



VOLUME 2 - CORROSION CONTROL

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AIRPLANE DIMENSIONS AND AREAS

1. General

A. This section of the manual contains all of the airplane reference data required for orientation to perform Preventative Maintenance. The figures are arranged as follows:

- (1) Figure 1 - Abbreviations and Symbols
- (2) Figure 2 - Fuselage Station Diagram
- (3) Figure 3 - Fuselage Cross Section Diagram
- (4) Figure 4 - Engine and Nacelle Station Diagram
- (5) Figure 5 - Wing Station Diagram
- (6) Figure 6 - Vertical Stabilizer Station Diagram
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AWG	American Wire Gage	MRB	Maintenance Review Board
BBL	Body Buttock Line	NAC BL	Nacelle Buttock Line
BRP	Body Reference Plane	NAC STA	Nacelle Station
BS or B STA	Body Station	NAC WL	Nacelle Water Line
CMM	Component Maintenance Manual	OD	Outside Diameter
CRES	Corrosion Resistant Steel	NDT	Nondestructive Test
CRT	Cathode Ray Tube	NLG	Nose Landing Gear
DIA	Diameter	NOM	Nominal
DME	Distance Measuring Equipment	OHM	Overhaul Manual
ELEV STA	Elevator Station	R or RAD	Radius
ENG STA	Engine Station	RH	Right-hand
FIN STA	Fin Station	RSS or RS STA	Rear Spar Station
FIN WL	Fin Water Line	RUD STA	Rudder Station
FSS or FSS STA	Front Spar Station	SB	Service Bulletin
H & D	Herter and Driffield	SFD	Source-to-Film Distance
ID	Inside Diameter	SL	Service Letter
KHz	Kilohertz	SLAT STA	Slat Station
KV	Kilovolt	SRM	Structural Repair Manual
LE	Leading Edge	STA	Station
LE STA	Leading Edge Station	STAB STA	Stabilizer Station
LH	Left-hand	TR STA	Thrust Reverser Station
MA	Milliamperes	WBL	Wing Buttock Line
MAS	Milliamp Seconds	WL	Water Line
MHz	Megahertz	WS or W STA	Wing Station
MLG	Main Landing Gear		Centerline
MPD	Maintenance Planning Data (or Document)		Generator Position
NDI	Nondestructive Inspection		

Abbreviations and Symbols  
Figure 1

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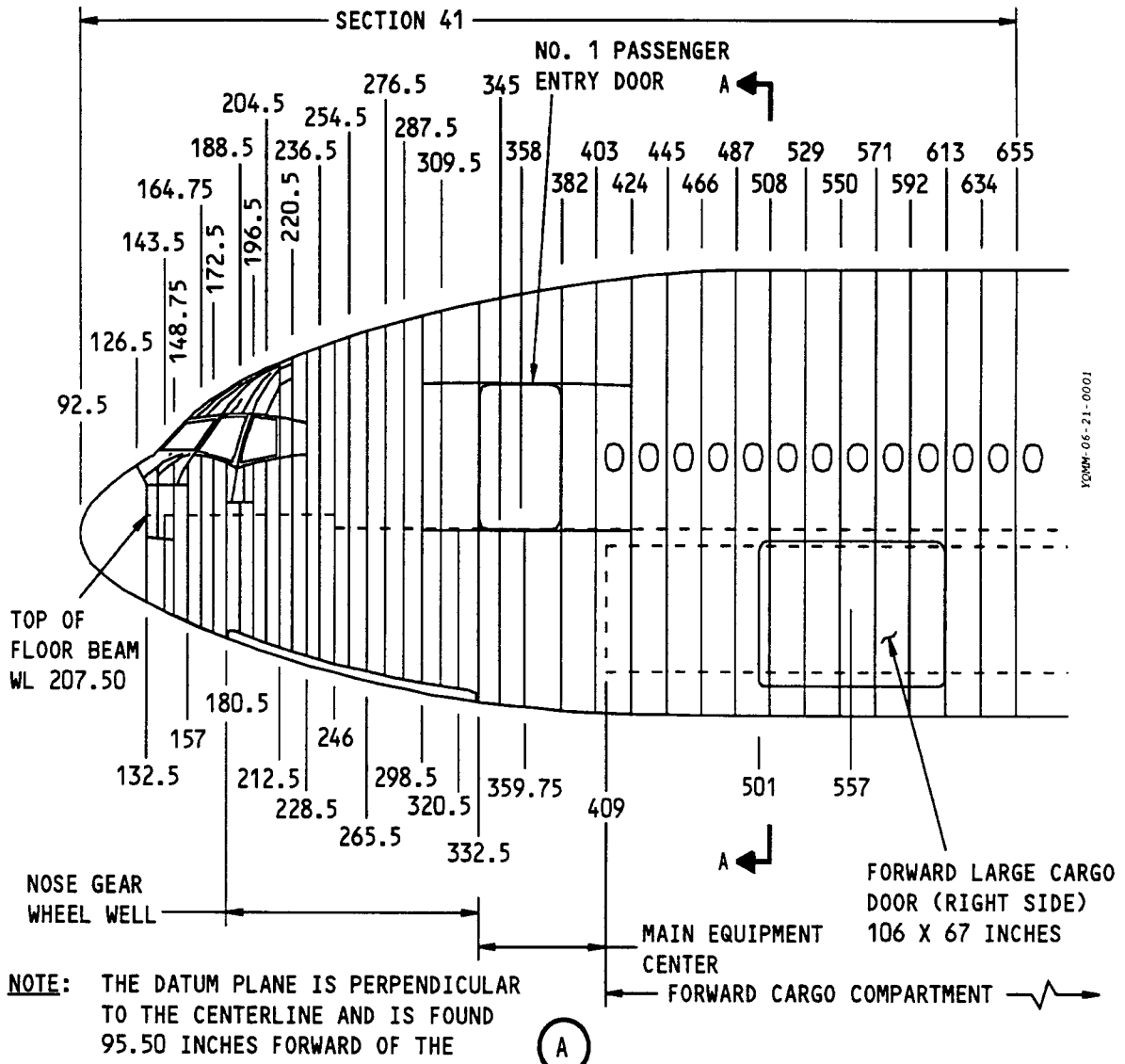
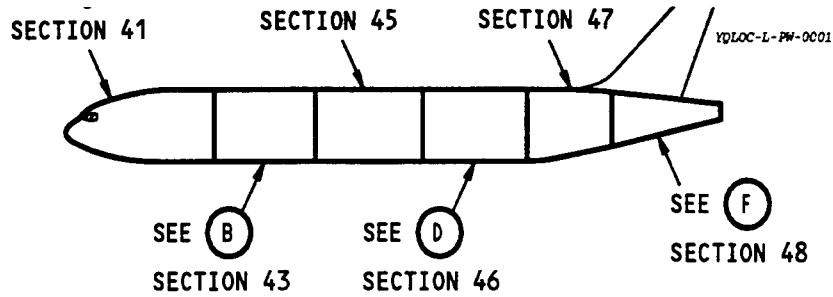
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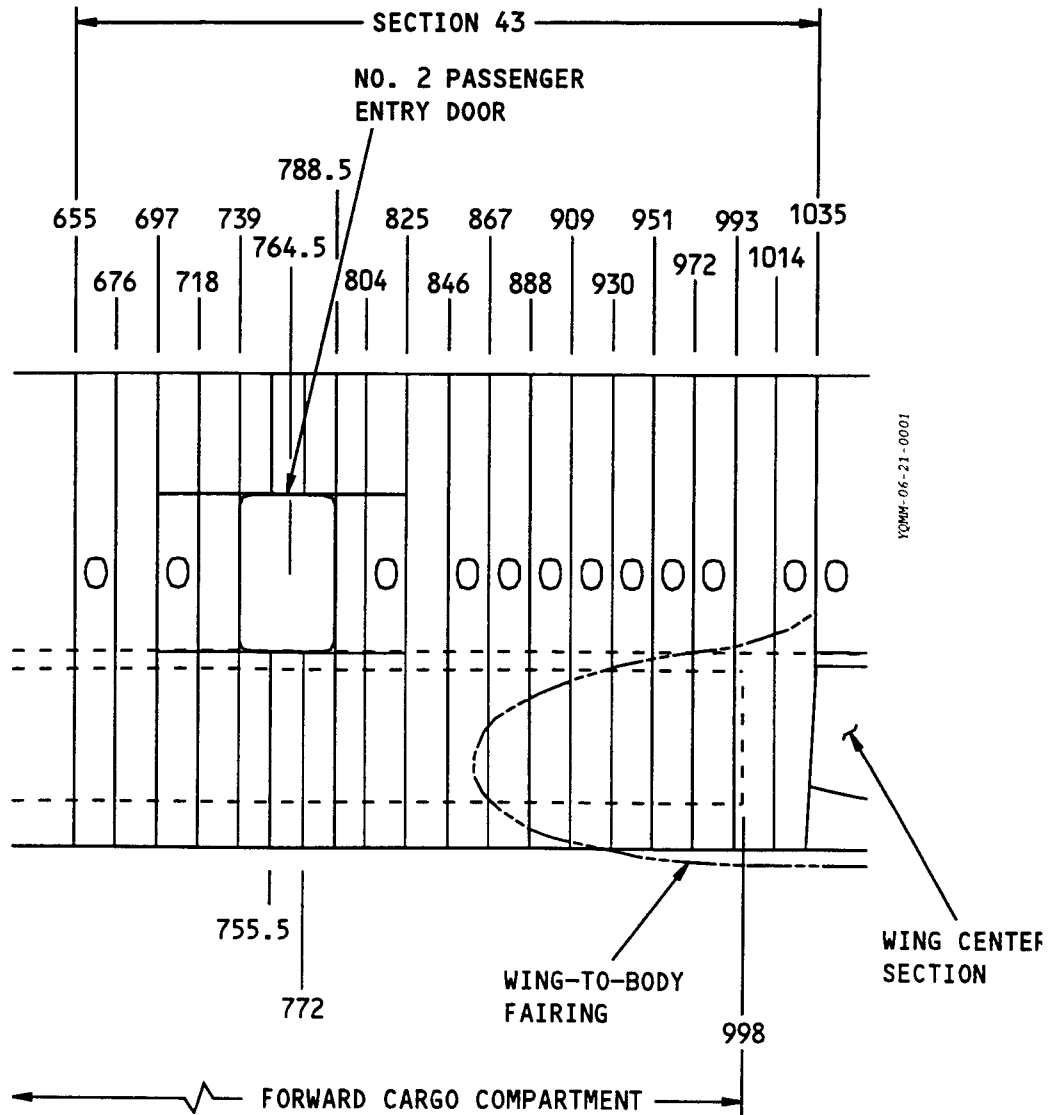
Fuselage Station Diagram  
Figure 2 (Sheet 1)

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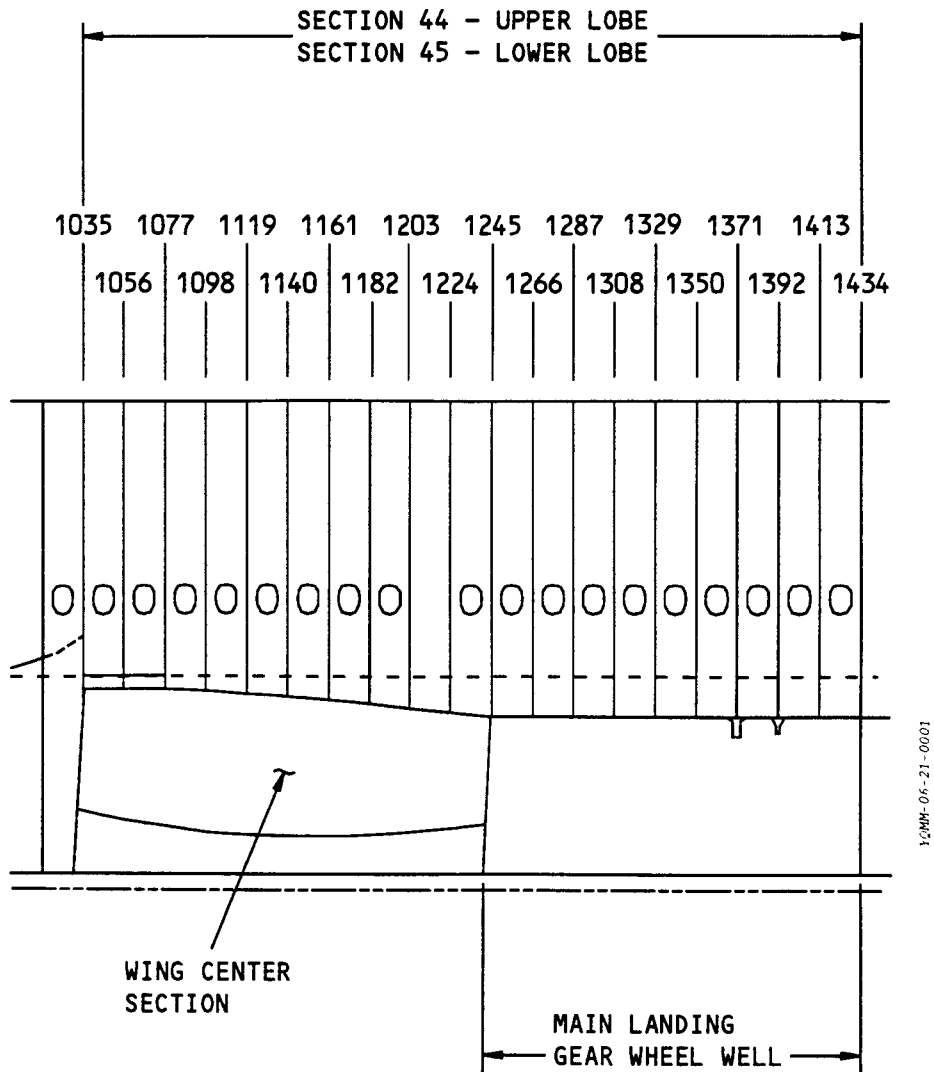
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Fuselage Station Diagram  
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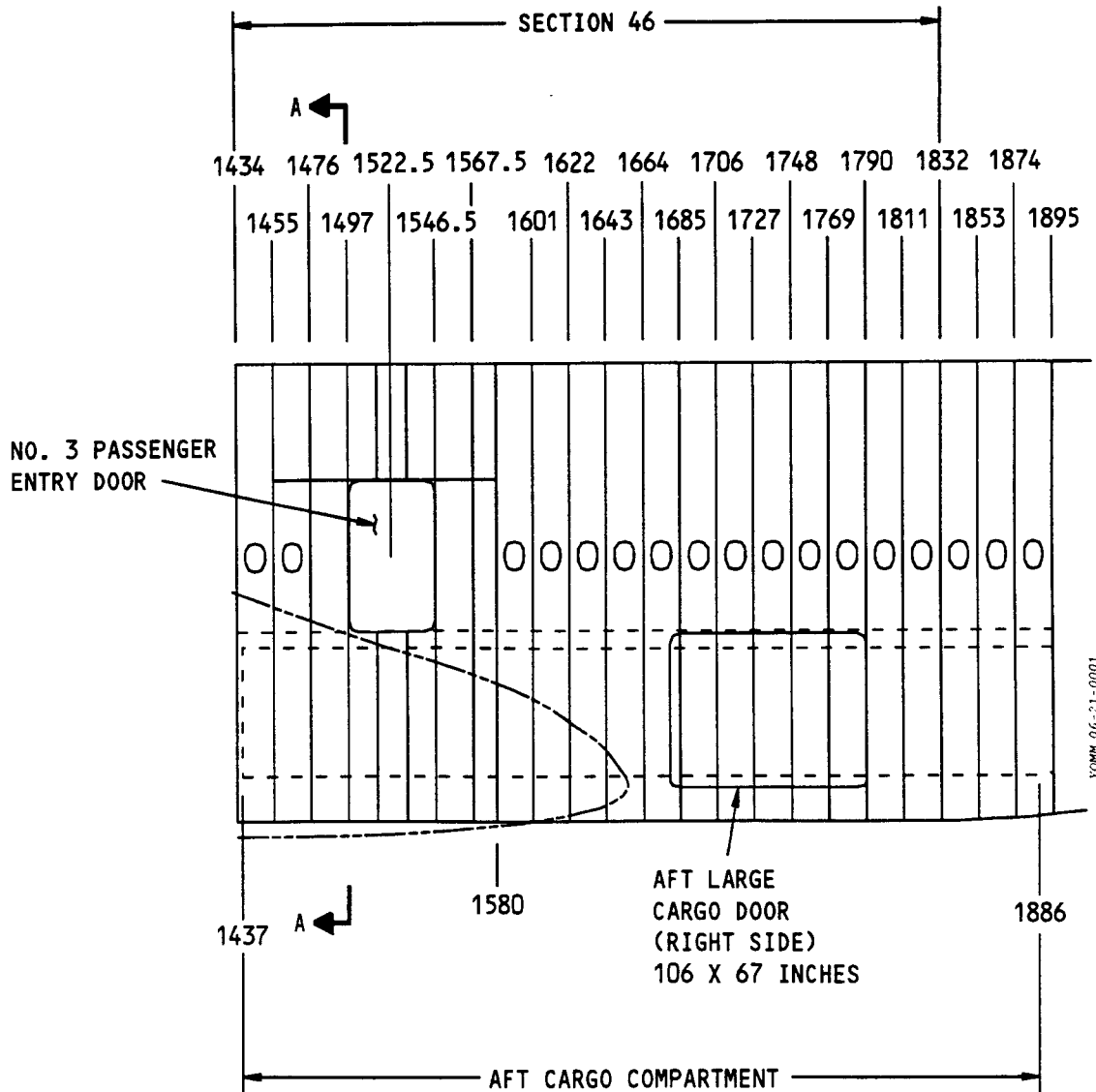
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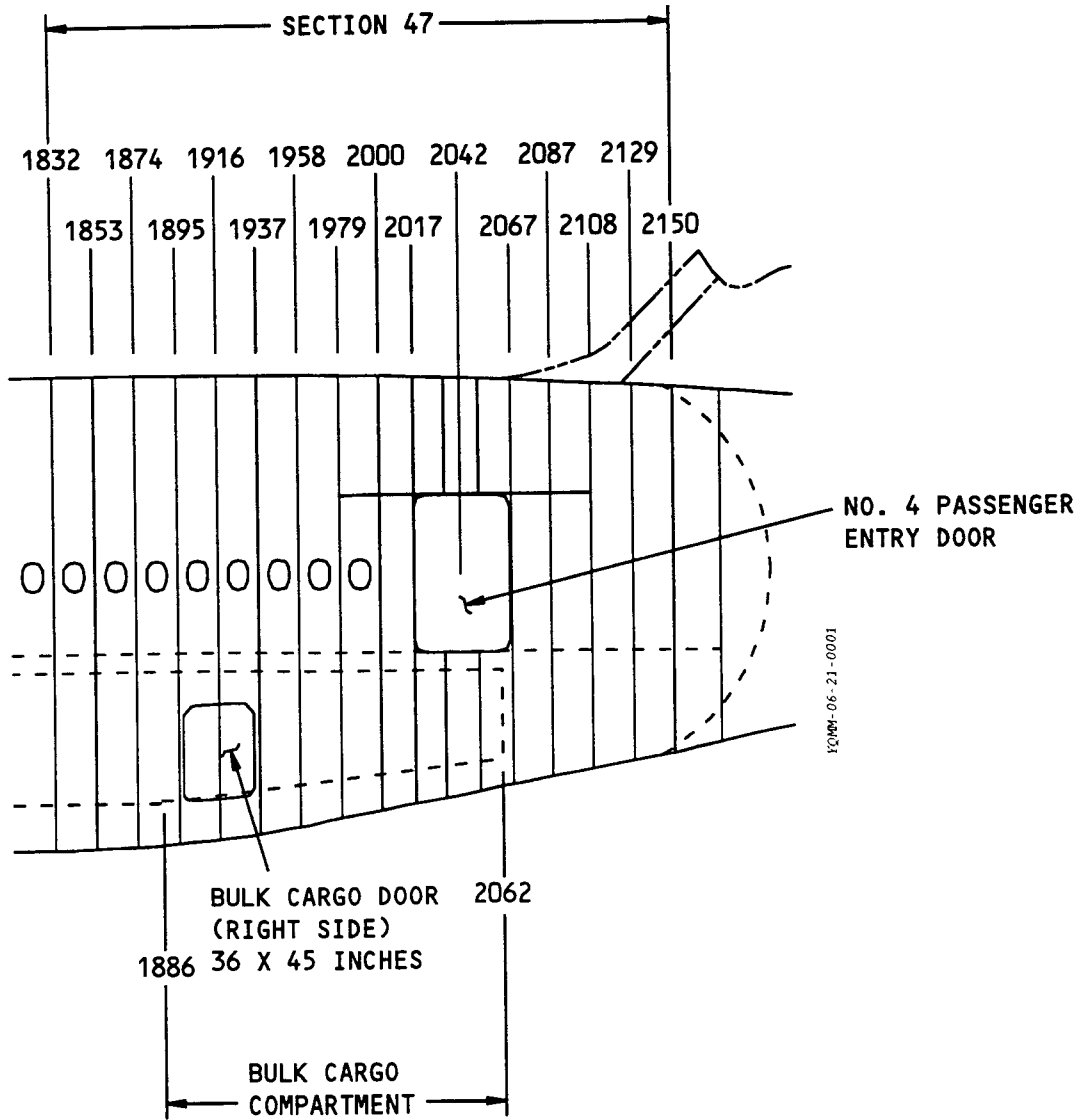


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Fuselage Station Diagram  
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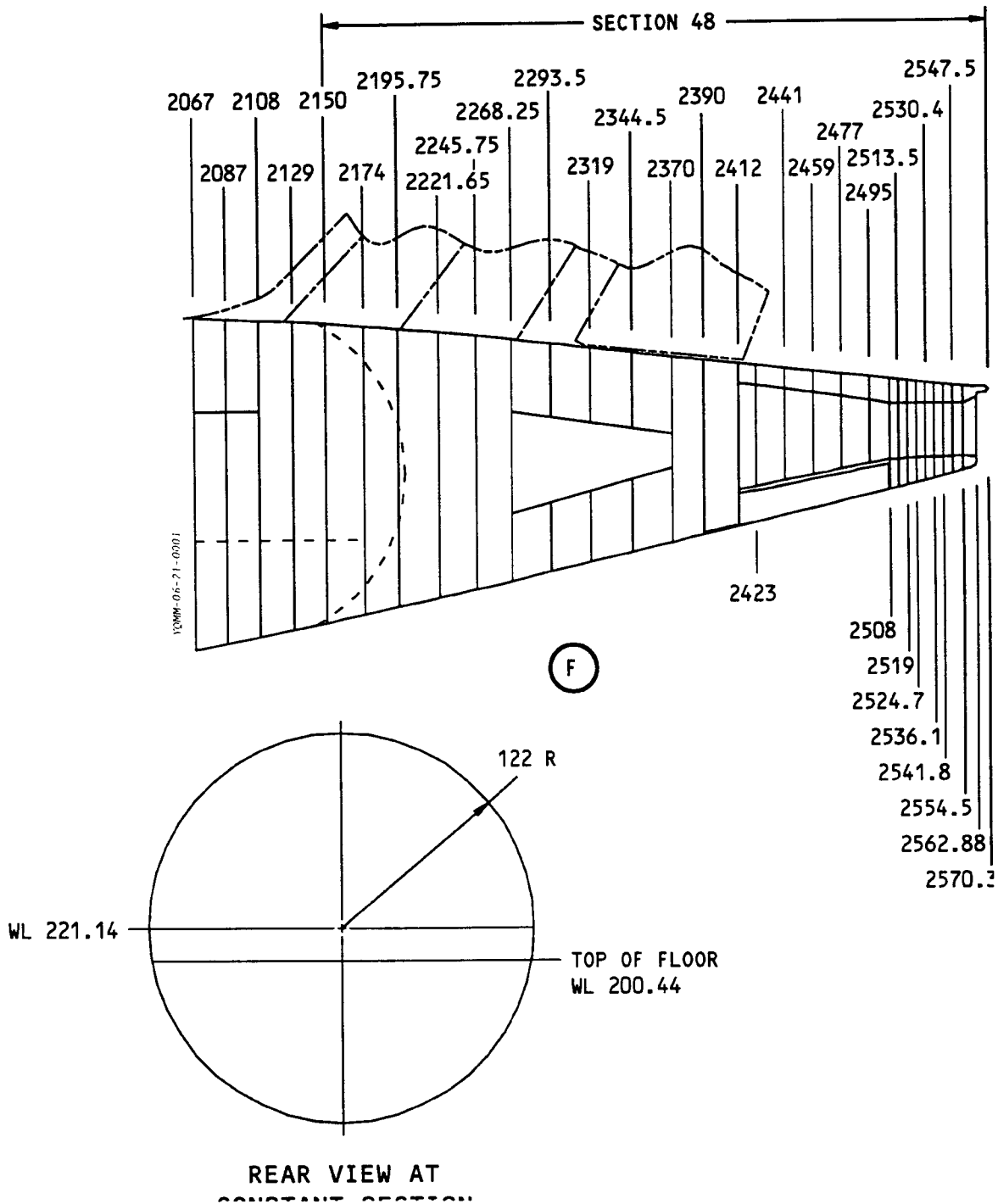
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Fuselage Station Diagram  
Figure 2 (Sheet 6)

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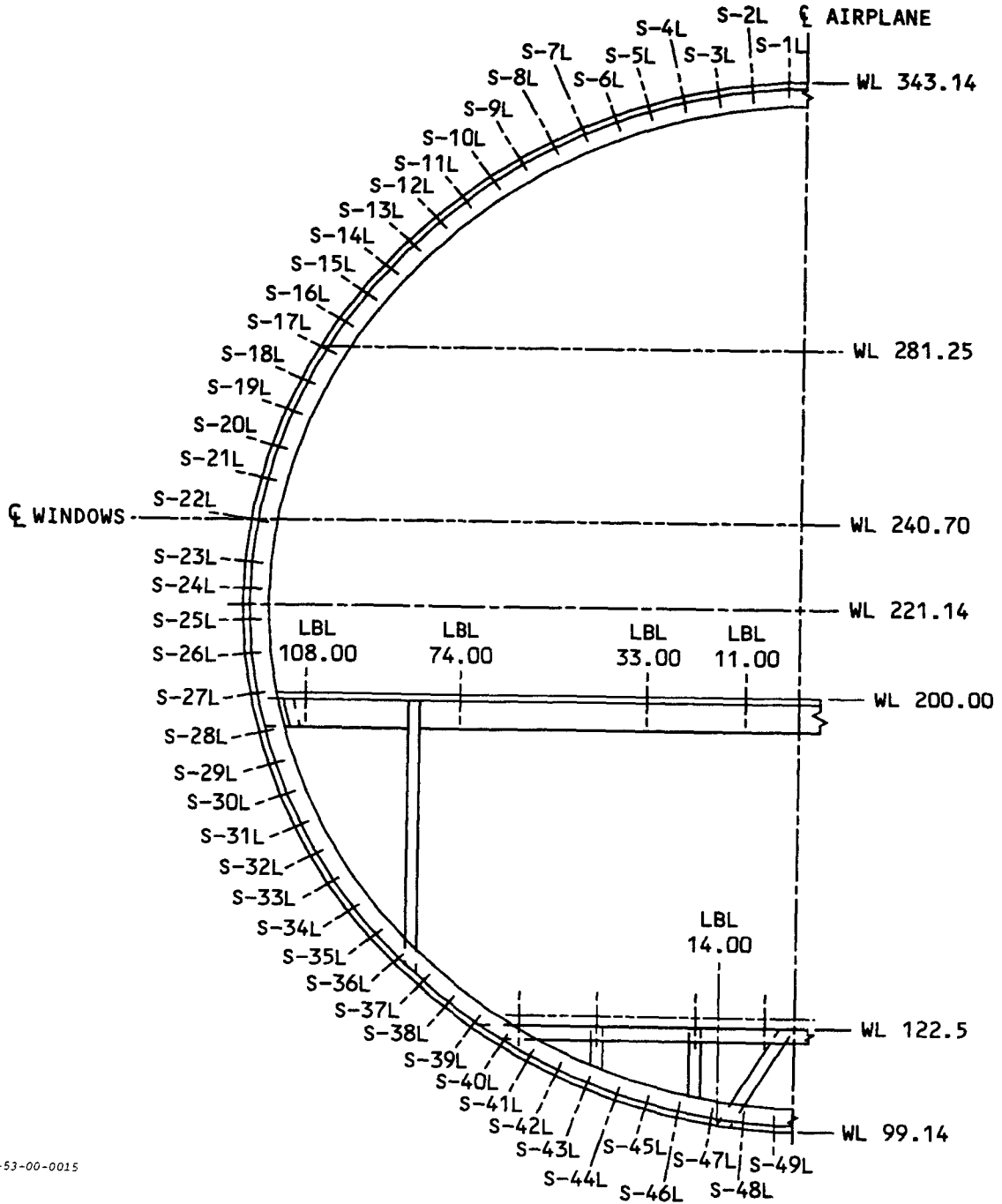
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LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE

Fuselage Cross-Section Diagram  
Figure 3

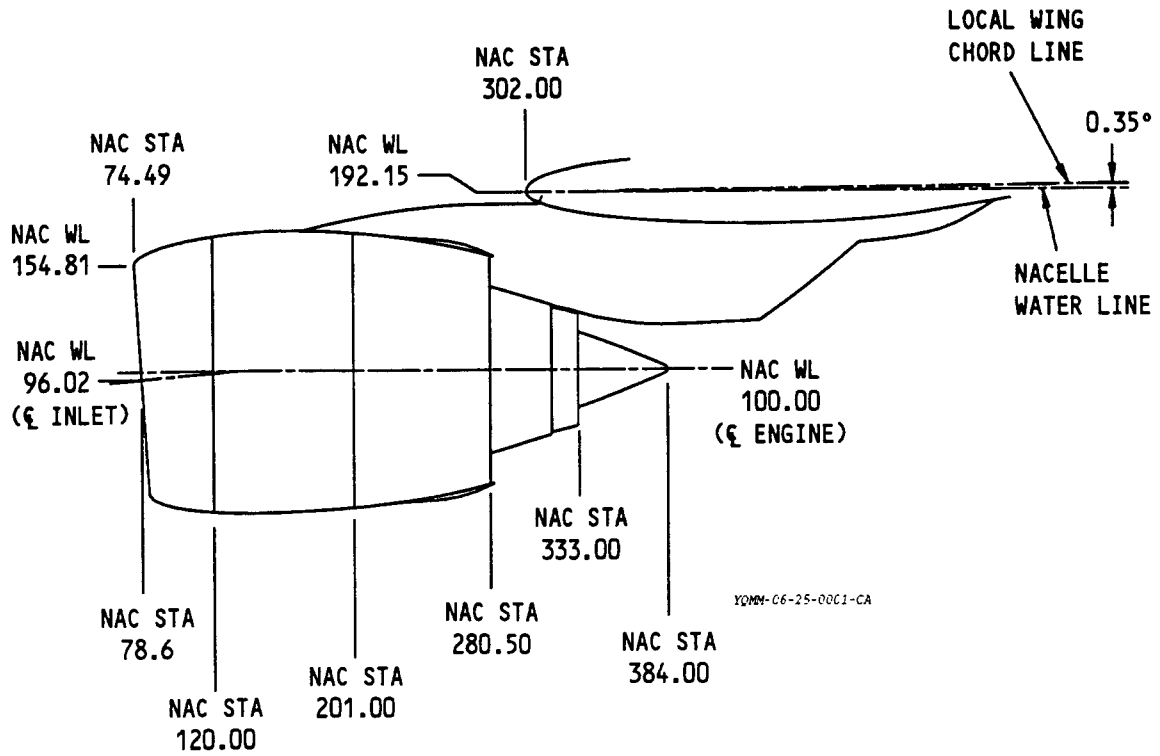
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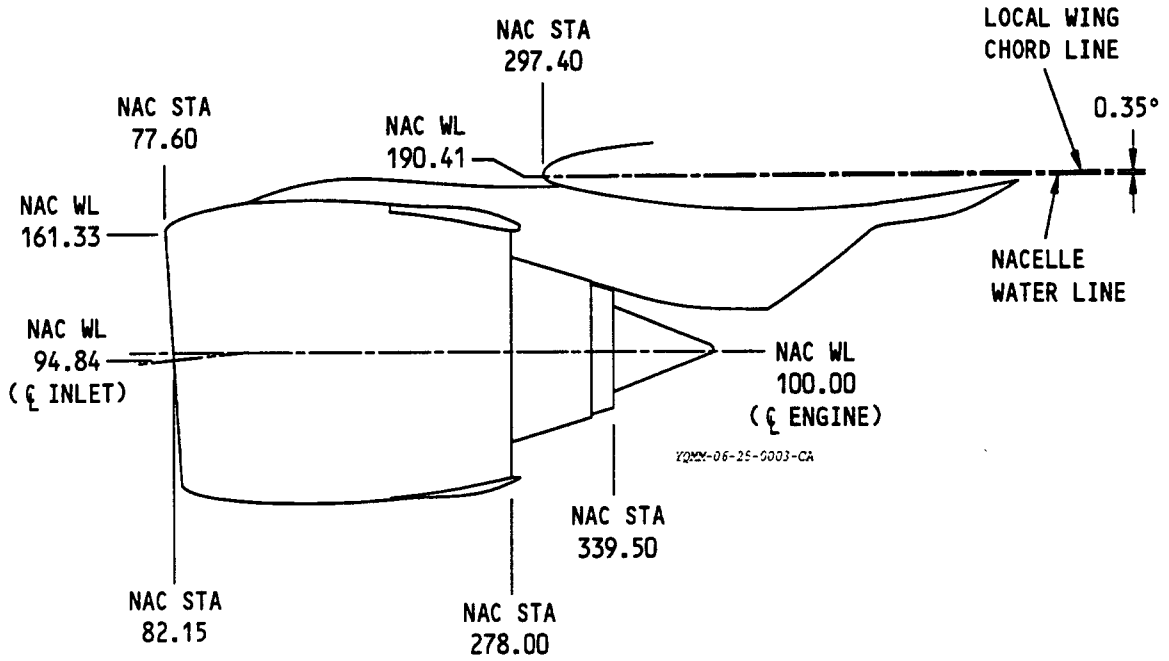
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Pratt and Whitney PW4000 Series Engine -  
Engine and Nacelle Station Diagram  
Figure 4 (Sheet 1)



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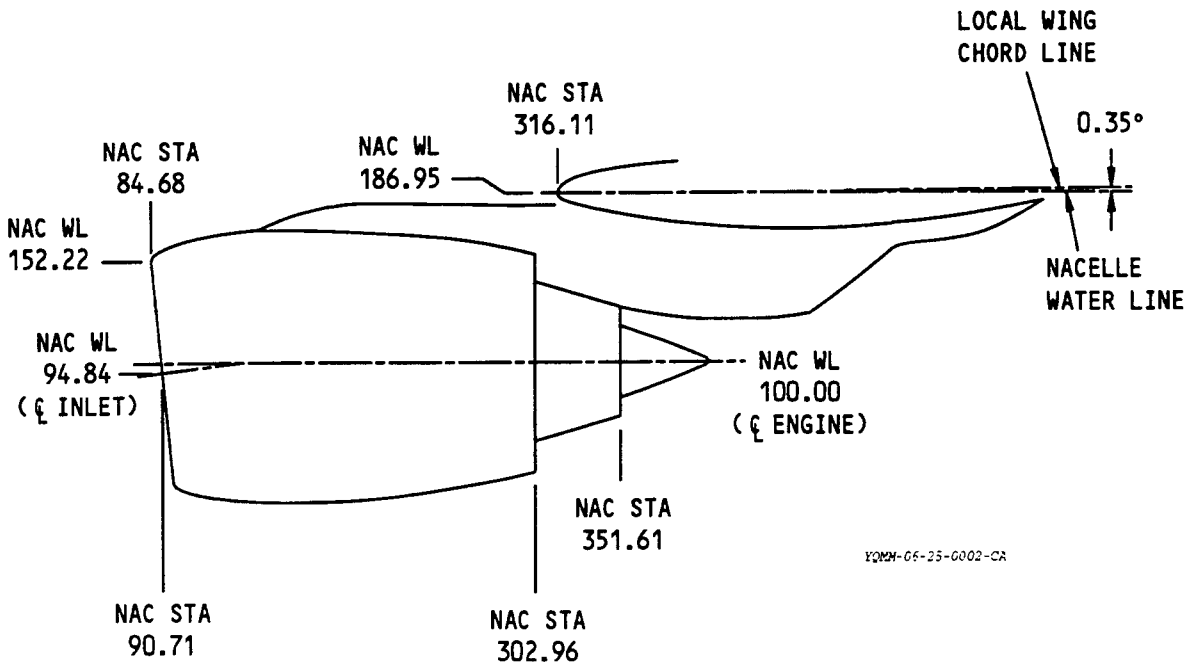


Pratt and Whitney PW4000 Series Engine -  
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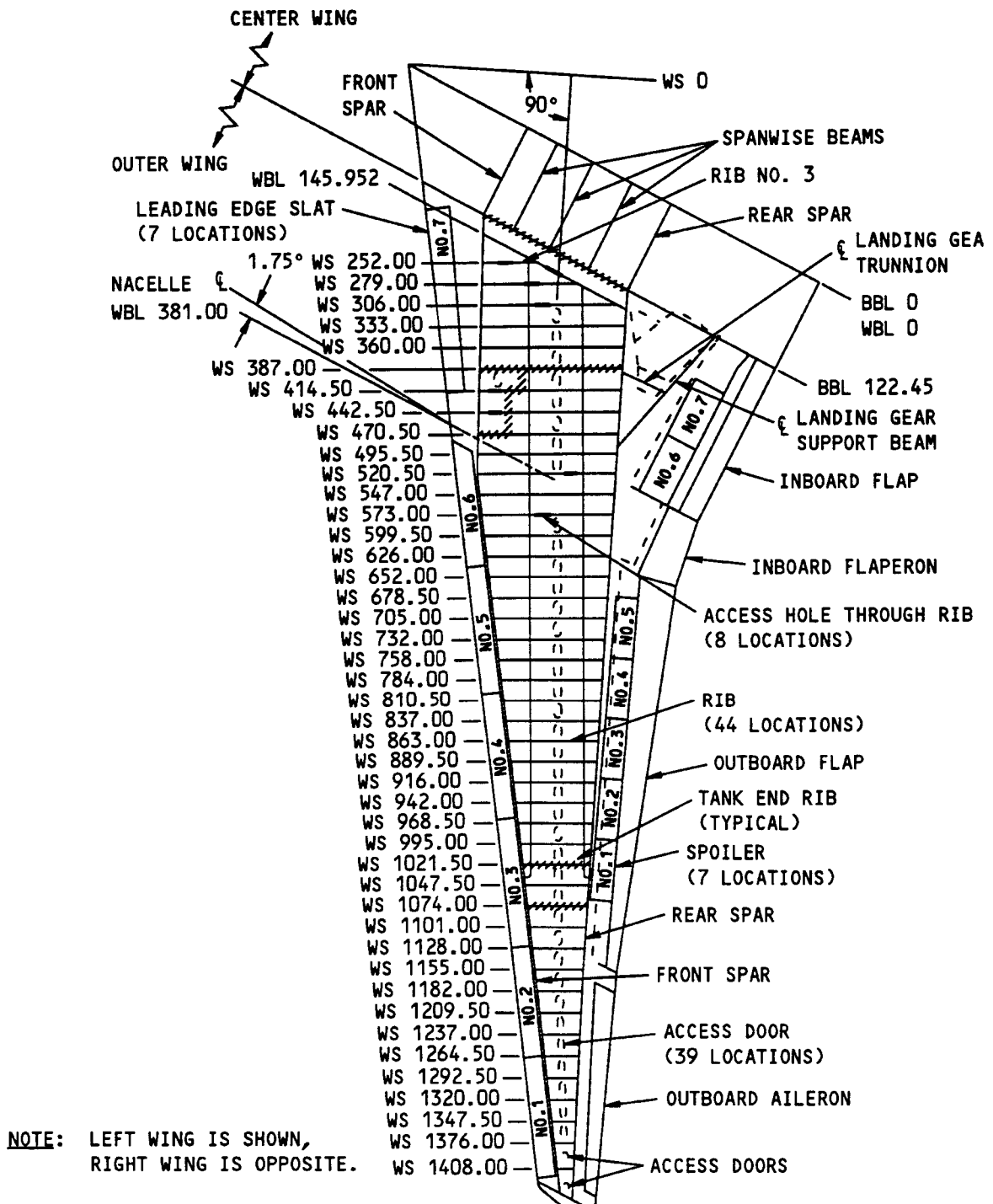
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Rolls Royce Trent 800 Series Engine -  
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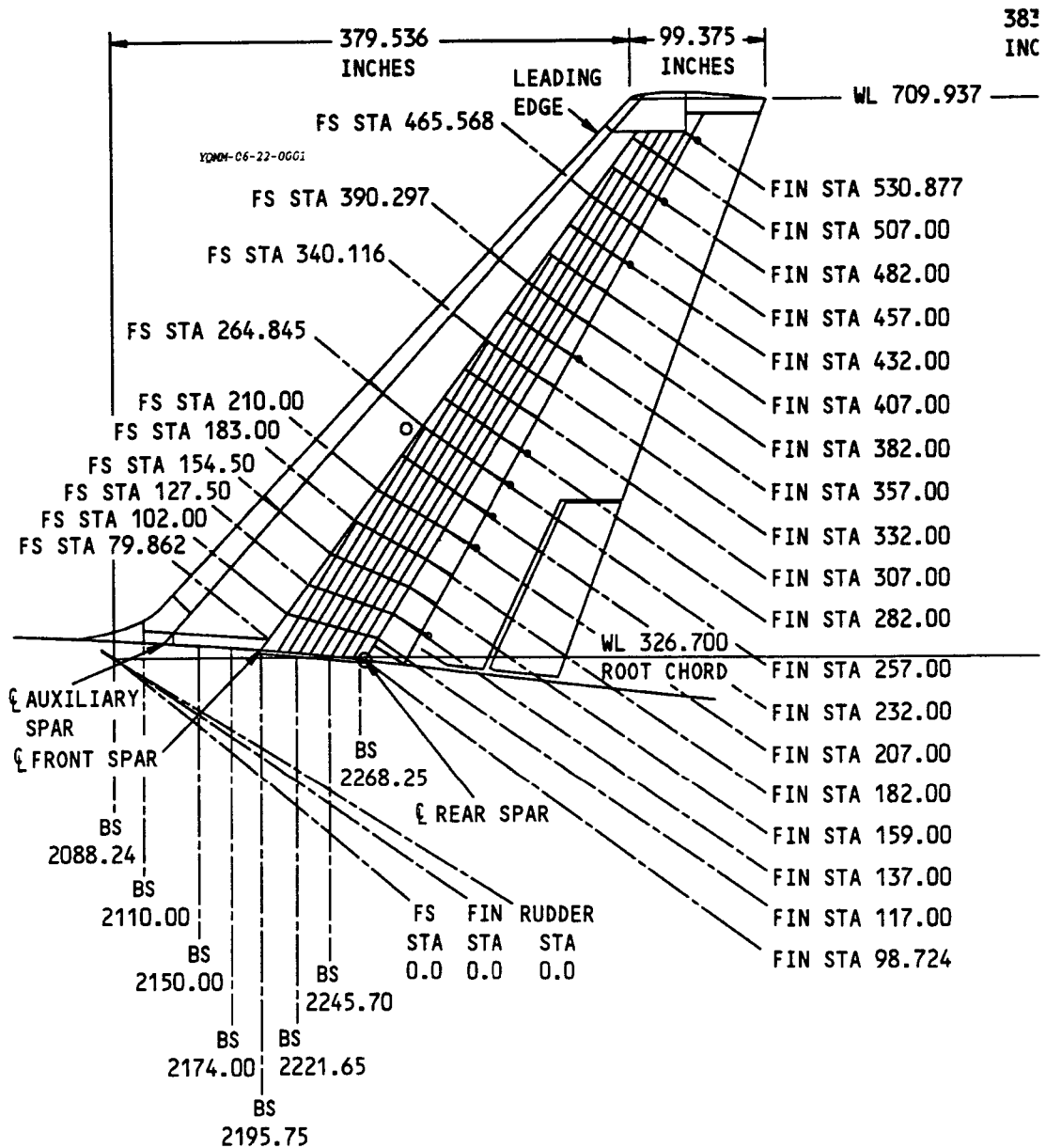


Wing Station Diagram  
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**NOTES**

- REFER TO DETAIL A FOR THE RUDDER STATIONS.
- BS = BODY STATION
- FS = FRONT SPAR

Vertical Stabilizer Station Diagram  
Figure 6 (Sheet 1)

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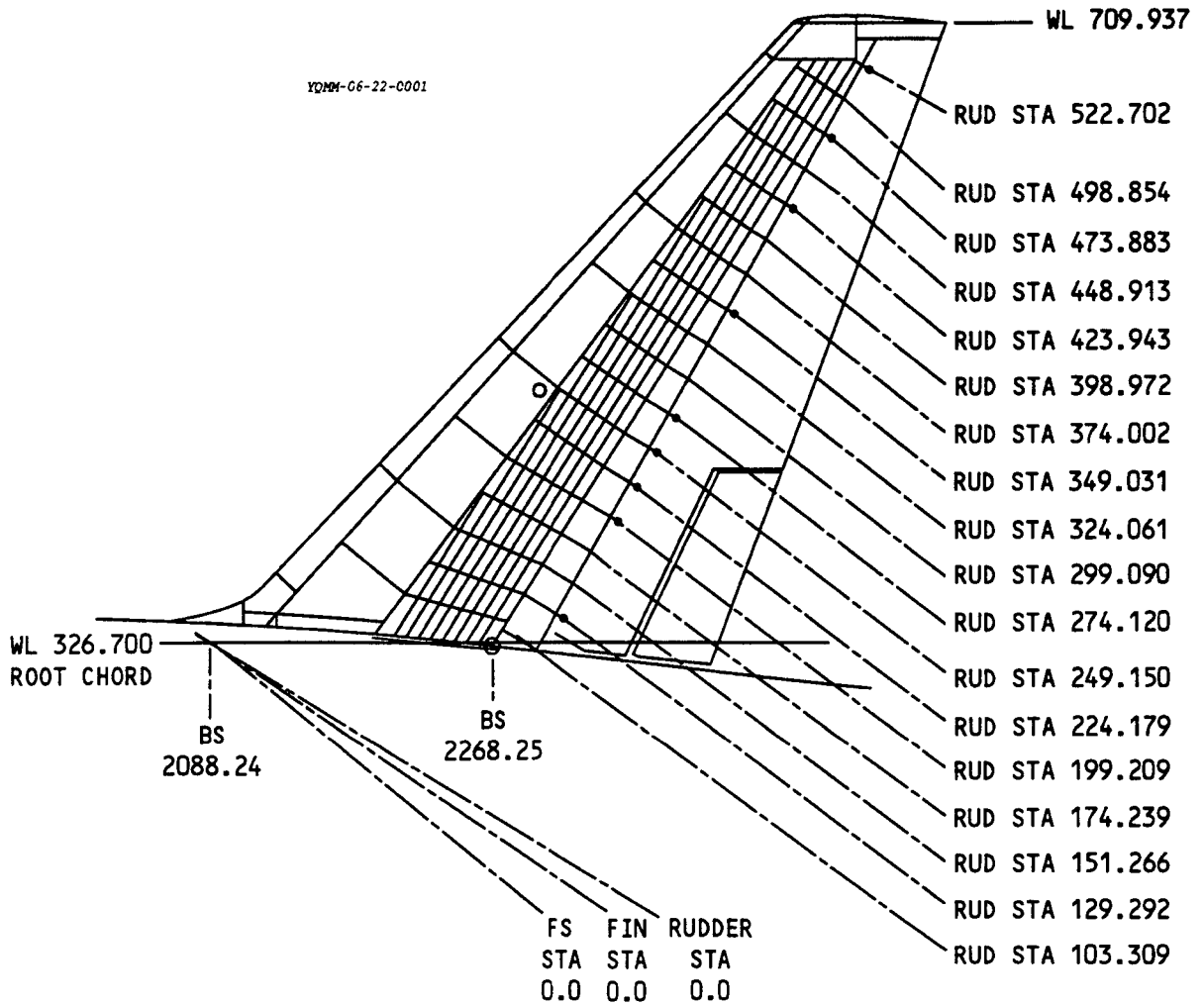
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(A)

Vertical Stabilizer Station Diagram  
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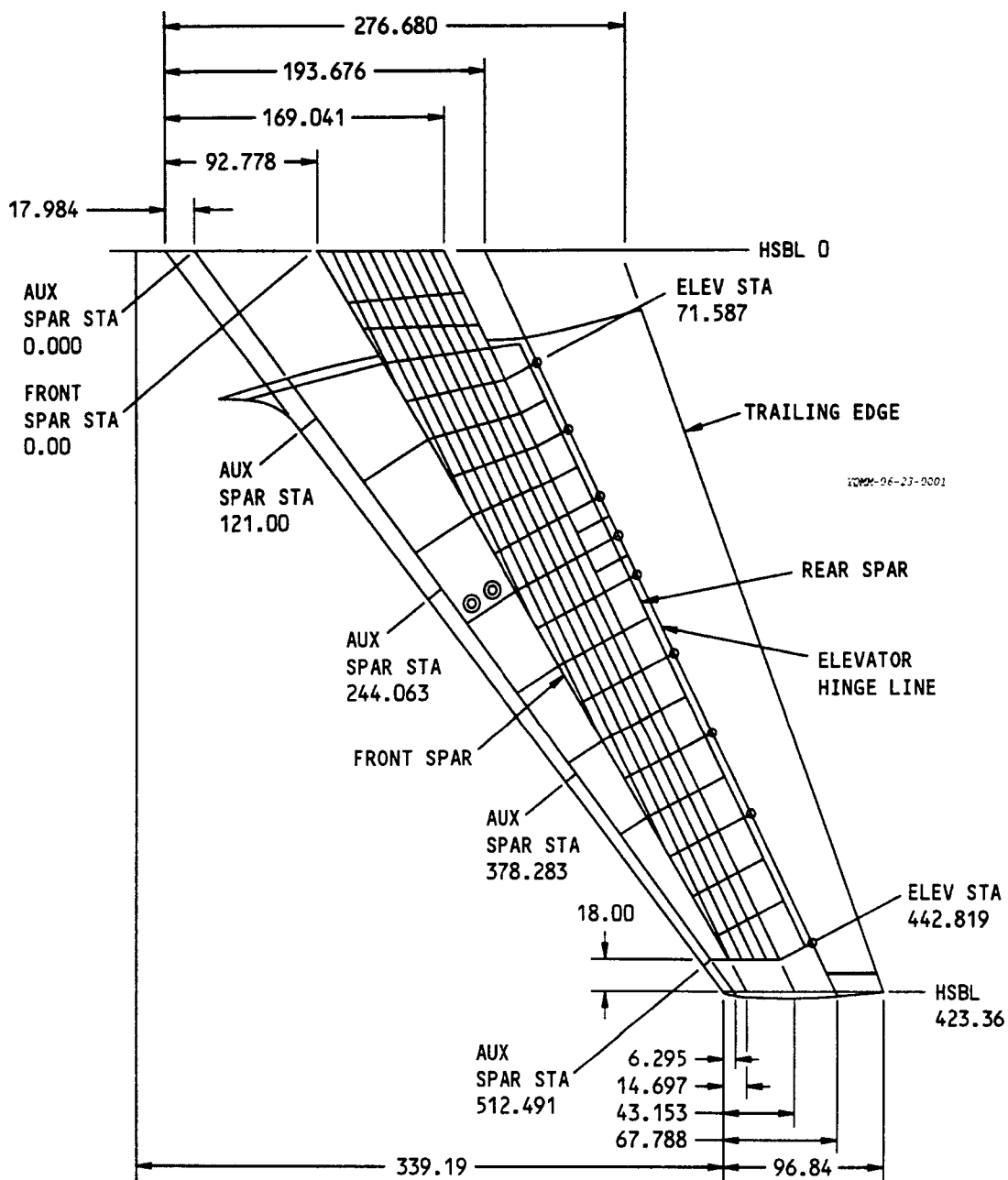
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**NOTE**

- LEFT HORIZONTAL STABILIZER SHOWN, RIGHT HORIZONTAL STABILIZER OPPOSITE.

Horizontal Stabilizer Station Diagram  
Figure 7



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# FLIGHT CONTROLS

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FLIGHT CONTROLS

AREA	PROBLEM	INDEX	TERMINATING ACTION (IF ANY)
		PREVENTION VOLUME 2	
Control Cables	Corrosion of carbon-steel cables	27-00-02	

Specific Corrosion Problems - Flight Controls  
Figure 1

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FLIGHT CONTROLS

1. General

- A. Control cables are made from thin strands of tinned carbon steel. Cables are protected by a thin film of grease. Corrosion can occur where the grease film is not there and the cables are open to moisture.

2. Corrosion Prevention

- A. At regular times, wipe off the grease with a dry, lint-free cloth and examine the cable for corrosion.
- B. Apply a thin film of grease over the length of the cable per the Maintenance Manual after you examine the cable.
- C. If corrosion starts, refer to Structural Repair Manual.

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# FUSELAGE

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FUSELAGE

AREA	PROBLEM	INDEX	TERMINATING
		PREVENTION VOLUME 2	ACTION (IF ANY)
Forward and aft Cargo Door Sills	Corrosion on the door sills and hardware	53-10-01	SB 777-53- 0030

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FUSELAGE

1. General

- A. Corrosion has been reported on the forward and aft cargo door sills and attached hardware.

2. Corrosion Prevention

- A. There are various types of cargo handling fittings mounted on the cargo door sills. Corrosion can occur underneath or adjacent to any of these fittings. Corrosion can also occur at Hi-Lok fastener locations common the the horizontal flange of the sill chord. Several operators have found exfoliation corrosion on the cargo door panel, lower main sill, inner chord, in the forward cargo compartment. Repairs may be made according the the Structural Repair Manual (SRM) Chapter 53-00-01. Contact Boeing if the corrosion cleanup is beyond the SRM limits. See Service Bulletin No. 777-53-0030 for further details.

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AREA	PROBLEM	INDEX	TERMINATING
		PREVENTION VOLUME 2	ACTION (IF ANY)
Leading Edge Slat Tracks	Corrosion on Main Track on Slats 1 thru 6.	57-40-02	None
Trailing edge	Corrosion on washer stack-up	57-50-01	PRR 61752

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WINGS

1. General

- A. The wing leading edge slat main tracks should not have primer or enamel on both upper and lower track surfaces that have direct contact with track rollers (Fig. 1).

2. Corrosion Prevention

- A. When inspecting the slat main tracks, wipe off tracks with lint-free cloth and examine for presence of primer or enamel.
- B. Beginning with Line No. WA0001, PRR 61250-100 make sure slat main tracks have the correct finishes and no primer or enamel is on surfaces that have direct contact with track rollers.

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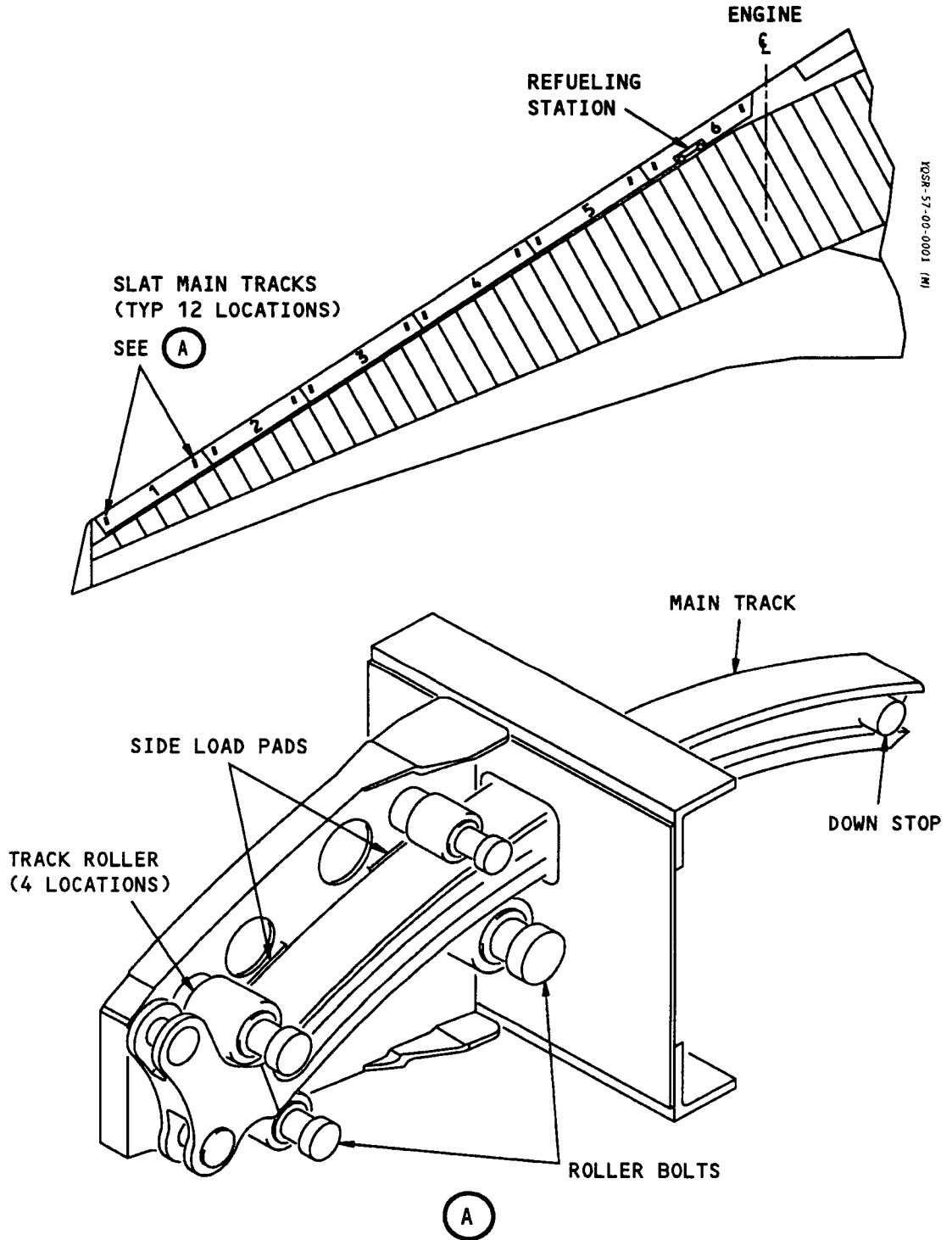
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Outboard Wing Leading Edge Slats

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WINGS

1. General

A. The wing trailing edge consists of the fixed wing trailing edge as well as trailing edge airfoils such as flaps, aileron, and attach/attached fittings.

2. Corrosion Prevention

A. The washer stack-up where the electrical bond jumper attaches to the trailing edge and aileron was causing galvanic corrosion on the aluminum structures to which the bond jumper is attached. PRR 61752 will provide an improved washer stack-up to prevent the galvanic corrosion from occurring.

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