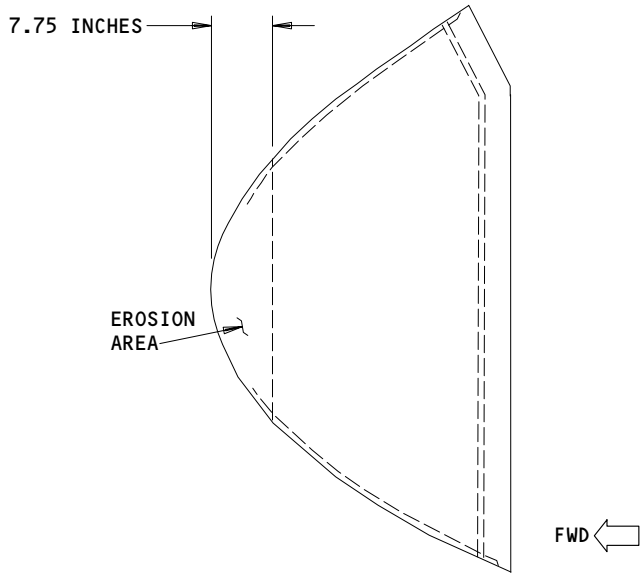
CORNER OF THE SKIN
A

1 MEASURE FLUSHNESS FROM A LINE BETWEEN THE RADOME TO THE FUSELAGE SKIN AND THE OUTSIDE PART OF THE SEAL.

2 IF THERE IS A NEGATIVE FLUSHNESS, REMOVE THE CORNERS OF THE SKIN TO MAKE A ROUNDED EDGE. DO NOT MAKE A CHAMFER.

Nose Radome Flushness Tolerances
Figure 208





NOSE RADOME
(A)

Nose Radome Erosion Area
Figure 209

NOSE RADOME - INSPECTION/CHECK

1. General
   A. This procedure contains these tasks:
      (1) An inspection/check of the nose radome for damage.
      (2) An inspection/check of the nose radome for moisture.
         (a) Moisture that enters the honeycomb cells of a radome can cause the radar transmission to decrease. Periodic radome inspection is necessary to ensure sufficient radar transmission. Water that is entrapped in the honeycomb cells can be detected with the three methods that follow.
         (b) There are three radome moisture inspection methods. The recommended method 1 is the moisture meter inspection method. Two alternative methods are electronic thermography inspection method and liquid crystal sheets method.

            NOTE: These methods can also be used during the drying process to ensure that all subsurface water has been removed from the radome.

      (3) An inspection/check of the glidescope director element.
      (4) An inspection/check of the lightning diverter strips.
      (5) An inspection/check of the alignment fitting pins.

   TASK 53-12-01-206-001
2. Nose Radome - Inspection/Check
   A. Equipment
      (1) Moisture Register, Type A8-AF, or equivalent.
         Penta Engineering, Moisture Register Products
         P.O. Box 369 La Verne, Ca. 91750-0369
   B. References
      (1) AMM 53-12-01/201, Open and Close the Nose Radome
      (2) AMM 53-12-03/601, Lightning Diverter Strips
      (3) AMM 53-12-05/401, Glide Slope Director Element
      (4) NDT Part 9, 51-00-01, Thermography Inspection
      (5) NDT Part 9, 51-00-02, Liquid Crystal Inspection
      (6) SRM 53-10-72, Nose Radome
   C. Access
      (1) Location Zone
         111 Radome

TABLE 601	
Moisture Water Reject Level	Allowable Surface Area of Water
20	5-inch (127mm) diameter or equivalent area
NOTE: Unlimited 1-inch (25.4mm) diameter areas of water are allowed if they are spaced more than 10 inches (254.0mm) apart.	

D. Procedure

S 016-002

(1) Do the open the Nose Radome procedure in the Open and Close the Nose Radome task (AMM 53-12-01/201).

S 216-003

(2) Examine the nose radome for holes, scuffs, cracks, blisters, delamination and other damages.
   (a) Repair the nose radome, if it is necessary (Ref. Approved Repairs).
   (b) Replace the nose radome if it is necessary.

S 206-004

(3) Do these steps for the inspection/check of moisture in the nose radome:
   (a) Open the nose radome to get access to the internal surface (AMM 53-12-01/201).
   (b) Do a check for moisture in the honeycomb material with a moisture register.

S 826-005

(4) Moisture Meter Calibration
   (a) Turn the instrument on with the toggle switch or the button in the handle.

(b) Hold the sensor head at least 12 inches (305mm) away from any object and push the null button to zero the instrument.

NOTE: If you release the handle button or turn the instrument off, you must zero the instrument again before you continue with the radome inspection.

NOTE: Some moisture meters have a meter zero control that must be manually adjusted.

(c) Refer to the moisture meter operating manual for additional instructions.

S 286-006

(5) Moisture Meter Inspection Method

(a) Put the sensor head on the inner surface of the radome.

1) Make sure that all the electrodes contact the radome surface.

2) If necessary, apply light force to make sure the sensor head contacts the radome surface.

(b) Move the sensor head over all of the inner surface of the radome.

NOTE: The sensor head must touch the full inner surface of the radome.

NOTE: To perform an adequate inspection, the sensor must be indexed at an interval of 1 inch (25.4mm) or less.

(c) In areas that cause a meter reading of 20 or greater, put the sensor head away from the center of the indication (in an adjacent area with a reading of less than 20).

1) Monitor the meter reading as you move the sensor head toward the center of the area.

(d) To identify the area of entrapped water, make marks on the radome at the position of the electrodes closest to the entrapped water when the meter reading increases to 20.

1) Do these steps until the boundary of the entrapped water is marked.

(e) If the area that you marked is greater than the allowable area shown in Table 1, remove the moisture in the marked area and seal it (SRM 53-10-72).

S 286-007

(6) Electronic Thermography (alternative) Inspection Method

(a) Refer to NDT Manual Part 9, NDT 51-00-01 for equipment, calibration and inspection instructions.

NOTE: The inspection can be performed from either side of the radome.

(b) Examine the entire surface of the radome.

NOTE: Areas that contain entrapped water will appear cold.

(c) Monitor the surface of the radome with the infrared camera while you use a marker to put a mark at the boundary of the entrapped water.

(d) If the area that you marked is greater than the allowable area shown in Table 1, remove the moisture in the marked area and seal it (SRM 53-10-72).

S 286-008

(7) Liquid Crystal (alternative) Inspection Method

(a) Refer to NDT Manual Part 9, NDT 51-00-02 for equipment, calibration and inspection instructions.

NOTE: The inspection can be performed from either side of the radome.

(b) Examine the entire surface of the radome.

NOTE: Areas that contain entrapped water will appear cold.

(c) Monitor the surface of the radome with the liquid crystal sheets while you use a marker to put a mark at the boundary of the entrapped water on the transparent template.

(d) If the area that you marked is greater than the allowable area shown in Table 1, remove the moisture in the marked area and seal it (SRM 53-10-72).

S 216-009

(8) Inspect the Glidescope Director Element.

(a) Open the radome to get access to the glidescope element (AMM 53-12-01/201).

(b) Examine the glidescope director element for these conditions:

1) fully cut into two pieces

2) not fully cut

3) unsatisfactory adhesion
4) other damage.

(c) If you find damage, replace the element (AMM 53-12-05/401).

S 216-010

(9) Inspect the lightning diverter strips.

(a) Examine the lightning diverter strips for these conditions:
1) tears
2) loose areas
3) burned areas
4) general deterioration.

(b) Do the task to check the lightning diverter strips (AMM 53-12-03/601).

S 216-012

(10) Inspect the alignment fitting pins.

(a) Examine the alignment fitting pins for these conditions:
1) broken
2) bent
3) chipped or cracked.

(b) If you find damage, replace attachment fitting.

S 416-011

(11) Put the airplane back to its usual condition.

(a) Close the nose radome (AMM 53-12-01/201).

NOSE RADOME LATCH - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the nose radome latch.
      (2) The installation and adjustment of the nose radome latch.
   B. The removal and installation procedures for all nose radome latches are almost the same.

TASK 53-12-02-004-001

2. Remove the Nose Radome Latch (Fig. 401)
   A. References
      (1) AMM 53-12-01/201, Nose Radome
   B. Access
      (1) Location Zones
          111 Radome

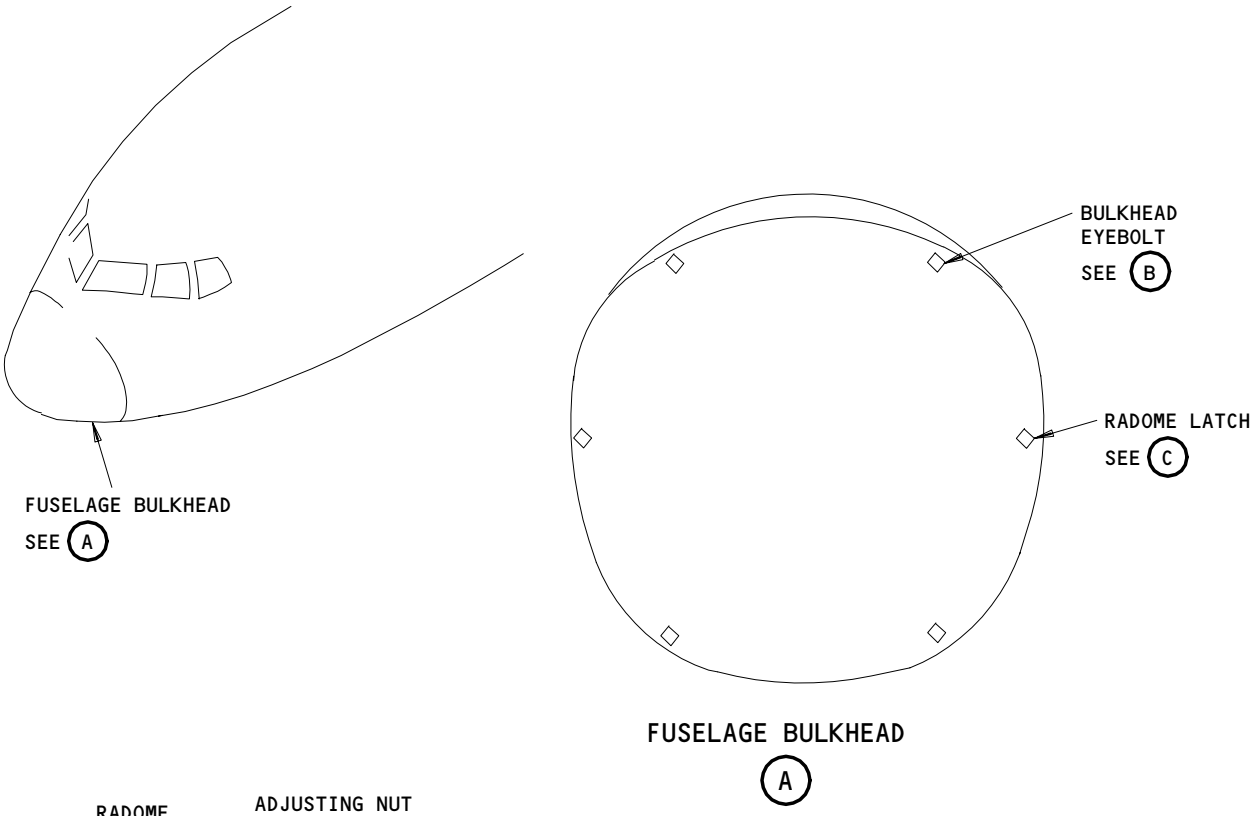
   C. Procedure

      S 014-002
      (1) Do the Open the Nose Radome procedure in the Open and Close the Nose Radome task (AMM 53-12-01/201).

      S 024-003
      (2) Remove the bolts and the latch from the radome.

TASK 53-12-02-404-004

3. Install the Nose Radome Latch (Fig. 401)
   A. Equipment
      (1) Eyebolt Adjustor Tool - Bend a 1/8-inch diameter rod, as necessary, until you can put the end of the rod into the slot in the eyebolt housing and engage it in the holes in the eyebolt adjustment nut (Fig. 401).
   B. References
      (1) AMM 53-12-01/201, Nose Radome
   C. Access
      (1) Location Zones
          111 Radome



1 DO NOT TURN THE EYEBOLT. TURN THE ADJUSTING NUT THROUGH THE SLOT IN THE SIDE OF THE EYEBOLT HOUSING

2 THE LATCH MUST OPERATE IN A TORQUE RANGE OF 100-150 POUND-INCHES

Nose Radome Latch Installation
Figure 401

D. Procedure

S 424-005

(1) Align the latch with the holes in the radome and install the bolts.

S 414-013

CAUTION: WHEN YOU CLOSE THE NOSE RADOME, MAKE SURE TO PROPERLY ALIGN THE RADOME LATCHES WITH THE STRUCTURES BULKHEAD. A SMALL TANG ON THE LATCH MAY BREAK IF THE MATCHING LATCH PIN ON THE STRUCTURES BULKHEAD IMPACTS THE LATCH. DAMAGE TO LATCH ASSEMBLY MAY RESULT.

(2) Do the Close the Nose Radome procedure in the Open and Close the Nose Radome task (AMM 53-12-02/201).

S 414-011

CAUTION: WHEN YOU CLOSE THE NOSE RADOME LATCHES, MAKE SURE TO ALIGN THE HEX WRENCH WITH THE WRENCH RECESS (APPROXIMATELY 60 DEGREES TO THE RADOME SURFACE). DAMAGE CAN EASILY OCCUR TO THE LATCH MECHANISM IF THE HEX WRENCH IS INCORRECTLY ALIGNED DURING THE LATCH OPERATION.

(3) Close each radome latch with a hex wrench and a torque wrench (AMM 53-12-01/201).

S 824-008

(4) Do a check to find if the torque that is necessary to turn each latch is between 100-150 pound-inches. If the torque for one or more latch is not correct, do the steps that follow to adjust the eyebolt:

CAUTION: DO NOT TURN THE EYEBOLT TO MAKE THE ADJUSTMENT. YOU MUST TURN THE ADJUSTMENT NUT. IF YOU TURN THE EYEBOLT YOU WILL CAUSE DAMAGE TO THE EYEBOLT.

(a) Put the adjustment tool through the slot in the eyebolt housing (View B, Fig. 401).

NOTE: You cannot see the slot. It is behind the radome seal.

(b) Engage the tool in a hole in the adjustment nut that is in the eyebolt housing.

(c) Use the tool to turn the adjusting nut to move the eyebolt forward or aft.

NOTE: Adjust the eyebolt aft to increase the latch torque or forward to decrease the latch torque.

The nut is locked by a spring-loaded detent. Turn the nut until the next detent is engaged.

(d) Make sure the torque that is necessary to turn each latch is between 100-150 pound-inches.

S 214-009

(5) Close each radome latch (AMM 53-12-01/201).

S 214-010

(6) Make sure the latch indicator shows that the latch is fully closed (View C, Fig. 401).

LIGHTNING DIVERTER STRIPS - REMOVAL AND INSTALLATION

1. General
   A. This procedure has these tasks:
      (1) The removal of the lightning diverter strip
      (2) The installation of the bus bar lightning diverter strip

TASK 53-12-03-004-001

2. Lightning Diverter Strip Removal
   A. Consumable Materials
      (1) B00148 Solvent, Methyl Ethyl Ketone - TT-M-261
          or JIS-K-8903
      (2) G00034 Cheesecloth - Lint Free
   B. Access
      (1) Location Zone
          111 Radome
   C. Procedure

      S 014-002
      (1) Open the radome and move the supports into position.

      S 024-003
      (2) Remove the radome, if it is necessary.

      S 024-006
      (3) Do these steps to remove each lightning diverter strip:
          (a) Remove the screws that hold the diverter strip to the radome.
          (b) Carefully lift the diverter strip away from the radome.

          WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. SOLVENTS MAY BE FLAMMABLE OR HARMFUL TO THE ENVIRONMENT. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

          (c) Remove all the remaining sealant with a clean cheesecloth that is moist with MEK, MPK, BMS 11-7, MEK:sec-butyl alcohol (42:58).

TASK 53-12-03-404-024

3. Bus Bar Lightning Diverter Strip Installation
   A. Consumable Materials
      (1) A00247 Sealant - BMS 5-95
   B. References
      (1) AMM 51-21-10/701, Decorative Exterior Finishes

(2) AMM 53-12-03/601, Lightning Diverter Strips

C. Access

(1) Location Zone

111 Radome

D. Procedure

S 844-015

(1) Prepare to install the lightning diverter strips.

(a) Prepare the radome, if the finish has damage (AMM 51-21-10/701).

(b) Fill the clearances around the grounding plates with the sealant.

(c) Clean the mating surfaces of the grounding plate and diverter strip to make sure you get a good electrical bond.

S 394-028

(2) Seal the nose radome lightning diverter strip attach inserts (Fig. 402).

(a) Clean insert surface with a rag moistened with solvent and let dry.

(b) Clean radome surface around insert hole with a rag moistened with solvent and let dry.

(c) Apply BMS5-95 sealant on and around the insert hole in the nose radome and the mating surface of the insert. Completely coat the honeycomb core cells with sealant.

(d) Install the insert immediately before the sealant has a chance to set-up.

(e) Make sure there is squeeze out of sealant all around the insert on both surfaces of the nose radome. The sealant squeeze out on the aerodynamic surface of the nose radome needs to be flush with the surface. This is to accomodate the fit-up of the diverter strips.

(f) Apply a fillet seal, 0.12 inch wide, of BMS5-95 sealant around the flange of the diverter strip insert that is exposed to the interior side of the nose radome.

NOTE: It is important to make sure that the diverter strip attach inserts are completely sealed to prevent moisture from entering into the nose radome honeycomb core.

S 424-026

(3) Install each strip.

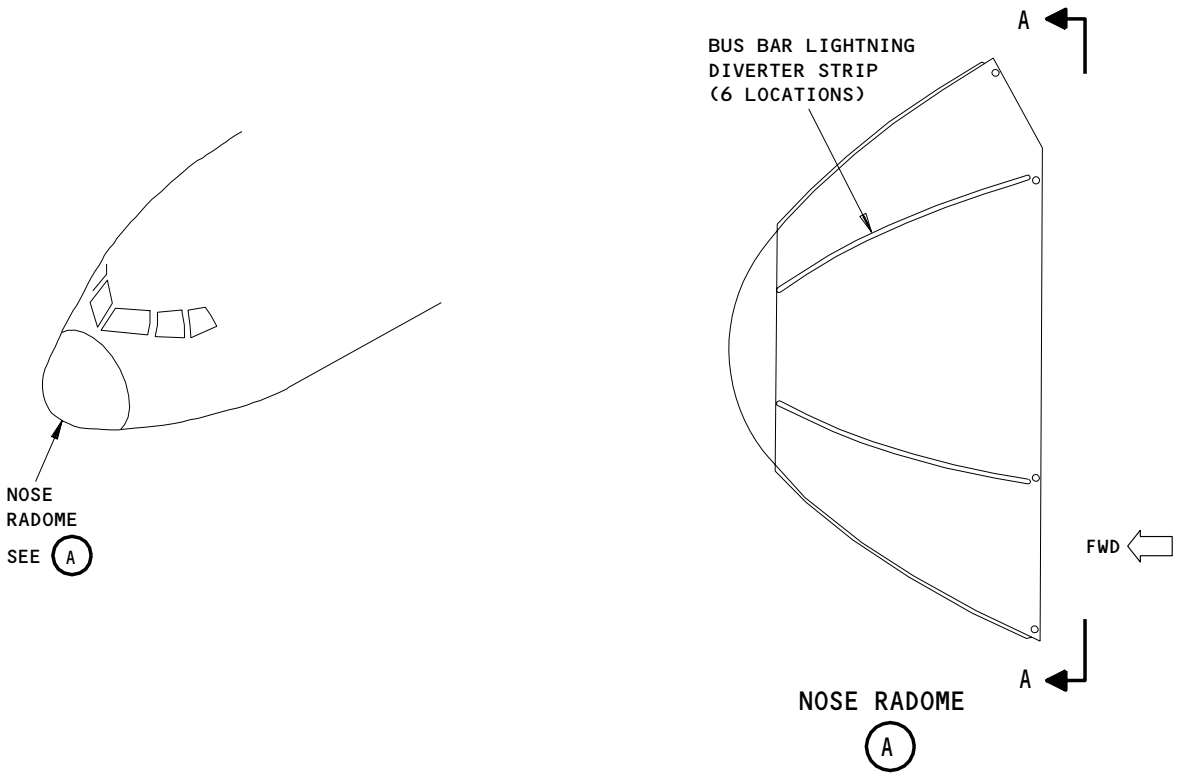
(a) Apply a thin layer of the sealant between the lightning diverter strip and the radome.

NOTE: Make sure the sealant does not get between the diverter strip and the grounding plate.

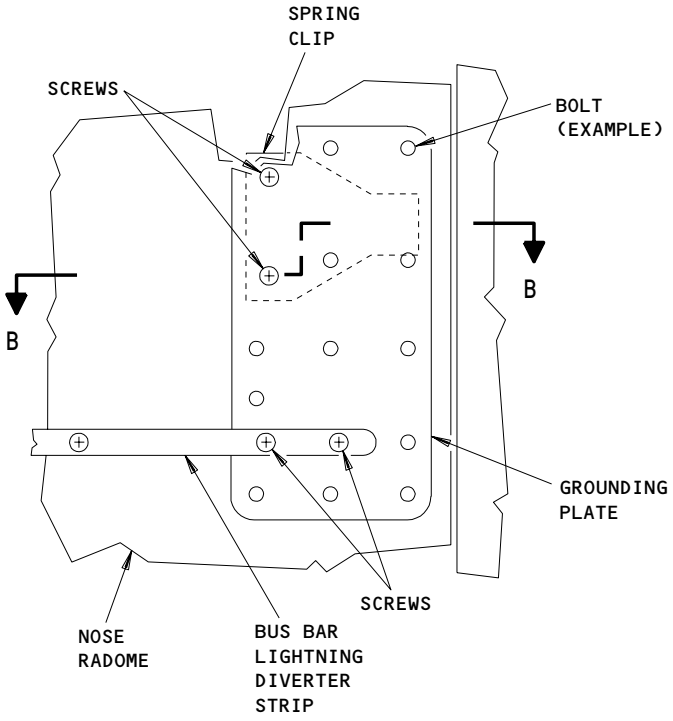
(b) Put the diverter strip on the radome and install the screws.

(c) Make sure there are no clearances between the diverter strip and the radome.
(d) Fill all the clearances around the diverter strip fasteners with sealant.

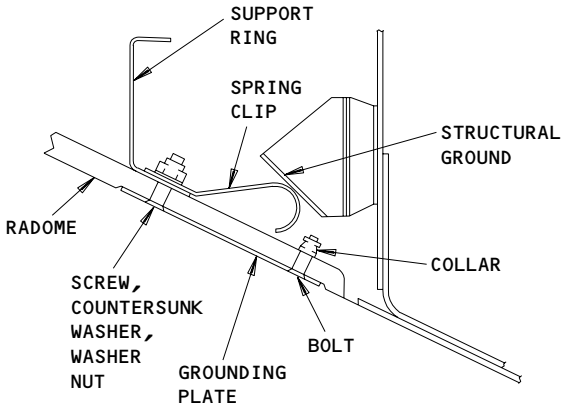
S 714-025
(4) Do the inspection check in AMM 53-12-03/601.



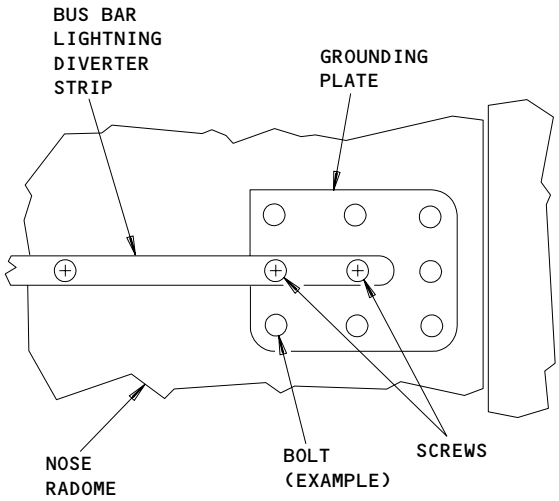
Lightning Diverter Strip
Figure 401 (Sheet 1)



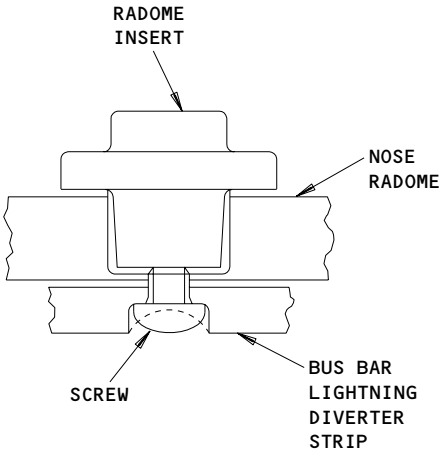
GROUNDING PLATE
(EXAMPLE)
B



GROUNDING PLATE
(EXAMPLE)
B-B

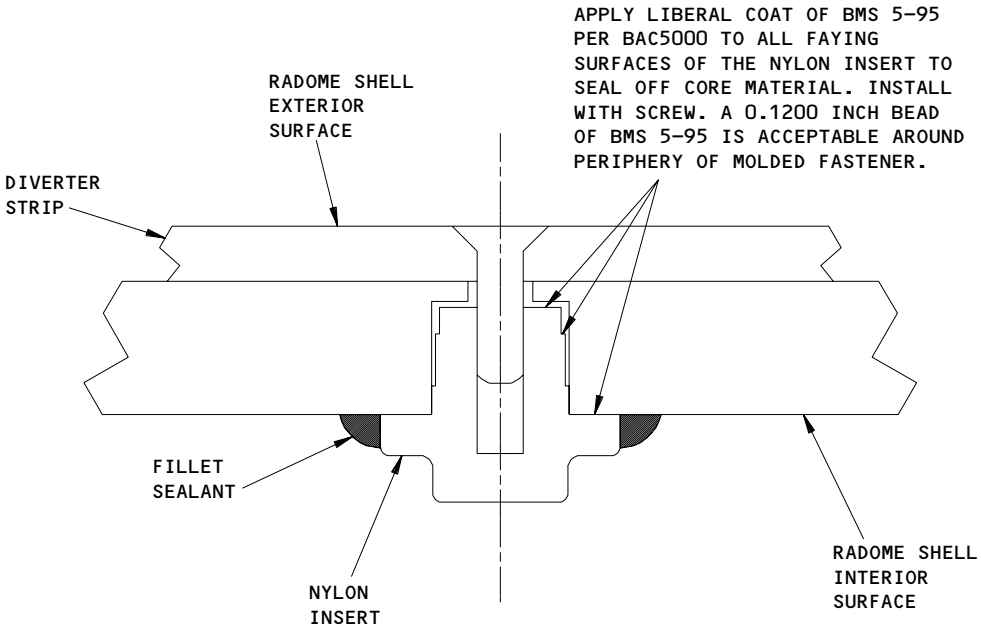


GROUNDING PLATE
(EXAMPLE)
C



RADOME INSERT
(EXAMPLE)
D

Lightning Diverter Strip
Figure 401 (Sheet 2)



Insert/Sealant Installation
Figure 402

LIGHTNING DIVERTER STRIPS - INSPECTION/CHECK

1. General
   A. This task must be done at these times:
      (1) after you install a new diverter strip
      (2) when you find damage that can cause radio noise interference.

TASK 53-12-03-206-008

2. Lightning Diverter Strips - Inspection/Check
   A. Equipment
      (1) Milliohmmeter - 0-10 milliohm range, commercially available
   B. References
      (1) AMM 53-12-01/201, Nose Radome
      (2) AMM 53-12-03/401, Lightning Diverter Strip
   C. Access
      (1) Location Zone
          111 Radome
   D. Procedure

      S 216-009
      (1) Examine the lightning diverter strips for deterioration.

      NOTE: Deterioration of the lightning diverter strips can cause radio noise interference.

      S 306-017
      (2) Repair the lightning diverter strips if it is possible.

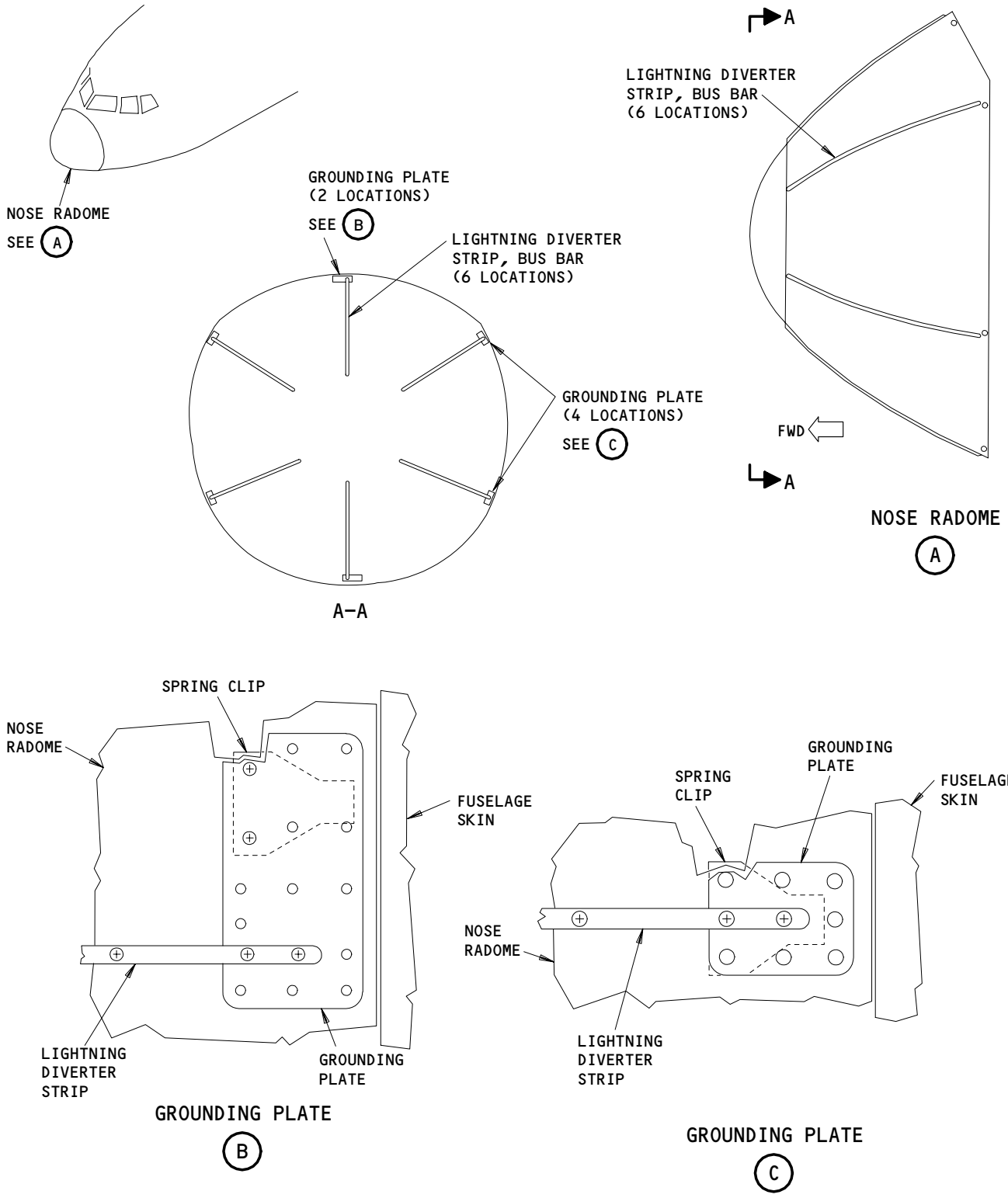
      S 436-018
      (3) Replace the lightning diverter strip if it is necessary (AMM 53-12-03/401).

      S 766-015
      (4) Do an electrical resistance check of the lightning diverter strips:

      NOTE: You must measure the resistance from the grounding plate, not from the diverter strip.

      (a) Open the radome and move supports into position.

(b) Remove the radome if it is necessary.
(c) Make sure the electrical resistance between each grounding plate and the spring clip is not more than 2.5 milliohms.
(d) Close or install the nose radome (AMM 53-12-01/201).
(e) Make sure the electrical resistance between each grounding plate and the fuselage skin is not more than 10 milliohms.



Electrical Resistance Check of the Lightning Diverter Strip
Figure 601

NOSE RADOME SNUBBER - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the upper and lower nose radome snubbers.
      (2) The installation of the upper and lower nose radome snubbers.

TASK 53-12-04-004-008

2. Remove the Nose Radome Snubbers (Fig. 401)
   A. References
      (1) AMM 53-12-01/201 Nose Radome
   B. Access
      (1) Location Zones
          111 Nose Radome

   C. Procedure

      S 864-009
      (1) Open the nose radome (AMM 53-12-01/201).

      S 024-010
      (2) Remove the nut that holds the upper snubber and remove the snubber.

      S 024-011
      (3) Remove the nut that holds the lower snubber and remove the snubber.

TASK 53-12-04-404-011

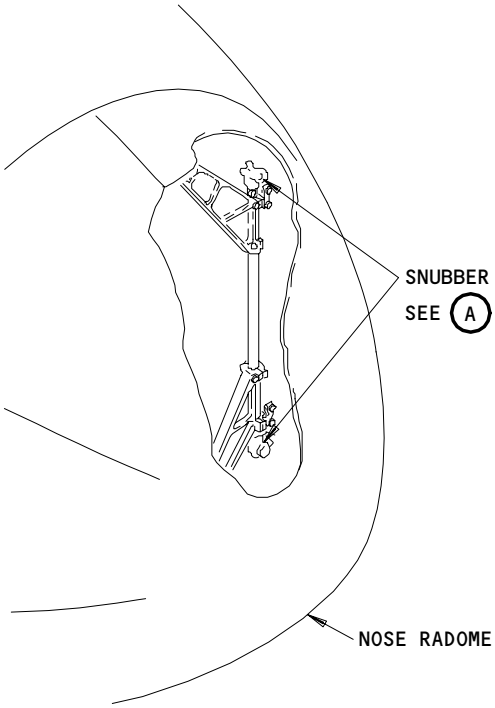
3. Install the Nose Radome Snubber (Fig. 401)
   A. Consumable Materials
      (1) D00633 Grease - BMS 3-33 (Preferred)
      (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
   B. References
      (1) AMM 12-12-03/301, Nose Radome Snubber
      (2) AMM 53-12-01/201, Nose Radome
   C. Access
      (1) Location Zones
          111 Nose Radome

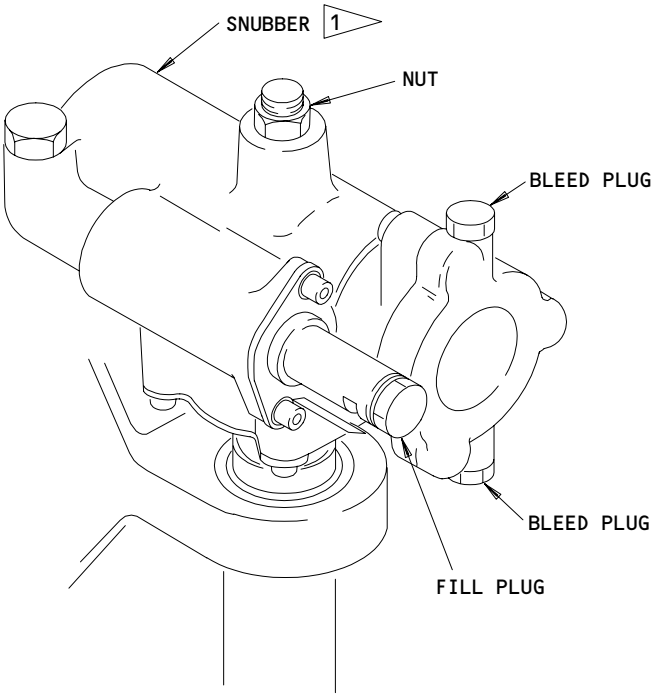
   D. Procedure

      S 644-007
      (1) Apply a light coat of grease to the splines in the upper snubber and the lower snubber.

      S 424-006
      (2) Put the upper snubber on the torque tube and install the nut.

      S 824-005
      (3) Turn the shaft index tooth of the lower snubber 180 degrees from the installed position of the index tooth in the upper snubber shaft.





SNUBBER
A

1 UPPER SNUBBER IS SHOWN,
LOWER SNUBBER IS EQUIVALENT

Nose Radome Snubber
Figure 401

S 424-004
(4) Put the lower snubber on the torque tube and install the nut.

S 114-003
(5) Make sure the index teeth on the upper and lower snubber shafts are 180 degrees apart.

S 614-002
(6) Service the upper and lower nose radome snubbers (AMM 12-12-03/301).

S 864-001
(7) Close the nose radome (AMM 53-12-01/201).

GLIDE SLOPE DIRECTOR ELEMENT - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the glide slope director element (director element).
      (2) The installation of the director element.
   B. The director element is a pressure sensitive tape that is made of aluminum foil. It is attached to the inner surface of the nose radome. It changes the patterns of the glide slope radiation antenna.

TASK 53-12-05-004-001

2. Remove the Glide Slope Director Element (Fig. 401)
   A. References
      (1) AMM 53-12-01/201, Nose Radome
   B. Access
      (1) Location Zone
          111 Nose Radome

   C. Procedure

      S 014-002
      (1) Open the nose radome (AMM 53-12-01/201).

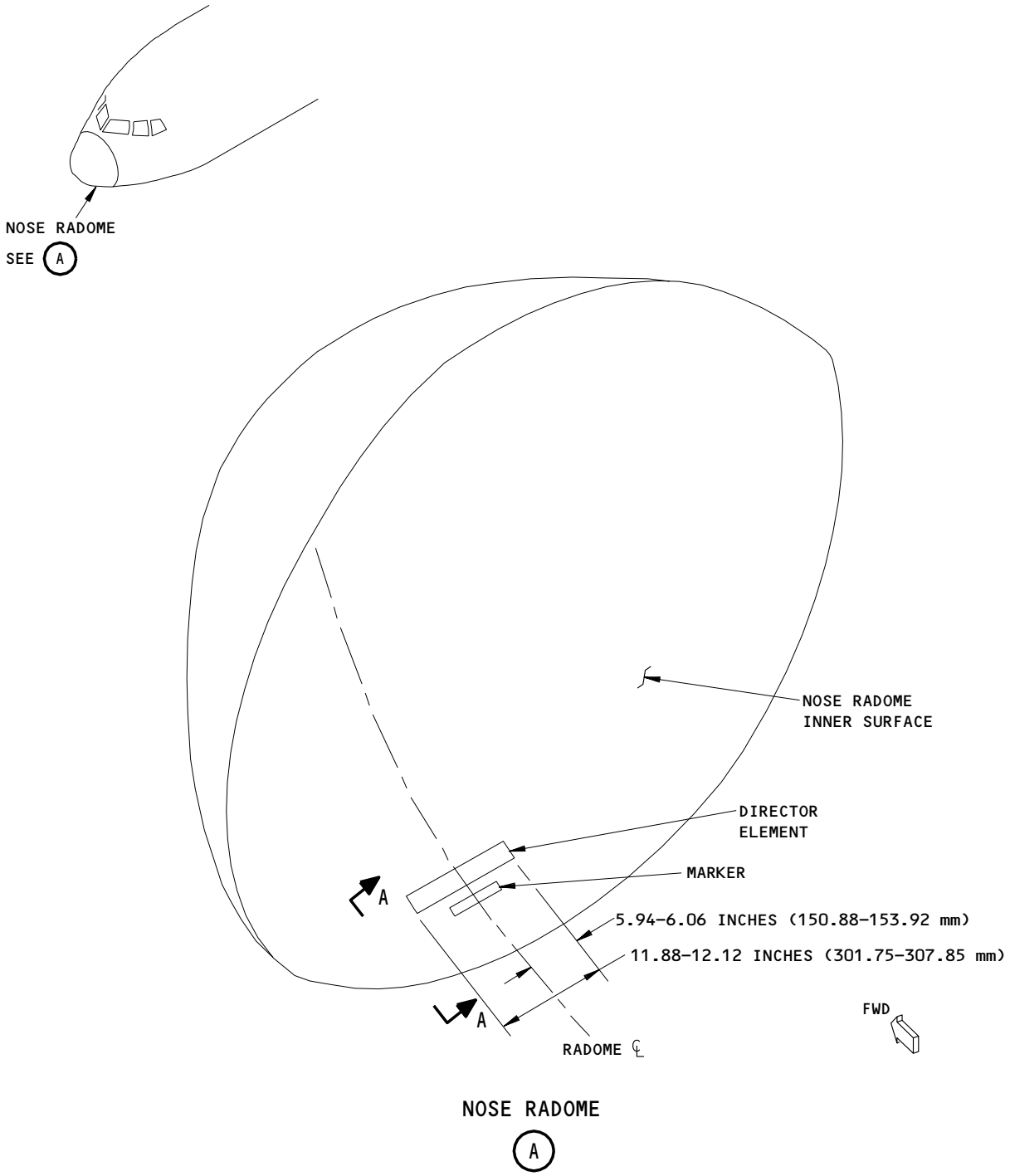
      S 024-003
      (2) Pull the director element off the nose radome.

TASK 53-12-05-404-010

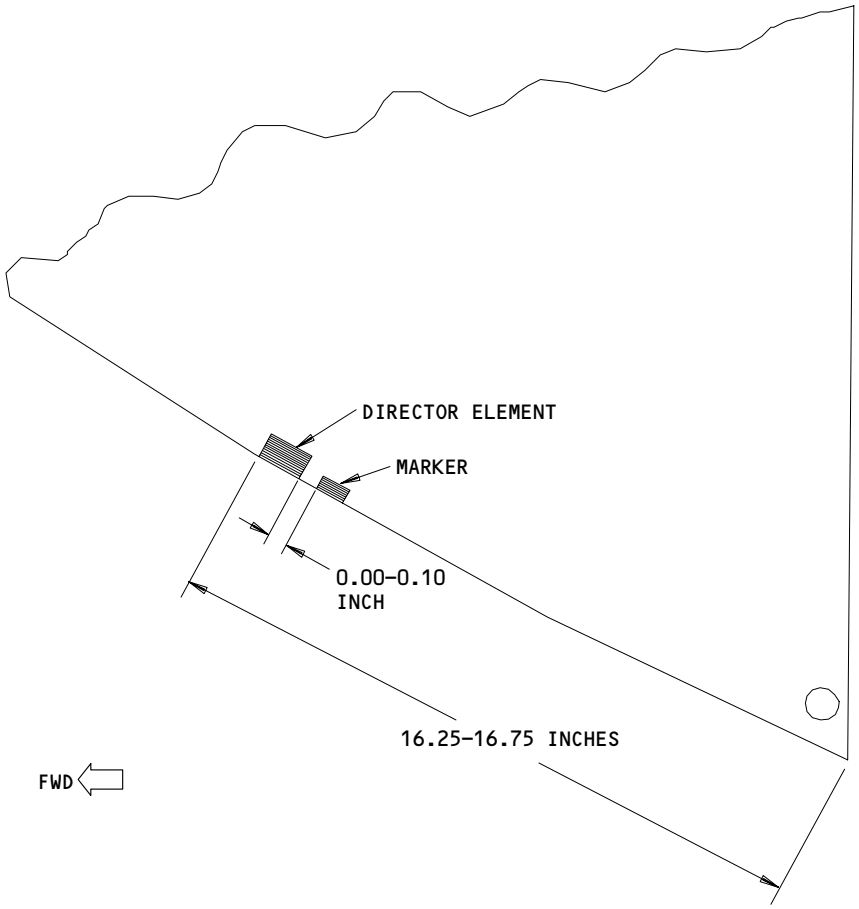
3. Install the Glide Slope Director Element (Fig. 401)
   A. Consumable Materials
      (1) C00259 Primer - BMS 10-11 Type I
      (2) B00135 Solvent - Aliphatic Naptha
      (3) B00192 Solvent - BMS 3-2 Type I
      (4) G02095 Tape - Aluminum Foil Pressure Sensitive - No. 425, 1/2-inch wide, BAC5801
   B. References
      (1) AMM 51-21-10/701, Decorative Exterior Finishes
      (2) AMM 53-12-01/201, Nose Radome
   C. Access
      (1) Location Zone
          111 Nose Radome

   D. Procedure

      S 114-004
      (1) Clean the surface with the aliphatic naptha solvent where you will install the director element.



Glide Slope Director Element
Figure 401 (Sheet 1)



A–A

Glide Slope Director Element
Figure 401 (Sheet 2)

285466

S 374-005
(2) Apply one layer of primer to the area where you will install the director element (AMM 51-21-10/701).

NOTE: Make sure the area with the primer is larger than the director element. After you install the director element you must see 0.25 inch of new primer on all sides of the director element.

S 114-006
(3) After the primer is fully dry, clean the area with the BMS 3-2 solvent.

S 424-007
(4) Apply the tape to the correct position directly from the roll (Fig. 401).

NOTE: Make sure the tape is clear of the lightning diverter strip fastener.

S 224-008
(5) Make sure the marker is tightly attached in the correct position (Fig. 401).

S 414-009
(6) Close the nose radome (AMM 53-12-01/201).

LOWER DOORSILL SCUFF PLATE - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks:
      (1) The first task is the removal of the scuff plates.
      (2) The second task is the installation of the scuff plates.
   B. The lower door sill scuff plate removal/installation is for all upper deck entry doors.
   C. Minor variations between door sills, such as part numbers, will not effect the intent of this procedure.
   D. Figure 401 is typical of all of the upper deck door sill scuff plates. There are small differences in the configuration between each of the door sill scuff plates. These differences do not have an effect on this procedure.
   E. The clearances between the scuff plates and the airplane structure are sealed for aerodynamic smoothness.

TASK 53-13-01-024-001

2. Remove the Scuff Plates

   A. Consumable Materials
      (1) B00148 - Solvent - Methyl Ethyl Ketone (MEK), ASTM D740
   B. References
      (1) AMM 51-31-01/201, Seals and Sealing
   C. Access
      (1) Location Zones
          830 Left Side Passenger Doors
          840 Right Side Passenger Doors

   D. Procedure (Fig./401)

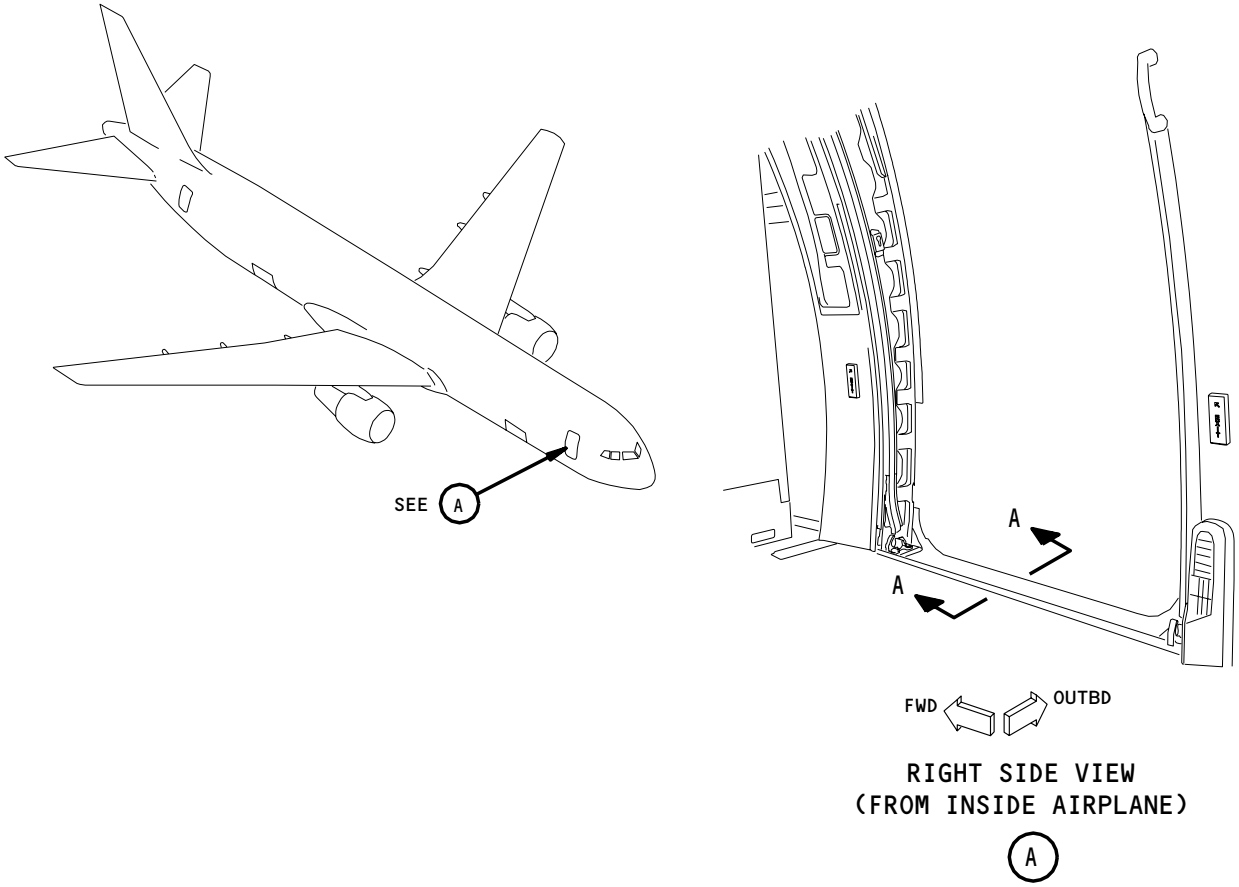
      S 024-002

      CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO REMOVE THE SEALANT. IF YOU ARE NOT CAREFUL, DAMAGE TO THE FUSELAGE SKIN AND SCUFF PLATE CAN OCCUR.

      (1) Remove the sealant from the external portion of the scuff plate (AMM 51-31-01/201) and remove the scuff plate fasteners.

          NOTE: Be careful not to damage the scuff plate or the airplane skin.

      S 024-003
      (2) Remove the scuff plate.



Lower Sill Scuff Plate Sealing
Figure 401

S 114-004

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO REMOVE THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

(3) Clean all faying surfaces by removing old sealant and parting compound using solvent, ASTM D740 and a plastic scraper (AMM 51-31-01/201).

TASK 53-13-01-424-005

3. Install the Scuff Plates

A. Consumable Materials

(1) A00247 - Sealant, BMS 5-95
(2) B00148 - Solvent, Methyl Ethyl Ketone (MEK), ASTM D740
(3) C00064 - Coating, Aluminum chemical conversion - BAC5719, Type II, Class A (MIL-C-5541, Class A)
(4) C00259 - Primer, BMS10-11, Type I
(5) G00009 - Compound, Organic Corrosion Inhibiting - BMS3-23
(6) A01024 - Compound, Fairing - 3M EC-3587B, BAC5530 Type 1
(7) G50365 Agent-Parting, (AC962-73C AC Products, Placentia, CA) (Preferred)
(8) G50366 Agent-Parting, peelable, AZ 534-2B (0A3C8 - Aztec Chemical, Inc. El Monte, CA) (Alternate)
(9) G02185 Agent-Parting, Peelable 4A-183 Green strippable Coating (598-5002 GSC) (Alternate)
(10) G50367 Agent-Parting, Peelable AZ 634-2 (0A3C8 - Aztec Chemical, Inc. El Monte, CA) (Alternate)

(11) G50368 Agent-Parting, Peelable Partall Coverall Film (17629 - Rexco, Conyers, GA) (Alternate)
(12) G50369 Agent-Parting, Peelable, Spraylat SC-1071H-1 Blue (ZR-58227)(OULTO-Spraylat corporation, Chicago, IL) (ALternate)

B. References
(1) AMM 51-31-01/201, Seals and Sealing

C. Access
(1) Location Zones
830 Left Side Passenger Doors
840 Right Side Passenger Doors

D. Procedure

S 114-006

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

(1) Clean all faying surfaces with a solvent, ASTM D740 MEK, and wipe.

S 374-015
(2) Apply coating, BAC 5719, Type II, alodine and one coat of BMS10-11, primer to all bare aluminum surfaces including the faying surface of the fuselage skin.

S 394-017
(3) Apply a coat of strippable parting agent to all faying surfaces of the threshold, the scuff plates and the fuselage skin.
(AMM 51-31-01/201)
(a) Preferred parting agent, G50365.
(b) Alternate parting agent, G02185.
(c) Alternate parting agent, G50366.
(d) Alternate parting agent, G50367.
(e) Alternate parting agent, G50368.
(f) Alternate parting agent, G50369.

S 374-018
(4) Apply compound, BMS 3-23, corrosion inhibiting compound to the entire area under the threshold.

NOTE: The area in contact with the scuff plate should be masked to prevent exposure to the corrosion-inhibiting compounds so the sealant will adhere.

S 394-010

(5) Prepack sealant BMS 5-95 to the cap, doorsill mating surface and the skin mating surface as shown on fig. 401. Apply a pressure surface seal between entire mating surface of scuff plates and parts in direct contact with scuff plates. Install scuff plates with fasteners according to the production drawings.

NOTE: It is critical that sufficient sealant be prepacked into the scuff plates to completely fill the gap between the scuff plates and the fuselage skin along the lower edge of the doorway as shown on the sketch. Continuous sealant squeeze-out is required along all gaps.

S 154-019

CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO REMOVE THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

(6) Remove excess sealant from the gap and the edge after squeeze-out has stopped (AMM 51-31-01/201).

S 394-012

(7) Apply fairing compound as a ramp at a 10 to 1 ratio to fair in the upper corners of the scuff plates to the doorway frame in order to provide a smooth transition for the door seal.

NOTE: No voids, ripples or bumps are allowed in the compound. Final surface finish of the ramp should be visually equivalent to 125 AA microinches finish.

S 394-013

(8) Apply .18 fillet seal using BMS5-95, per BAC5030 (Aerodyamic Seal), along the exterior edge of the scuff plate and body skin.

BULK CARGO DOOR SCUFF PLATE - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks:
      (1) The first task is the removal of the scuff plates.
      (2) The second task is the installation of the scuff plates.
   B. The clearances between the scuff plates and the airplane structure are sealed for aerodynamic smoothness.

TASK 53-13-02-004-001

2. Remove the Bulk Cargo Door Scuff Plates (Fig. 401)
   A. Equipment
      (1) Sealing compound cutting tool - hardwood or plexiglass; commercially available or locally made
   B. Consumable Materials
      (1) B00393 - Solvent-Methyl Ethyl Ketone (MEK) Cleaning, TT-M-261D
   C. Access
      (1) Location Zone
          811 Bulk Cargo Door
   D. Procedure - Remove the Bulk Cargo Door Scuff Plates

S 014-002

(1) Open the Bulk Cargo Door and secure.

S 024-003

CAUTION: BE CAREFUL WHEN SEPARATING THE SEALANT AND SCUFF PLATES FROM THE EXTERNAL PORTION OF THE AIRPLANE. IF YOU ARE NOT CAREFUL, DAMAGE TO THE FUSELAGE SKIN CAN OCCUR.

(2) Remove the fasteners (1)(2)(3) from the scuff plates.

NOTE: Be careful not to damage the scuff plates or the airplane skin when removing the fasteners.

S 024-004

(3) Carefully insert the sealing compound cutting tool between the scuff plates and the airplane skin.

S 024-005

(4) Remove the scuff plates.

S 114-006

WARNING: SOLVENTS ARE HAZARDOUS MATERIALS. DO NOT GET SOLVENTS IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM THE SOLVENTS FOR ANY EXTENDED PERIOD OF TIME. REFER TO THE PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND ANY LOCAL REQUIRMENTS FOR THE PROPER HANDLING PROCEDURES.

CAUTION: METHYL ETHYL KETONE (MEK), TT-M-261D, CAN DAMAGE PAINTED SURFACES IF ALLOWED TO REMAIN IN CONTACT WITH THE PAINT FOR EVEN SHORT PERIODS OF TIME.

(5) Clean all faying surfaces on the scuff plates and the airplane skin by removing the old sealant, and parting agent compound, using solvent (TT-M-261D) and a plastic scraper.

TASK 53-13-02-404-007

3. Install the Bulk Cargo Door Scuff Plates (Fig. 401)

A. Consumable Materials

(1) A00247 - Sealant, BMS 5-95
(2) A02315 - Pressure Seal, BMS 5-142, Class B-2
(3) B00393 - Solvent, Methyl Ethyl Ketone (MEK) Cleaning, TT-M-261D
(4) C00064 - Coating, Aluminum Chemical Conversion - BAC5719, Type II, Class A (MIL-C-5541, Class A)
(5) C00259 - Primer, BMS 10-11, Type I
(6) G00009 - Compound, Organic Corrosion Inhibiting - BMS 3-23

B. References

(1) AMM 51-21-02/701, Prepaint Cleaning and Treatment - Cleaning/Painting
(2) AMM 51-31-02/201, Seals and Sealing - Maintenance Practices

C. Access

(1) Location Zone
811 Bulk Cargo Door

D. Procedure - Install the Bulk Cargo Door Scuff Plates

S 114-008

WARNING: SOLVENTS ARE HAZARDOUS MATERIALS. DO NOT GET SOLVENTS IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM THE SOLVENTS FOR ANY EXTENDED PERIOD OF TIME. REFER TO THE PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND ANY LOCAL REQUIRMENTS FOR THE PROPER HANDLING PROCEDURES.

CAUTION: METHYL ETHYL KETONE (MEK), TT-M-261D, CAN DAMAGE PAINTED SURFACES IF ALLOWED TO REMAIN IN CONTACT WITH THE PAINT FOR EVEN SHORT PERIODS OF TIME.

(1) Clean all faying surfaces of the scuff plates and the airplane skin with solvent (TT-M-261D), and immediately wipe clean.

S 844-009

(2) Apply a coating of aluminum chemical conversion (BAC5719, Type II, alodine) and one coat of primer (BMS 10-11) to all bare aluminum surfaces, including the faying surfaces of the fuselage skin (AMM 51-21-02/701).

S 394-010

(3) Apply a coat of strippable parting agent compound to all faying surfaces of the threshold, the scuff plates and the fuselage skin (AMM 51-31-01/201).

NOTE: Do not apply parting agent to the entire edge of skin and strap under the aft most scuff plate.

S 374-011

(4) Apply corrosion inhabiting compound (BMS 3-23) to the entire area under the threshold.

NOTE: The area in contact with the scuff plate should be masked to prevent exposure to the corrosion inhabiting compound so the sealant will adhere.

S 154-012

(5) Prepack sealant (BMS 5-95) to the cap, doorsill mating surface and the skin mating surface. Apply a pressure surface seal (BMS 5-142) to the entire edge of the skin and strap under the aft most scuff plate.

NOTE: It is critical that sufficient sealant is prepacked into the scuff plates to completely fill the gap between the scuff plates and the fuselage skin, along the lower edge of the doorway. A continous squeeze-out of the sealant during installation is required along all of the gaps.

S 424-013

(6) Install scuff plates with fasteners (1)(2)(3).

NOTE: Be careful to ensure that the correct fasteners are installed in the correct locations.

S 394-014

(7) Remove all excess sealant from the gap and edge after the squeeze-out has stopped.

S 394-015

(8) Apply fairing compound as a ramp at a 10 to 1 ratio to fair in the upper corners of the scuff plates to the doorway frame in order to provide a smooth transition for the cargo door seal.

NOTE: No voids, ripples or bumps are allowed in the fairing compound. The final surface finish of the ramp should be visually equivalent to 125 AA microinches finish.

S 394-016

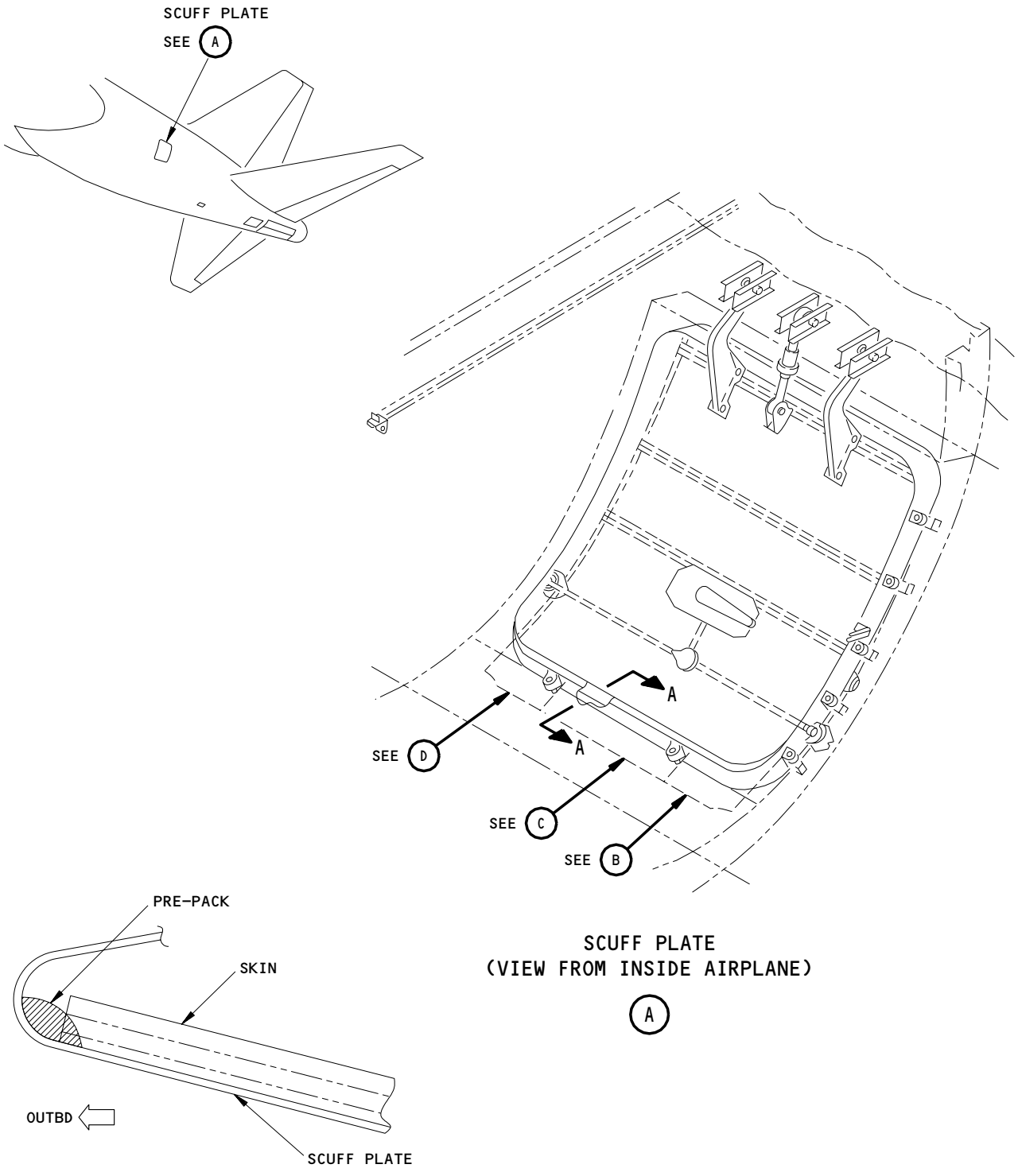
(9) Apply 0.18 inch fillet seal using sealant (BMS 5-95), per BAC5030 (Aerodynamic Seal), along the exterior edge of the scuff plates and body skin.

S 394-017

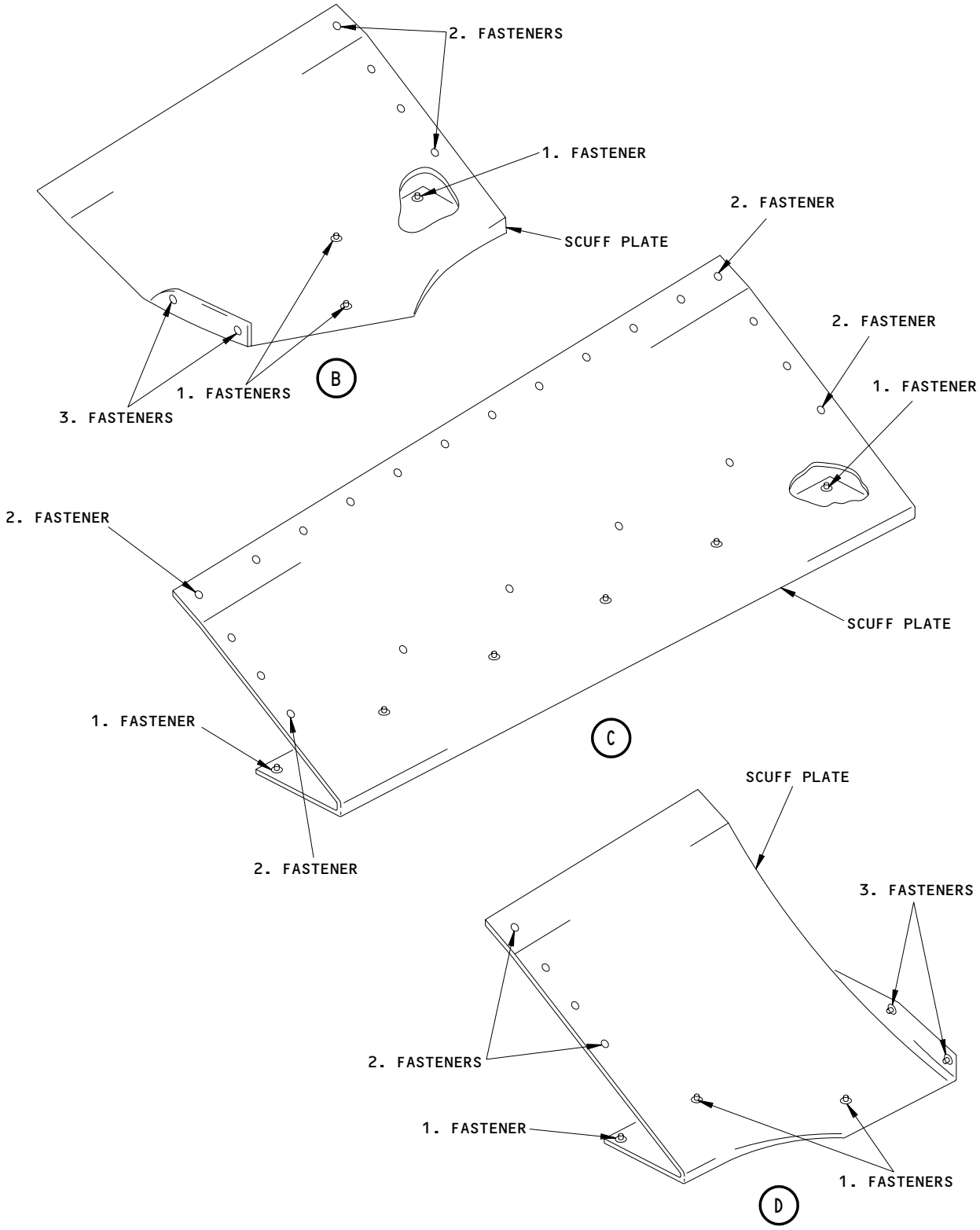
(10) Allow all sealant fillets and fairing compound ramps to cure (dry) before closing bulk cargo door.

S 944-018

(11) Close bulk cargo door.



Bulk Cargo Door Scuff Plate Installation
Figure 401 (Sheet 1)



Bulk Cargo Door Scuff Plate Installation
Figure 401 (Sheet 2)

J64567

CONTROL CABIN - INSPECTION/CHECK

1. General
   A. This procedure contains one task. The inspection of the inner structure above the crew cabin floor that includes the control cabin windshields and parts of the window posts and sills that are visible.

      NOTE: The removal of readily removed side panels is necessary. The removal of the overhead driped at windshield and window shield, glare panel, windows, or permanently attached to the wall panels not necessary to do the intent of the inspection.

      Examine the flight deck from BS 132.3 to BS 246 without the removal of flight panels/consoles or electrical panels. Inspection of the structure with panel and console removal is limited to opportunity inspections of selected out of service/retired airplanes.

      Special access 2112 requires removal of the windshield post padding.

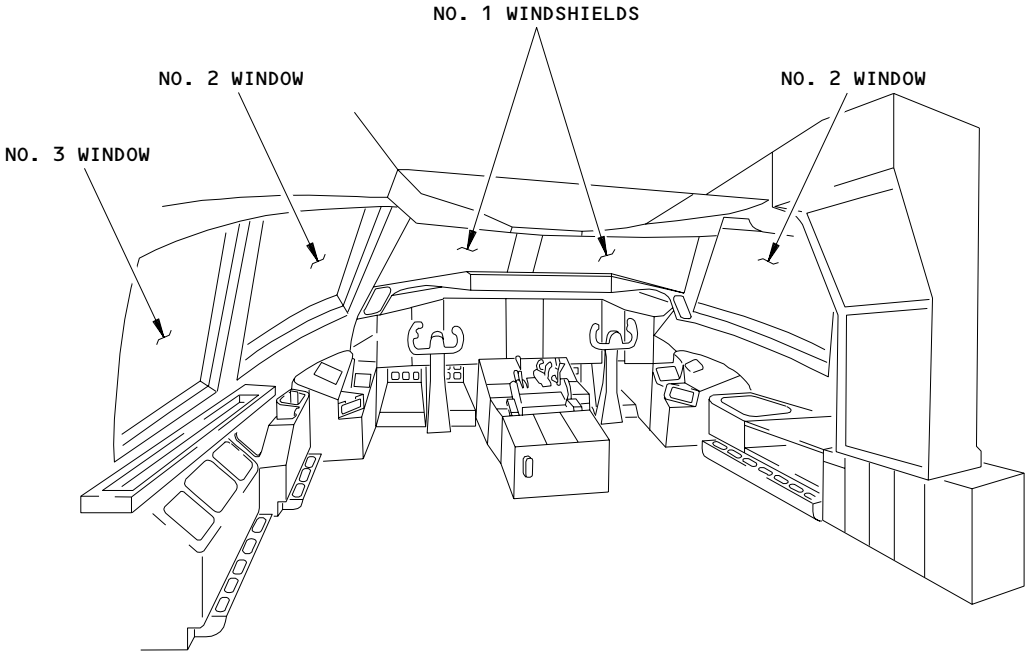
   TASK 53-14-01-216-001

2. Control Cabin Structure Inspection
   A. Consumable Materials
      (1) G00009 Compound - Organic Corrosion Inhibiting BMS3-23
      (2) C00755 Compound - Organic Corrosion Inhibiting, Heavu Duty BMS3-26 Type II
      (3) G50071 Compound - Corrosion Inhibiting BMS3-35
   B. Access
      (1) Location Zones
          211/212 Control Cabin

   C. Procedure - The following is a part of the baseline program that gives the basic task to do in each specified airplane area:

      S 016-002
      (1) Remove all systems, equipment, and interior furnishings, etc (e.g. Toilets, galleys, lining, insulation) as required to accomplish step 3). It is not necessary to remove bushings unless specified in the task description or, there is an indication of corrosion or the bushing migrated.

      S 166-003
      (2) Before the inspection, clean the area if necessary to do step 3) of the basic task.



FLIGHT COMPARTMENT

Control Cabin Structure Inspection/Check
Figure 601

S 216-004

(3) Visually examine all PSES and other structures from the baseline program list from a short distance to find initial signs of corrosion or indications of other faults equivalent to cracks (e.g. General Visual Inspection). Areas that require a full inspection are recorded in the applicable task description. Other non-destructive inspections or visual inspections following a partial disassembly is necessary if there are indications of hidden corrosion equivalent to bulging skins, corrosion occurs in the splices, or below fittings, etc.

S 306-005

(4) Remove all corrosion. Calculate the damage and repair or replace all of the discrepant structure this includes the application of protective finishes, as necessary. Surface oxidation of ferrous metal fasteners may be handled by normal or existing maintenance practices.

S 806-006

(5) Clean all blocked drain holes or drain spaces.

S 396-007

(6) Apply applicable approved water resistant/anti-corrosion compounds as follows: (Recommended procedures for the application of compounds are specified in the reference (Optional)).
   (a) The minimum requirement for all areas unless differently recorded in the baseline program and 6 C), do one from the following:
      1) Apply one layer that penetrates mating surfaces and is moisture resistant (e.g., BMS 3-23).
      2) Apply one layer of dual function compound that penetrates mating surfaces and is moisture resistant and as it dries it it forms a durable barrier (e.g. BMS3-35).
   (b) The recommended application for areas with high potential for rigorous corrosion, identified in the baseline program (optional), do one from the following:
      1) Apply a dual application that consist of one layer that penetrates and is moisture resistant and a top layer that layer that forms a durable barrier (e.g., one layer of BMS 3-23 with a top layer of BMS 3-26, type II).
      2) Apply one layer of dual function compound that penetrates mating surfaces and is moisture resistant and as it dries it it forms a durable barrier (e.g. BMS3-35).

(c) This is a list of areas/items where water resistant/anti-corrosion compounds (step 6) must not be applied. Do not apply water resistant/anti-corrosion compounds to none of the areas recorded below:

1) Cables, pulleys, wiring, plastics, elastomers, oxygen systems

Lubricated or Teflon surfaces (e.g. Greased joints, sealed bearings)

Over cosmoline 1058 (or equivalent per mil-C-16173 grade 1)

Adjacent to tears or holes in insulation blankets (water repelling characteristics are diminished)

Areas with electrical arc potential

Interior materials includes the cargo lining (change of flammability properties)

Engine strut space, APU/APU shroud, cowling panels or pod (incompatibility with BMS 5-63 sealant and/or high temperatures)

Fiberglass ducts where temperature exceeds 220 degrees F

Selected areas noted in baseline program.

S 416-008

(7) Reinstall dry insulation blankets.

FORWARD WING/BODY FAIRING - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the forward wing/body fairings
      (2) The installation of the wing/body fairings
   B. All forward wing/body fairings are installed in almost the same way. You can remove each panel independently. Panels which touch the fuselage are aerodynamically sealed.

TASK 53-36-01-004-001

2. Wing/Body Fairing Removal (Fig. 401)
   A. References
      (1) AMM 51-31-01/201, Seals and Sealing
   B. Access
      (1) Location Zones
          191/192 Wing to Body - Forward Upper Half
          193/194 Wing to Body - Forward Lower Half

   C. Procedure

      S 914-025

      CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO REMOVE THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

      (1) Remove the sealant from the fairing panels you will remove (AMM 51-31-01/201).

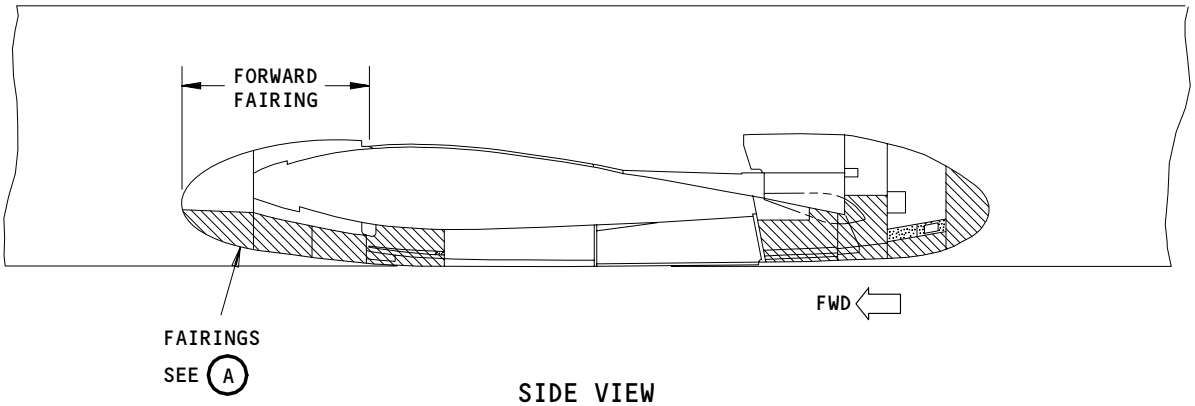
      S 034-006
      (2) Remove the fasteners that hold the fairing panels.

      NOTE: Different types of fasteners are used to hold the fairing panels. Stainless steel bolts and dimpled washers are used to hold the fairing panel and also to provide electrical bonding. Make sure these fasteners will be reinstalled in the same location when Repair/Maintenance is completed.

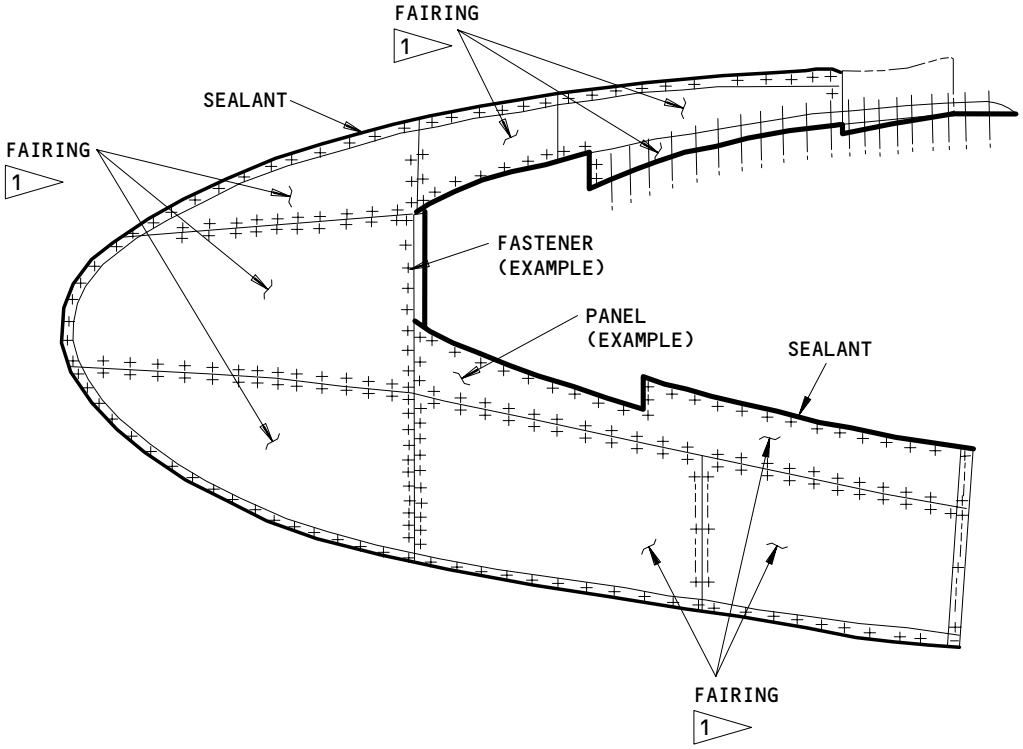
      S 024-017
      (3) Remove the fairing panels.

TASK 53-36-01-404-002

3. Wing/Body Fairing Installation (Fig./401)
   A. Consumable Materials
      (1) A00247 Sealant BMS 5-95 Class B



SIDE VIEW
(LEFT SIDE SHOWN,
RIGHT SIDE OPPOSITE)

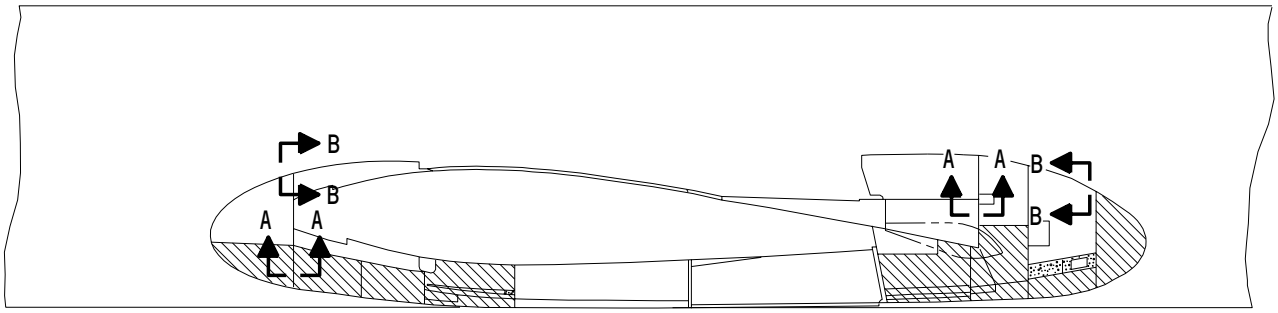


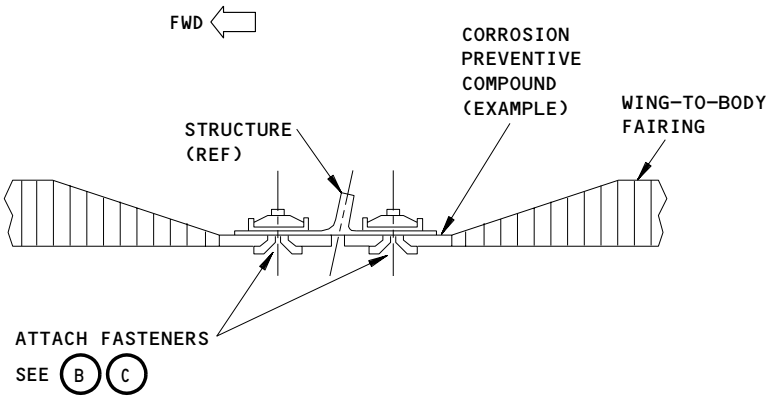
FAIRINGS

A

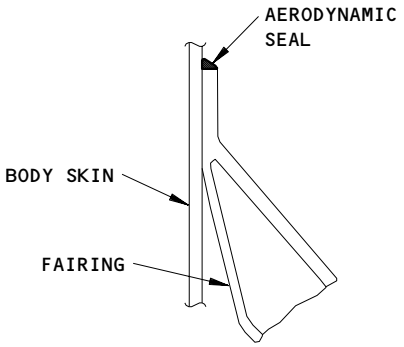
1 DO NOT APPLY SEALANT BETWEEN THE FAIRINGS. THE FAIRINGS ARE INSTALLED WITH HI-FLOAT NUTPLATES. APPLY SEALANT ONLY BETWEEN THE FUSELAGE AND FAIRINGS

Forward Wing/Body Fairing
Figure 401 (Sheet 1)

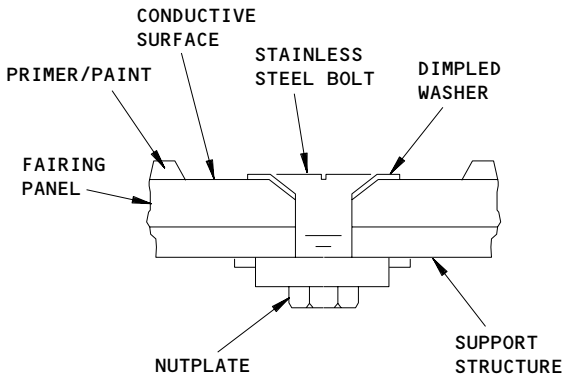




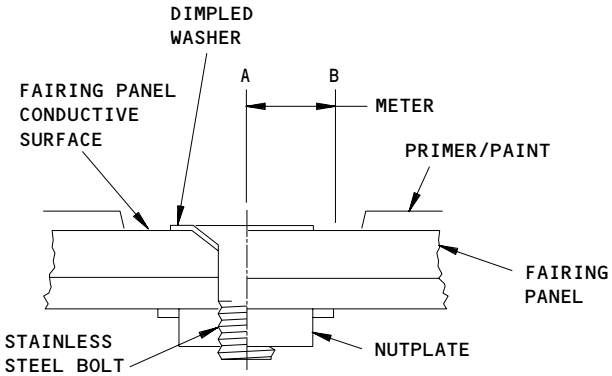
EXAMPLE FAIRING ATTACHMENT
A-A



EXAMPLE FAIRING FLANGE ATTACHMENT
B-B



B



NOTE: RESISTANCE IS MEASURED ONLY BETWEEN POINT A AND POINT B. DO NOT MEASURE BETWEEN POINT A AND STRUCTURE.

C

LEGEND:

- ALUMINUM FLAME SPRAY
- ANTI-STATIC COATING
- ALUMINUM SHEET

Forward Wing-to-Body Fairing
Figure 401 (Sheet 2)

B. Standard Tools and Equipment
(1) Micro-ohmeter - Low resistance, four wire hook-up, 10 Microhms to 200 Ohms, Model 1010-A,
BCD Electronics Ltd.
9-3871 North fraser Way, Burnaby, BC, Canada, V5J 5G6
Tel: (604) 433-2447

C. References
(1) AMM 51-31-01/201, Seals and Sealing

D. Access
(1) Location Zones
191/192 Wing to Body - Forward Upper Half
193/194 Wing to Body - Forward Lower Half

E. Procedure

S 164-009
(1) Make sure the surfaces of the structure and fairing panels are clean.

S 114-008
(2) Make sure the teflon film does not have damage.

S 114-010
(3) Make sure the fairing panel surfaces around the fastener holes and fasteners are clean.

NOTE: If the surfaces are not clean you will have an unsatisfactory electrical bond.

S 214-013
(4) At fastener locations with stainless steel fasteners, usually 4 locations per panel, (1) at each corner.

S 024-014
(5) Remove any paint or primer covering the conductive surface at the panel in the area underneath dimpled washer per View B

S 214-015
(6) If the conductive surface is flame sprayed aluminum, do the following:
(a) Apply alodine over exposed aluminum
(b) Install fasteners (stainless bolt and dimpled washer)

(c) Measure resistance in accord with View C
(d) Maximum resistance shall not exceed 0.5 OHMs
(e) Touch up finish.

S 424-011
(7) Put the fairing panels in position and install the fasteners.

NOTE: Different types of fasteners are used to hold the fairing panels. Stainless steel bolts and dimpled washers are used to hold the fairing panel and also to provide electrical bonding. Make sure these fasteners will be reinstalled in the same location when repair/maintenance is completed.

NOTE: Make sure the stainless steel bolts and dimpled washers are installed at the same location(s) on the fairing panel as they were prior to removal of the panels. Installing different hardware in these location(s) may result in unacceptable electrical bonding.

S 214-006
(8) At fastener locations with stainless steel fasteners, usually 4 locations per panel, (1) at each corner.

S 024-018
(9) Remove any paint or primer covering the conductive surface at the panel in the area underneath dimpled washer per View B.

S 214-008
(10) If the conductive surface is flame sprayed aluminum, do the following:
(a) Apply alodine over exposed aluminum
(b) Install fasteners (stainless bolt and dimpled washer)
(c) Measure resistance in accord with View C
(d) Maximum resistance shall not exceed 0.5 OHMs
(e) Touch up finish.

S 214-009
(11) If the conductive surface is anti-static coating, do the following:
(a) Apply anti-static paint over exposed area
(b) Install fasteners (stainless steel bolt and dimpled washer)
(c) Measure resistance in accord with View C
(d) Maximum resistance shall not exceed 300,000 OHMs
(e) Touch up finish.

NOTE: Do not apply anti-static paint to flame sprayed aluminum.

S 394-003

CAUTION: DO NOT APPLY SEALANT BETWEEN FAIRING THAT HAVE HI-FLOAT NUTPLATES. STRUCTURAL DAMAGE TO THE FAIRING PANELS CAN RESULT DURING FLIGHT IF YOU APPLY SEALANT INCORRECTLY.

DO NOT APPLY SEALANT IN THE FAIRING-TO-SKIN JOINTS WHERE THERE ARE FLEXIBLE SEALS INSTALLED. STRUCTURAL DAMAGE TO THE FAIRINGS CAN RESULT IF YOU APPLY SEALANT INCORRRECTLY.

CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO APPLY THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

(12) Apply sealant as shown (Fig. 401) (AMM 51-31-01/201).

NOTE: This sealant is a aerodynamic and a weather seal.

UPPER AND LOWER WING/BODY FAIRING - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Remove the upper wing/body fairing.
      (2) Install the upper wing/body fairing.
      (3) Remove the lower wing/body fairing.
      (4) Install the lower wing/body fairing.
      (5) Remove the Environmental Control System (ECS) door.
      (6) Install the Environmental Control System (ECS) door.
      (7) Remove the pressure relief panel.
      (8) Install the pressure relief panel.
      (9) Remove the ground air supply panel.
      (10) Install the ground air supply panel.
   B. You can remove one or all of the fairing panels. Each fairing panel is removed and installed in almost the same way.

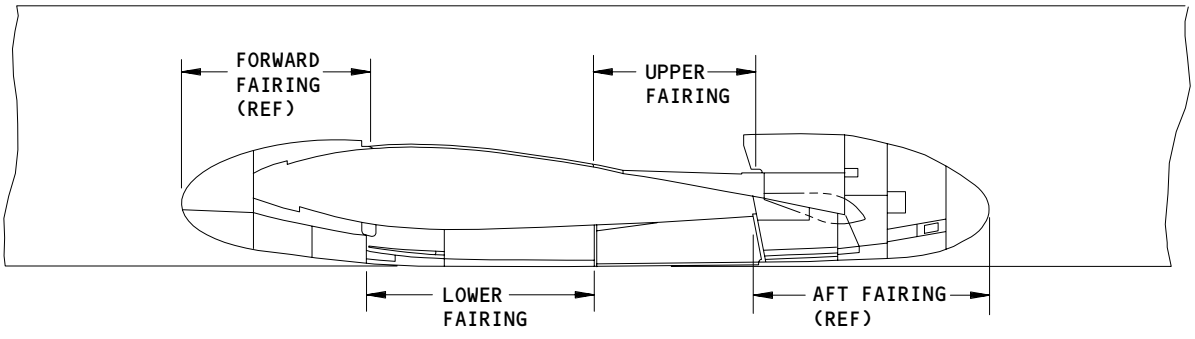
TASK 53-52-01-904-001

2. Upper Wing/Body Fairing Removal (Fig. 401)
   A. Standard Tools and Equipment
      (1) Multimeter 0-1 Megaohms
   B. Access
      (1) Location Zones
          191/192 Wing to Body - Forward Upper Half
          195/196 Wing to Body - Aft Upper Half

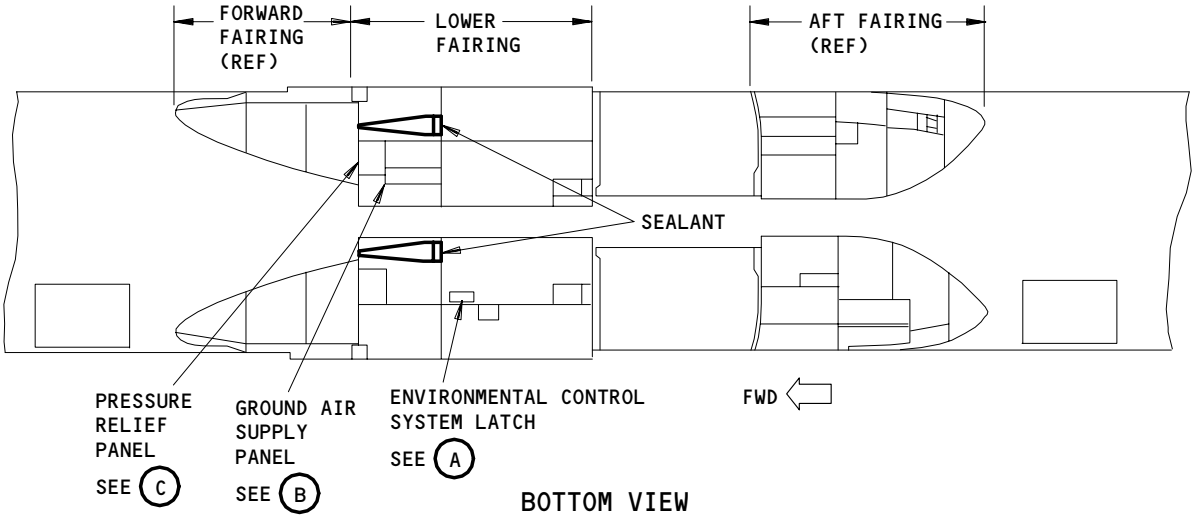
   C. Procedure - Remove the Upper Wing/Body Fairing

      S 024-002
      (1) Remove the fasteners that hold the fairing panels to the airplane.

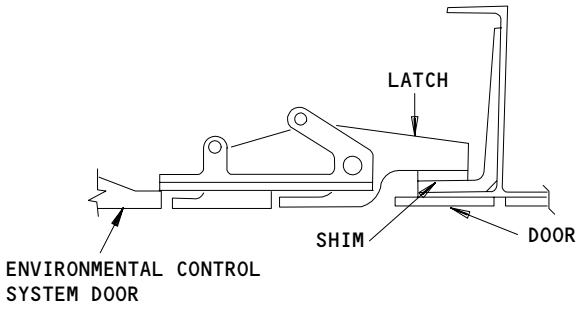
          NOTE: Different types of fasteners are used to hold the fairing panels. Stainless steel bolts and dimpled washers are used to hold the fairing panel and also to provide electrical bonding. Make sure these fasteners will be reinstalled in the same location(s) when repair/maintenance is completed.



SIDE VIEW

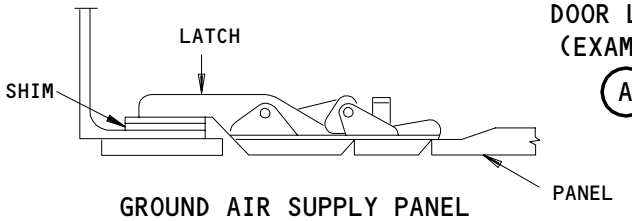


BOTTOM VIEW



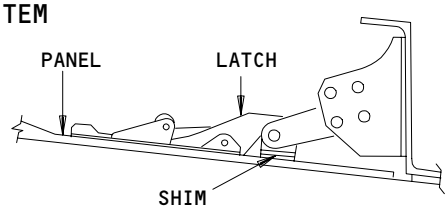
ENVIRONMENTAL CONTROL SYSTEM DOOR LATCH (EXAMPLE)

A



GROUND AIR SUPPLY PANEL (EXAMPLE)

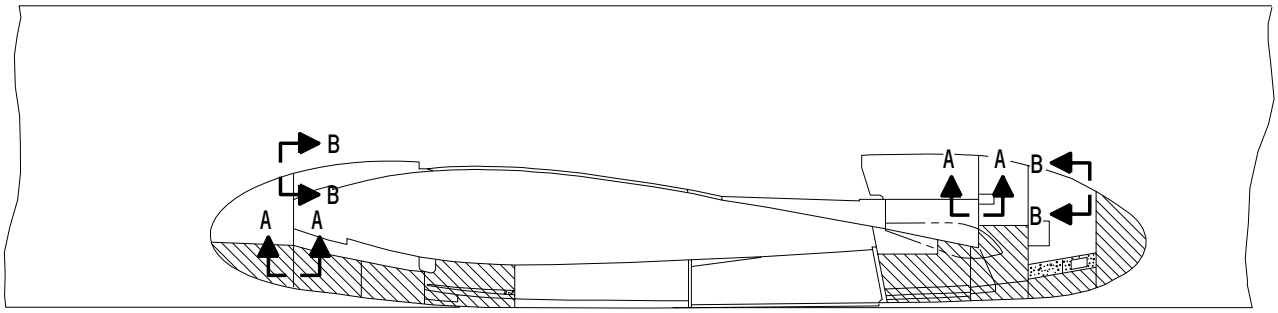
B

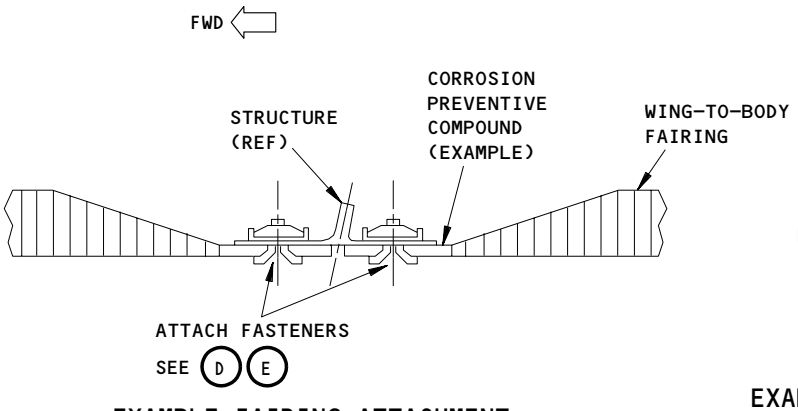


PRESSURE RELIEF PANEL (EXAMPLE)

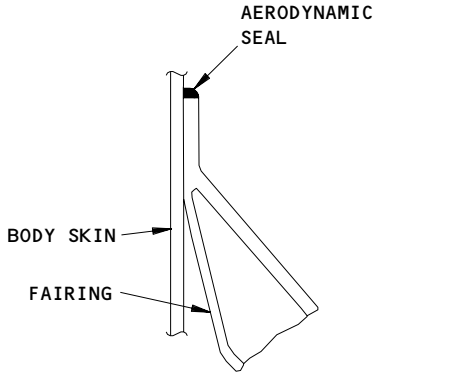
C

Upper and Lower Wing/Body Fairing
Figure 401 (Sheet 1)

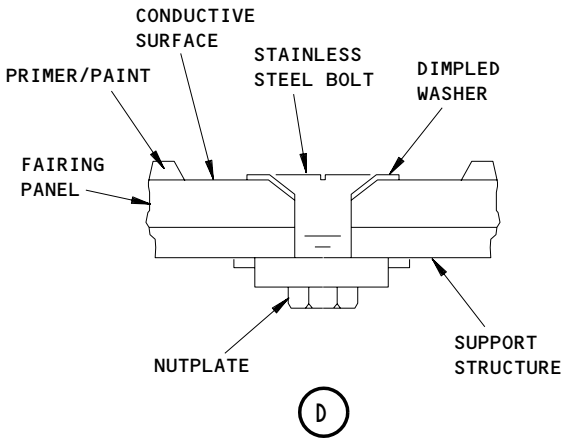




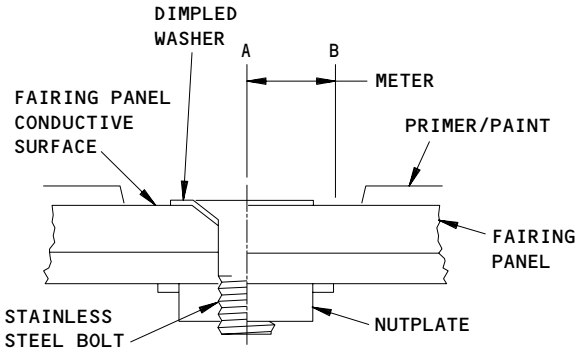
EXAMPLE FAIRING ATTACHMENT
A-A



EXAMPLE FAIRING FLANGE ATTACHMENT
B-B



D



NOTE: RESISTANCE IS MEASURED ONLY BETWEEN POINT A AND POINT B. DO NOT MEASURE BETWEEN POINT A AND STRUCTURE.

E

LEGEND:

ALUMINUM FLAME SPRAY

ANTI-STATIC COATING

ALUMINUM SHEET

Upper and Lower Wing/Body Fairing
Figure 401 (Sheet 2)

S 024-003
(2) Remove the fairing panels from the airplane.

TASK 53-52-01-404-052

3. Upper Wing/Body Fairing Installation

A. Procedure

S 164-061
(1) Make sure the structure and fairing panel mating surfaces are clean.

S 164-005
(2) Make sure the area around the fastener holes and fasteners on the fairing panel are clean.

NOTE: If the areas are not clean, you will get an unsatisfactory electrical bond.

S 214-026
(3) At fastener locations with stainless steel fasteners, usually 4 locations per panel, (1) at each corner.

S 024-027
(4) Remove any paint or primer covering the conductive surface at the panel in the area underneath dimple washer per View D.

S 214-028
(5) If the conductive surface is flame sprayed aluminum, do the following:
(a) Apply alodine over esposed aluminum
(b) Install fasteners (stainless bolt and dimpled washer)
(c) Measure resistance in accord with View E
(d) Maximum resistance shall not exceed 0.5 OHMs
(e) Touch up finish.

S 214-029
(6) If the conductive surface is anti-static coating, do the following:
(a) Apply anti-static paint over exposed area.
(b) Install fasteners (stainless steel bolt and dimpled washer)
(c) Measure resistance in accord with View E
(d) Maximum resistance shall not exceed 300,000 OHMs
(e) Touch up finish.

NOTE: Do not apply anti-static paint to flame sprayed aluminum.

S 424-009

CAUTION: DO NOT APPLY SEALANT BETWEEN THE FAIRING PANELS. STRUCTURAL DAMAGE TO THE FAIRING PANELS CAN RESULT DURING FLIGHT IF YOU INCORRECTLY APPLY THE SEALANT.

(7) Put the fairing panels in position, without sealant, and install the fasteners.

NOTE: Make sure the stainless steel bolts and dimpled washers are installed at the same location(s) on the fairing panel as they were prior to removal of the panels. Installing different hardware in these location(s) may result in unacceptable electrical bonding.

S 764-030

(8) Measure electrical bonding resistance between conductive fasteners and the fairing panel conductive surface.

S 764-031

(9) Maximum resistance shall not exceed for the following panels per View E:
(a) For conductive paint 300,000 OHMs
(b) For flamed spray 0.5 OHMs.

NOTE: Make sure the resistance measurement prior to painting the panel and mounting hardware. If the fairing panel(s) and bolt(s) have been covered with paint, you may not get correct reading. In that case, use two sharp probes and make sure the probes contact the conductive finish on the panel and the metal on the mounting hardware and then measure the resistance.

TASK 53-52-01-904-008

4. Lower Wing/Body Fairing Removal (Fig. 401)

A. Consumable Materials
(1) A00247 Sealant BMS 5-95 Class B

B. References
(1) AMM 51-31-01/201, Seals and Sealing

C. Access
(1) Location Zones
193/194 Wing to Body - Forward Lower Half
197/198 Wing to Body - Aft Lower Half

D. Procedure - Remove the Lower Wing/Body Panels

S 914-063

CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO REMOVE THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

(1) Remove the sealant from the ram air inlet area (AMM 51-31-01/201).

S 024-011

(2) Remove the fasteners that hold the fairing panels to the airplane.

NOTE: Different types of fasteners are used to hold the fairing panels. Stainless steel bolts and dimpled washers are used to hold the fairing panel and also to provide electrical bonding. Make sure these fasteners will be reinstalled in the same location when Repair/Maintenance is completed.

S 024-012

(3) Remove the fairing panels from the airplane.

TASK 53-52-01-404-053

5. Lower Wing/Body Fairing Installation

A. Procedure

S 164-013

(1) Make sure the structure and fairing panel mating surfaces are clean.

S 164-014

(2) Make sure the area around the fastener holes and fasteners on the fairing panel are very clean.

NOTE: If the areas are not clean, you will get an unsatisfactory electrical bond.

S 214-032

(3) At fastener locations with stainless steel fasteners, usually 4 locations per panel, (1) at each corner.

S 024-033

(4) Remove any paint or primer covering the conductive surface at the panel in the area underneath dimple washer per View D.

S 214-034

(5) If the conductive surface is flame sprayed aluminum, do the following:
(a) Apply alodine over exposed aluminum
(b) Install fasteners (stainless bolt and dimpled washer)
(c) Measure resistance in accord with View E

(d) Maximum resistance shall not exceed 0.5 OHMs
(e) Touch up finish.

S 214-035
(6) If the conductive surface is anti-static coating, do the following:
(a) Apply anti-static paint over exposed area
(b) Install fasteners (stainless steel bolt and dimpled washer).
(c) Measure resistance in accord with View E
(d) Maximum resistance not exceed 300,000 OHMs
(e) Touch up finish.

NOTE: Do not apply anti-static paint to flame sprayed aluminum.

S 424-015
(7) Put the fairing panel in position and install the fasteners.

NOTE: Make sure the stainless steel bolts and dimpled washers are installed at the same location(s) on the fairing panel as they wer prior to removal of the panels. Installing different hardware in these location(s) may result in unacceptable electrical bonding.

S 764-036
(8) Measure electrical bonding resistance between conductive fasteners and the fairing panel conductive surface.

S 764-037
(9) Maximum resistance shall not exceed for the following panels per View E:
(a) For conductive paint 300,000 OHMs
(b) For flamed spray 0.5 OHMs.

NOTE: Make sure the resistance measurement prior to painting the panel and mounting hardware. If the fairing panel(s) and bolt(s) have been covered with paint, you may not get correct reading. In that case, use two sharpprobes and make sure the probes contact the conductive finish on the panel and the metal on the mounting hardware and then measure the resistance.

S 394-064

CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO APPLY THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

(10) Apply the sealant to the ram air inlet (AMM 51-31-01/201).

TASK 53-52-01-904-017

6. ECS Door Removal (Fig. 401)

A. Access

(1) Location Zones

193/194 Wing to Body - Forward Lower Half

(2) Access Panel

193NL Environmental Control System (Left)
194LR Environmental Control System (Right)

B. Procedure

S 034-018

(1) Unlatch the ECS door latches.

S 024-019

(2) Remove the hinge pins from the ECS door hinges.

S 034-020

(3) Disconnect the bonding jumpers.

S 024-021

(4) Remove the ECS door from the airplane.

TASK 53-52-01-404-054

7. ECS Door Installation

A. Procedure

S 424-022

(1) Hold the ECS door in position with the hinges aligned.

S 424-023

(2) Install the hinge pins, spacers, nut, and cotter pins.

S 434-024

(3) Connect the bonding jumpers.

S 414-025
(4) Close and latch the ECS door.

S 824-026
(5) Adjust the shims until the ECS door and the structure are smooth, or there is not more than a 0.01 to 0.03 inch flushness difference.

TASK 53-52-01-904-027

8. Pressure Relief Panel Removal (Fig. 401)

A. Access

(1) Location Zones

193/194 Wing to Body - Forward Lower Half

(2) Access Panel

193GL ECS - Pressure Relief Panel (Left)
194HR ECS - Pressure Relief Panel (Right)

B. Procedure

S 024-028
(1) Unlatch the pressure relief panel latches.

S 024-029
(2) Remove the bolts, washers, and nuts that hold the pressure relief panel to the hinges.

S 034-030
(3) Disconnect the cable from the pressure relief panel.

S 024-031
(4) Remove the pressure relief panel from the airplane.

TASK 53-52-01-404-055

9. Pressure Relief Panel Installation

A. Procedure

S 424-045
(1) Hold the pressure relief panel in position with the hinge bolt holes aligned.

S 424-032
(2) Install and tighten the bolts, washers, and nuts that hold the pressure relief panel to the hinges.

S 434-033
(3) Connect the cable to the pressure relief panel by tightening the nut, bolt, and washer for the cable end.
(a) If the nut is self-locking, make sure that the bolt is free to rotate with no axial clearance.
(b) If the nut is not self-locking, install a new cotter pin into the bolt.

NOTE: Make sure that the bolt is free to rotate with no axial clearance.

S 414-034
(4) Close and latch the pressure relief panel.

S 824-035
(5) Adjust the shims until the pressure relief panel and the structure are smooth, or there is not more than 0.01 inch flushness difference.

TASK 53-52-01-904-036

10. Ground Air Supply Panel Removal (Fig. 401)

A. Access

(1) Location Zones

193/194 Wing to Body - Forward Lower Half

(2) Access Panels

193LL Ground Air Supply (Left)
194PR Ground Air Supply (Right)

B. Procedure

S 024-037
(1) Release the ground air supply panel latches.

S 024-038
(2) Remove the bolts, washers, and nuts that hold the ground air supply panel to the hinges.

S 034-039
(3) Disconnect the cable from the ground air supply panel.

S 024-040
(4) Remove the ground air supply panel from the airplane.

TASK 53-52-01-404-056

11. Ground Air Supply Panel Installation

A. Procedure

S 424-046
(1) Hold the ground air supply panel in position with the hinge bolt holes aligned.

S 424-041
(2) Install the bolts, washers, and nuts that hold the ground air supply panel to the hinges.

S 434-042
(3) Connect the cable to the ground air supply panel. Tighten the nut with your hand.

S 434-035
(4) Install a new cotter pin.

S 414-043
(5) Close and latch the gound air supply panel.

S 824-044
(6) Adjust the shims until the ground air supply panel and the structure are smooth, or there is not more than a 0.01 inch flushness difference.

AFT WING/BODY FAIRING - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the aft wing-to-body fairings
      (2) The installation of the aft wing-to-body fairings
   B. All the fairings are installed in almost the same way. You can remove each fairing one at a time.

TASK 53-66-01-004-002

2. Aft Wing/Body Fairing Removal (Fig. 401)
   A. References
      (1) AMM 51-31-01/201, Seals and Sealing
   B. Access
      (1) Location Zones
          195/196 Wing to Body - Aft Upper Half
          197/198 Wing to Body - Aft Lower Half

   C. Procedure

      S 914-027

      CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO REMOVE THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

      (1) Remove the sealant from the fairing panels (AMM 51-31-01/201).

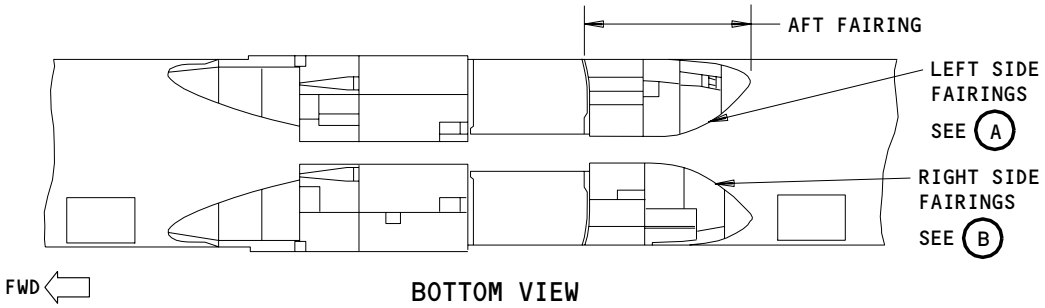
      S 034-008
      (2) Remove the fasteners that hold the fairing panels.

      NOTE: Different types of fasteners are used to hold the fairing panels. Stainless steel bolts and dimpled washers are used to hold the fairing panel and also to provide electrical bonding. Make sure these fasteners will be reinstalled in the same location(s) when Repair/Maintenance is completed.

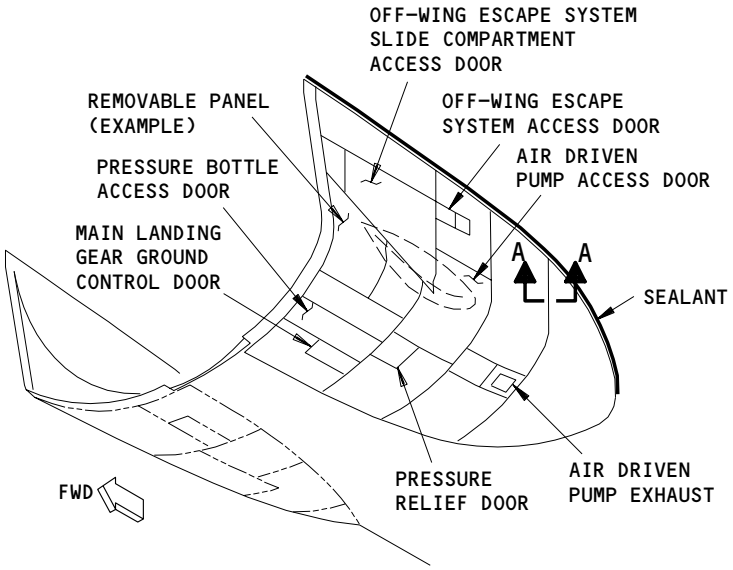
      S 024-009
      (3) Remove the fairing panels.

TASK 53-66-01-404-003

3. Aft Wing/Body Fairing Installation (Fig. 401)
   A. Standard Tools and Equipment
      (1) Microhmeter - Low resistance, four wire hook-up, 10 Microhms to 200 Ohms, Model 1010-A, Barberree Custom Design, 1401 Laurier House, 1600 Beach Avenue, Vancouver, British Columbia V6G 1Y6, Canada Tel: (604) 681-0937.
   B. Consumable Materials
      (1) A00247 Sealant BMS 5-95 Class B

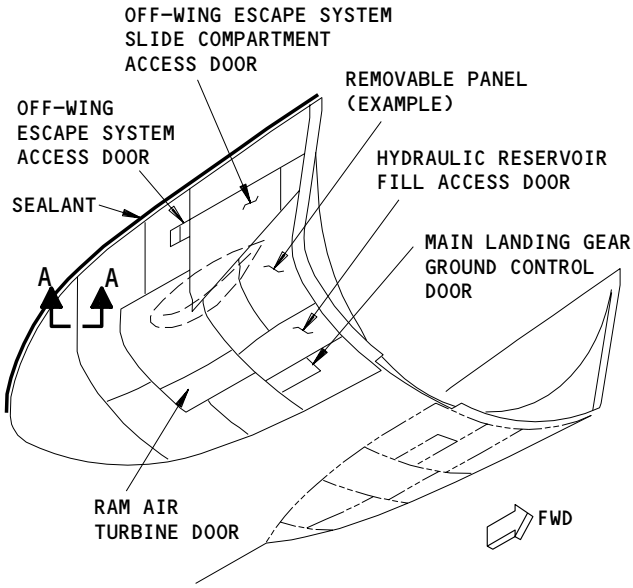


BOTTOM VIEW



LEFT SIDE FAIRINGS

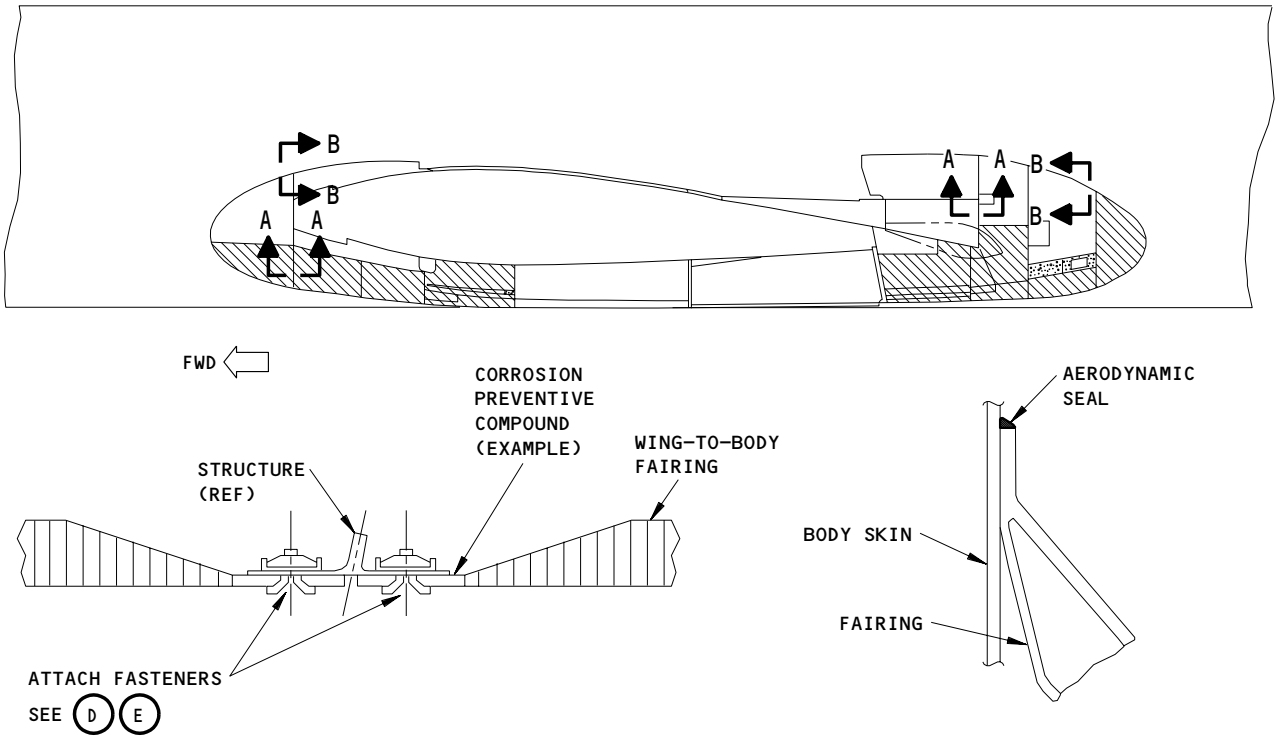
(A)



RIGHT SIDE FAIRINGS

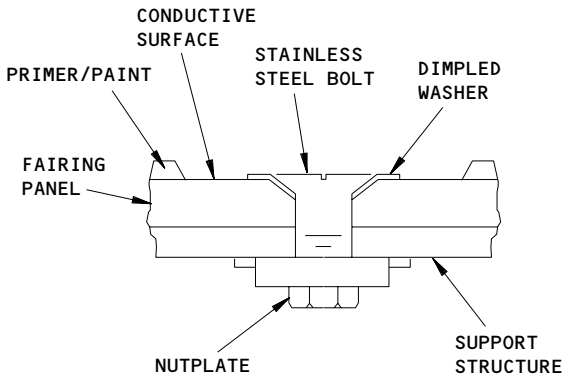
(B)

Aft Wing/Body Fairing
Figure 401 (Sheet 1)

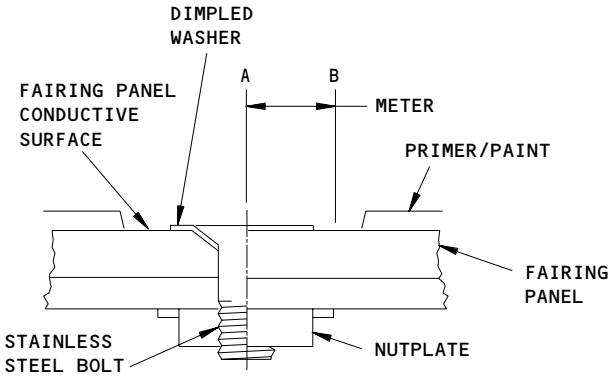


EXAMPLE FAIRING ATTACHMENT
A-A

EXAMPLE FAIRING FLANGE ATTACHMENT
B-B



D



NOTE: RESISTANCE IS MEASURED ONLY BETWEEN POINT A AND POINT B. DO NOT MEASURE BETWEEN POINT A AND STRUCTURE.

E

LEGEND:

- ALUMINUM FLAME SPRAY
- ANTI-STATIC COATING
- ALUMINUM SHEET

Forward Wing/Body Fairing
Figure 401 (Sheet 2)

C. References
(1) AMM 51-31-01/201, Seals and Sealing

D. Access
(1) Location Zones
195/196 Wing to Body - Aft Upper Half
197/198 Wing to Body - Aft Lower Half

E. Procedure

S 164-004
(1) Make sure the surfaces between the structure and the fairing panels are clean.

S 164-005
(2) Make sure the areas around the fastener holes and the fasteners are clean.

NOTE: If these areas are not clean, you will have an unsatisfactory electrical bond.

S 214-010
(3) At fastener locations with stainless steel fasteners, usually 4 locations per panel, (1) at each corner.

S 024-011
(4) Remove any paint or primer covering the conductive surface at the panel in the area underneath dimple washer per View D.

S 214-012
(5) If the conductive surface is flame sprayed aluminum, do the following:
(a) Apply alodine over exposed aluminum
(b) Install fasteners (stainless bolt and dimpled washer)
(c) Measure resistance in accord with View E
(d) Maximum resistance shall not exceed 0.5 OHMs
(e) Touch up finish

S 214-013
(6) If the conductive surface is anti-static coating, do the following:
(a) Apply anti-static paint over exposed area
(b) Install fasteners (stainless steel bolt and dimpled washer)

(c) Measure resistance in accord with View E
(d) Maximum resistance shall not exceed 300,000 OHMs
(e) Touch up finish.

NOTE: Do not apply anti-static paint to flame sprayed aluminum.

S 424-006
(7) Put the fairing panel in position and install the fasteners.

NOTE: Make sure the stainless steel bolts and dimpled washers are installed at the same location(s) on the fairing panel as they were prior to removal of the panels. Installing different hardware in these location(s) may result in unacceptable electrical bonding.

S 424-026
(8) If you installed the panel adjacent to and below the flap fairing door, make sure the upper edge of the panel is outboard of the flap fairing door.

S 764-014
(9) Measure electrical bonding resistance between conductive fasteners and the fairing panel conductive surface, see View E.

S 764-015
(10) Maximum resistance shall not exceed 300,000 OHMs for conductive paint.

S 764-016
(11) Maximum resistance shall not exceed 0.5 OHMs for flame spray.

NOTE: Make resistance measurement prior to painting the panel and the mounting hardware. If the fairing panel(s) and bolt(s) have been covered with paint, you may not get correct reading. In that case, use two sharp probes and make sure the probes contact the conductive finish on the panel and the metal on the mounting hardware and then measure the resistance.

S 394-001

CAUTION: DO NOT APPLY SEALANT BETWEEN THE FAIRING PANELS. YOU CAN CAUSE STRUCTURAL DAMAGE TO THE FAIRING PANELS IF YOU INCORRECTLY INSTALL THE SEALANT.

CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO APPLY THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

(12) Apply the sealant as shown (Fig. 401) to the fairing panel (AMM 51-31-01/201).

NOTE: This sealant is an aerodynamic and a weather seal.

DORSAL FIN - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the dorsal fin.
      (2) The installation of the dorsal fin.

TASK 53-66-02-004-015

2. Remove the Dorsal Fin (Fig. 401)
   A. References
      (1) AMM 25-22-02/401, Lowered ceiling panels
      (2) AMM 25-22-08/401, Ceiling insulation
   B. Access
      (1) Location Zones
          253 Area Above Passenger Cabin Ceiling - Section 46 (Left)
          254 Area Above Passenger Cabin Ceiling - Section 46 (Right)

   C. Procedure

      S 014-008
      (1) Remove the ceiling panels above the aft galley complex as necessary to get access to the dorsal fin bolts (AMM 25-22-02/401).

      S 014-009
      (2) Remove the insulation blankets as necessary (AMM 25-22-08/401).

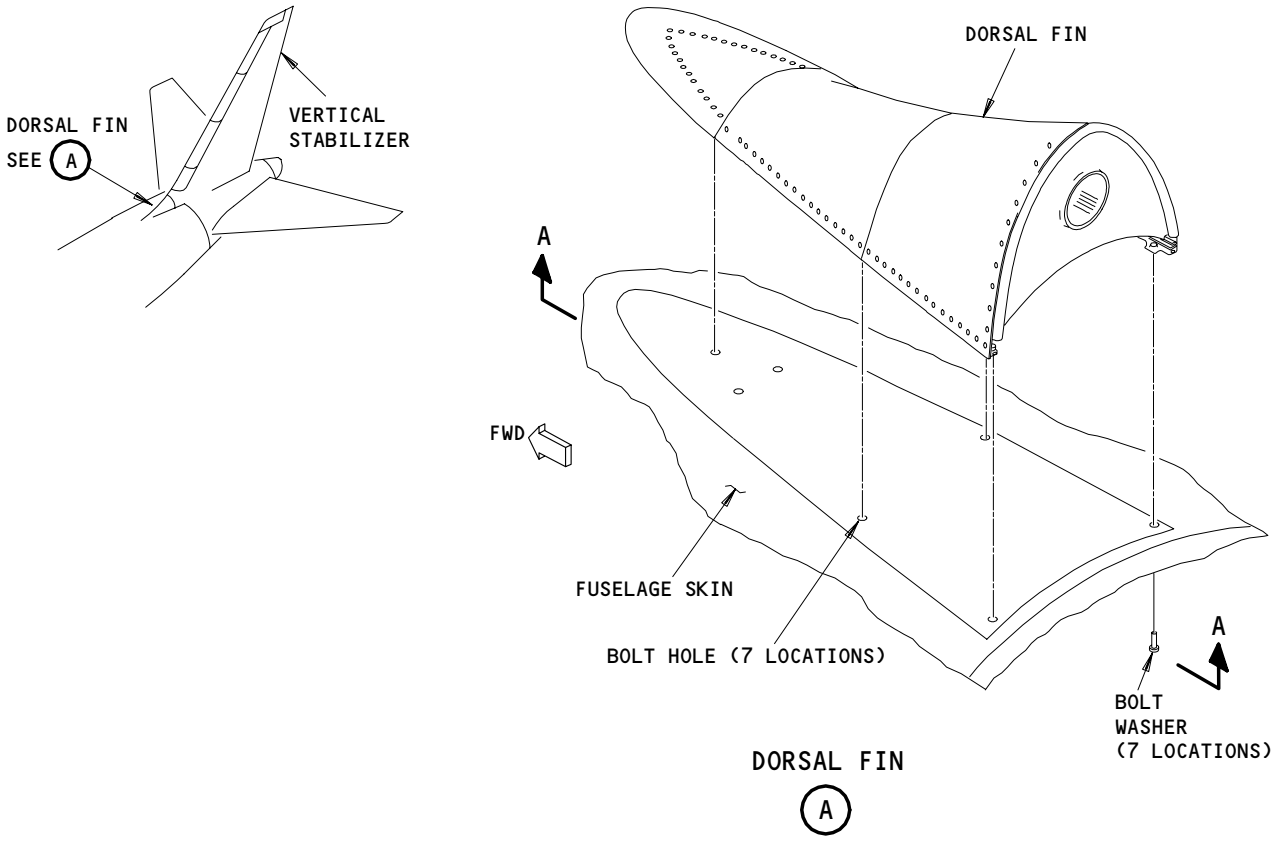
      S 024-010
      (3) Remove the five bolts (1), the two bolts (2) and the washers that hold the dorsal fin to the fuselage.

      S 024-012
      (4) Remove the dorsal fin from the fuselage.

      NOTE: Be careful to not change the shims between the dorsal fin and the fuselage. The shims will usually stay in the correct positions on the fuselage skin, because of the sealant. Do not try to move the shims.

TASK 53-66-02-404-013

3. Install the Dorsal Fin (Fig. 401)
   A. References
      (1) AMM 25-22-02/401, Lowered ceiling panels



Dorsal Fin
Figure 401

(2) AMM 25-22-08/401, Ceiling insulation

B. Access

(1) Location Zones

253 Area Above Passenger Cabin Ceiling - Section 46 (Left)
254 Area Above Passenger Cabin Ceiling - Section 46 (Right)

C. Procedure

S 424-007

(1) Put the dorsal fin in position on the fuselage.

S 424-006

(2) Align the nutplates that are on the dorsal fin mount brackets with the bolt holes in the fuselage.

S 424-004

(3) Install the five bolts (1) and washers that hold the dorsal fin to the fuselage. Torque the bolts (1) to 72-80 pound-inches.

S 424-003

(4) Install the two bolts (2) and washers that hold the dorsal fin to the fuselage. Torque the bolts (2) to 135-165 pound-inches.

S 824-014

(5) Make sure the dorsal-fin-to-vertical-stabilizer joint is smooth, or has less than a ±0.05 inch difference.

S 414-002

(6) Install all the insulation blankets that you removed. (AMM 25-22-08/401).

S 414-001

(7) Install all the ceiling panels that you removed (AMM 25-22-02/401).