ALERT

Number: **767-53A0193**
Original Issue: November 25, 2008
Revision 1: April 09, 2009
ATA System: 5311

SUBJECT: FUSELAGE - Skins - Inspections of the Fuselage Skin for Scribe Lines

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ATA System: 5311

Revision Transmittal Sheet

SUBJECT: FUSELAGE - Skins - Inspections of the Fuselage Skin for Scribe Lines

This Revision includes all pages of the service bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

More work is necessary for airplanes that have accomplished skin lap joint inspections as shown in the original issue of this service bulletin. Operators that have incorporated the original issue of this service bulletin for the skin lap joint inspections must review the REASON FOR REVISION information below, and do additional skin lap joint inspections, as necessary, to comply with Revision 1 of this service bulletin.

If scribe lines were found as a result of the skin lap joint inspections, but not repaired, and the Limited Return to Service (LRTS) program was elected, operators must review the LRTS Compliance tables for changes in inspection locations and repeat inspection intervals.

More work may be required if external approved repair inspections were exempted by Compliance Table 2, Note (g). Operators that have incorporated the original issue of this service bulletin for the external approved repair inspections must review the REASON FOR REVISION information below, and do additional external approved repair inspections, as necessary, to comply with Revision 1 of this service bulletin.

More work may be required if external feature inspections were exempted by Compliance Table 3, Note (e). Operators that have incorporated the original issue of this service bulletin for the external feature inspections must review the REASON FOR REVISION information below, and do additional external feature inspections, as necessary, to comply with Revision 1 of this service bulletin.

No more work is required for inspections to decals.

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REASON FOR REVISION

This revision is sent to change initial inspection locations and LRTS inspection locations and repeat inspection intervals for skin lap joint inspections. In addition, caution notes are added to advise operators not to blend scribe lines.

These sections were changed:

1. In Paragraph 1.E., Compliance, Table 1 was changed to clarify footnote (f).

2. In Paragraph 1.E., Compliance, Table 2 was changed to clarify footnotes (f) and (g) and added footnote (h).

3. In Paragraph 1.E., Compliance, Table 3 was changed to clarify footnote (e) and added footnote (f).

4. In Paragraph 1.E., Compliance, Table 4 was changed to clarify footnotes (a) and (d) and remove footnotes (b) and (e).

5. In Paragraph 1.E., Compliance, Tables 5 through 14 were changed for LRTS inspection locations and repeat inspection intervals for skin lap joint inspections.

6. In Paragraph 1.K., Publications Affected, added Damage Tolerance Based Structural Inspection information.

7. In Paragraph 3.A., General Information, Note 16 was added to recommend operators not to blend scribe lines.

8. In Paragraph 3.B., Work Instructions, Figures 1 through 36 were changed to reflect changes in affected skin lap joint inspection locations.

9. In Paragraph 3.B., Work Instructions, added a Caution to recommend that operators not to blend scribe lines to Figures 1 through 72.

Paragraph 1.A., Effectivity, shows changes of airplane operators. Each operator should examine the Effectivity paragraph for changes.

Vertical lines are put on the left edge of each page, except in Paragraph 1.A., Effectivity, to show the location of important changes.

Pages with no vertical lines have no important changes.

REVISION HISTORY

Original Issue:	November 25, 2008
Revision 1:	April 09, 2009

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ATA System:	5311	

SUBJECT: FUSELAGE - Skins - Inspections of the Fuselage Skin for Scribe Lines

THIS BULLETIN IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OWNER.

CONCURRENT REQUIREMENTS

None.

BACKGROUND

This service bulletin gives instructions to inspect for scribe lines in the fuselage skin at skin lap joints, the skin at certain external approved repairs, the skin around external features such as antennas, and the skin at decals. Fatigue cracks can develop at scribe line locations. Any crack that remains undetected could grow large and cause a rapid decompression.

Thirteen (13) 767 airplanes have been found with scribe line damage by 11 operators. Scribe lines were found at skin lap joints, butt joints, around external repairs and antennas, and at locations where decals were cut. Many of the scribe lines appear to have been made when sealant was removed as part of preparation of the airplane for repainting. The 767 airplanes had between 6300 flight cycles and 24,600 flight cycles. No cracks as a result of scribe lines on 767 airplanes have been reported to Boeing.

A scribe line is a narrow, shallow, distinct line of damage (typically up to 0.006 inch deep), usually associated with the removal of a fillet or gap seal (lap joints and butt joints, respectively). A more detailed definition of a scribe line is included in Accomplishment Instructions Paragraph 3.B. - Identification of a "Typical" Scribe Line.

A review of fleet activity yields two separate scenarios that are suspected to have caused scribe lines to the fuselage skin.

The first scenario involves the paint stripping and repainting of airplanes. In the process of stripping and preparing the airplane for paint, tools were used to remove sealant and paint buildup at lap joints, at certain external approved repair doublers or door scuff plates, or around external features. Tools like scrapers (steel, wood, hard plastic etc.), knives, or utility knives can damage the skin. Fatigue cracks can develop at scribe line locations.

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The second scenario is decal application on/or removal from the fuselage. To install the decals across lap joint steps or repairs, investigation into maintenance practices has shown that decals have been cut in place, using some form of knife, to allow the decal to lie flush to the skin at these stepped locations. This operation results in scribe lines at the decal cut location. Based on service reports, sharp tools have also been used for close trimming of the decal's outline. This type of decal trimming has also left scribe lines on the fuselage skin.

The above maintenance operations can each lead to the same type of scribe line damage and subsequent premature fatigue cracks.

Boeing Service Related Problem (SRP) 767-SRP-53-0244 is related to this service bulletin.

ACTION

At or before the scribe line inspection thresholds shown in this service bulletin, remove paint and sealant at the applicable locations. Do a detailed inspection of the fuselage skin at applicable skin lap joints, external approved repairs, external features, and decals for any scribe line or any crack. If any crack is found, contact Boeing for repair instructions and do the repair.

When scribe lines are found, they shall be repaired before further flight. As an alternative to immediate repair, for a scribe line that qualifies, the provided Limited Return To Service (LRTS) program may be used to allow airplanes to return to revenue flight for a limited period before scribe lines are repaired. This service bulletin contains a LRTS program.

The LRTS program consists of repeat inspections to detect any crack where scribe lines were found. Total airplane flight cycles, location, and extent of scribe line must meet specific criteria in order for a scribe line to qualify for a LRTS program. Each affected structural location within a LRTS program will be terminated with a repair.

This service bulletin has specific instructions for calculating separate inspection thresholds based on fatigue life for the identified locations. With the use of maintenance records, operators can implement the inspection program based on potential scribe line opportunities in an airplane's maintenance history. If this maintenance records-based threshold program is not used, then 6,000 flight cycles shall be assigned as the cycle level when potential scribing first occurred.

Since a scribe line can occur at any time during the service life of an airplane and at many locations, this program uses both total flight cycles and structural criticality of location to determine the inspection requirements.

Criticality of location allows this service bulletin to address the most critical areas first and to provide less critical areas with appropriately reduced compliance requirements. Criticality of location determines the inspection thresholds for each location. This service bulletin uses figures and compliance times to address all of the critical locations and ranges of inspection thresholds. Each critical piece of structure susceptible to a scribe line is assigned to a figure. The affected structure for each group of airplanes is identified in individual figures in this service bulletin.

EFFECTIVITY

767-200, -300, -300F, and -400ER Airplanes. Refer to Paragraph 1.A.1., Airplanes for the list of affected airplanes.

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COMPLIANCE

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Refer to Paragraph 1.E., Compliance.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are not available for the inspections or repair procedures given in this service bulletin.

MANPOWER

Airplanes	Total Task Hours	Elapsed Hours
767-200, 767-300, 767-300F, and 767-400ER	340.0	50.0

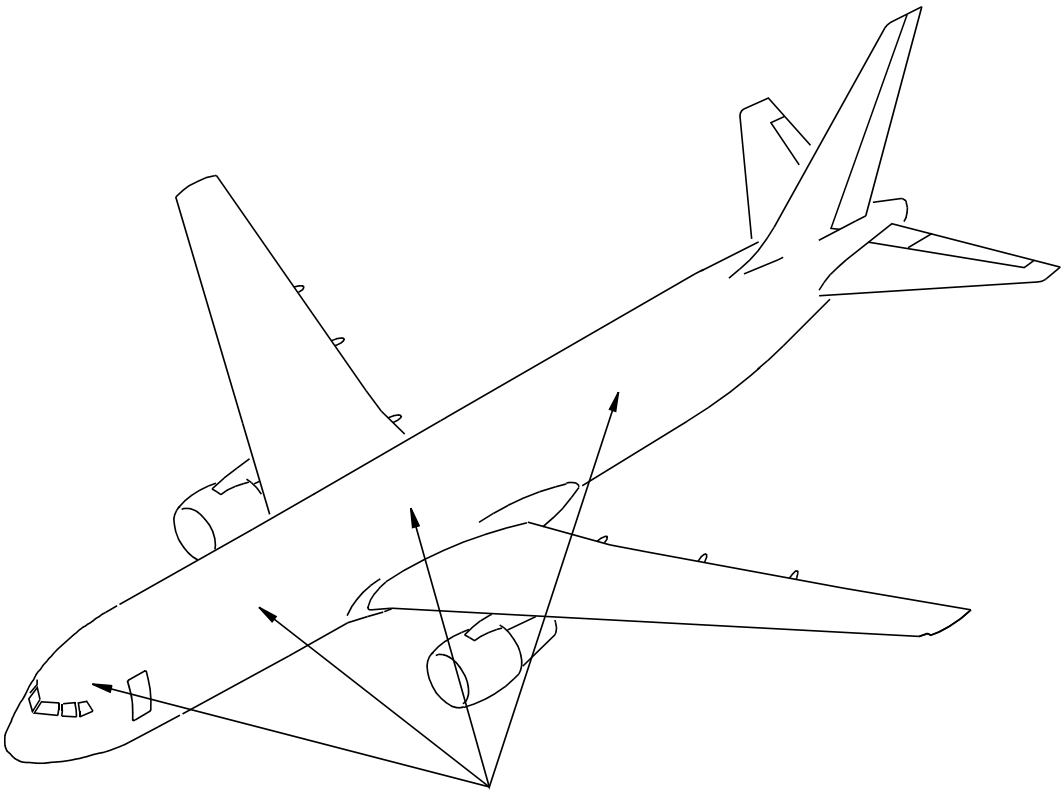
MATERIAL INFORMATION

Operator Supplied Parts/Materials.

Refer to Paragraph 2.A., Material - Price and Availability.

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DO A DETAILED INSPECTION FOR ANY SCRIBE LINE ALONG SKIN LAP JOINTS, EXTERNAL FEATURES, EXTERNAL APPROVED REPAIRS AND DECALS. IF A SCRIBE LINE IS FOUND, DO A SPECIAL DETAILED INSPECTION FOR ANY CRACK.

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1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

This service bulletin is for the airplanes shown below. Aircraft Maintenance Manual (AMM) changes were released after line number 928 to address proper methods of paint and sealant removal to reduce the possibility of scribe damage.

Refer to Service Bulletin Index Document D624T001 Part 3 for Airplane Variable Number, Line Number, and Serial Number data.

GROUP	CONFIGURATION	DESCRIPTION
1	-	767-200B, 767-200ER, 767-200ER3 airplanes with one Type III over wing exit door and forward large cargo door
2	-	767-200B, 767-200ER3 airplanes with one Type III over wing exit door and forward small cargo door
3	-	767-200ER3 airplanes with two Type III over wing exit doors with forward large cargo door
4	-	767-200B airplanes with two Type III over wing exit doors with forward small cargo door
5	-	767-300ER4 airplanes with forward entry door, Type I emergency exit door, and forward large cargo door

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GROUP	CONFIGURATION	DESCRIPTION
6	-	767-300B3 airplanes with forward entry door, Type I emergency exit door, and forward small cargo door
7	-	767-300ER3 airplanes with forward entry doors, one Type III over wing exit door, and forward large cargo door
8	-	767-300ER4 airplanes with forward entry doors, one Type III over wing exit door, and forward small cargo door
9	-	767-300B3, 767-300ER4 airplanes with two Type III over wing exit doors with forward large cargo door
10	-	767-300B, 767-300B3 airplanes with two Type III over wing exit doors with forward small cargo door
11	-	All 767-300F airplanes
12	-	All 767-400ER airplanes

Airplane models:

767-200 767-300 767-300F 767-400ER

IDENTIFICATION BY CUSTOMER, CUSTOMER CODE, GROUP AND VARIABLE NUMBER

AA 767 LLC (SVX)
1 VE067

ABX AIR (ABX)
2 VA301 VA304–VA305 VA309–VA312 VA314–VA315
VA509 VA803 VA807–VA809 VB101–VB123
VB125
4 VB302

AEROFLOT (ARO)
5 VL896–VL897 VN471–VN472 VS216–VS217 VS321–VS324
9 VS392

AEROMEXICO (AMX)
1 VF071 VF093 VF162
5 VN531 VS211
9 VN166

AEROSVIT (UKA)
9 VN154–VN155 VN157 VS206

AEROTURBINE (AUB)
2 VB051 VB054–VB055
4 VB321 VB331–VB332

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AIR ALGERIE (ALG)
- 6 VK131–VK133

AIR ASTANA (AKZ)
- 5 VL899–VL900

AIR CANADA (ACN)
- 1 VA701–VA709 VA711–VA719 VB001–VB002
- 2 VB201–VB202
- 5 VN541 VN546–VN547
- 9 VN051–VN054 VN056–VN062 VN751–VN752 VN811–VN812 VN931–VN936 VS381–VS382 VS546–VS549

AIR CHINA (BEJ)
- 1 VE085–VE086
- 7 VK161–VK164
- 9 VS208 VS274

AIR DO (HIA)
- 9 VS176–VS177

AIR EUROPA (ARE)
- 9 VS292–VS293

AIR ITALY (RIT)
- 1 VF001–VF002
- 5 VL913

AIR MADAGASCAR (MAD)
- 5 VN556
- 9 VN167

AIR NEW ZEALAND (ANZ)
- 9 VN653 VN655–VN658

AIR PACIFIC (APC)
- 9 VN676

AIR SEYCHELLES (ASY)
- 1 VE104
- 4 VB301
- 9 VL941 VS526

AIR TRANSPORT INTERNATIONAL (TIN)
- 2 VA313 VA511–VA512

AIR ZIMBABWE (ZMB)
- 1 VF061–VF062

ALITALIA (ALI)
- 9 VN424 VN427

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ALITALIA COMPAGNIA AEREA ITALIANA SPA (ILQ)

9	VL701–VL702	VN426	VN732	VN813
	VS367			

ALL NIPPON AIRWAYS (ANA)

10	VK081–VK113	VR401
11	VT501	
9	VN191–VN198	VS721–VS731

AMERICAN AIRLINES (AAL)

2	VA501–VA505	VA514–VA523	VA525	VA527–VA530
9	VN001–VN041	VS196–VS203	VS751–VS759	

AMERIJET INTERNATIONAL (AMJ)

2	VA303	VA306

ARAMCO ASSOCIATED COMPANY (RAS)

1	VR084

ARKEFLY (HXL)

9	VN156	VN164–VN165

ASIANA AIRLINES (AAR)

11	VW851	
9	VK143–VK148	VR426

ATLANT-SOYUZ (AYZ)

1	VF051

AUSTRIAN AIRLINES AG (AUL)

7	VN242–VN243	
9	VN671	VS301–VS303

AVIANCA (AVI)

1	VE171–VE172	VF072	VF092	VF161
5	VN532			
9	VN152			

AWAS (AWW)

4	VB325
5	VS308
9	VN651

BELAIR AIRLINES (BLB)

9	VL932

BELLVIEW AIRLINES (BEB)

1	VE125–VE126

BLUE CITY HOLDING (BCY)

1	VE069

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BLUE PANORAMA AIRLINES (BPA)
10 VN681
7 VN174 VS061

BOEING (TBC)
2 VA001

BOEING CAPITAL CORPORATION (ZMF)
1 VE117

BRISTOL AIR LIMITED (BMD)
2 VA804

BRITISH AIRWAYS (BAB)
5 VN111–VN114 VN118–VN122 VN124–VN127 VN133–VN137
VS246–VS248

CARGOJET AIRWAYS LTD. (WNT)
2 VA510 VA513

CHILEAN AIR FORCE (CHF)
5 VN561

CHINA EASTERN AIRLINES (CEA)
5 VL871–VL873

CONDOR (CDF)
10 VN683–VN691

CONTINENTAL AIRLINES (CAL)
1 VR051–VR060
12 VQ071–VQ086

CROCUS CORPORATION (CCS)
9 VS825

CSDS AVIATION (CSO)
2 VA506–VA507

DELTA AIR LINES (DAL)
10 VK036 VK039–VK056 VR471–VR472
12 VQ001–VQ021
2 VA302
7 VL753 VN301–VN306
9 VN251–VN276 VS066–VS070 VS073–VS078 VS266–VS273
VS466–VS472

EL AL ISRAEL AIRLINES (ELA)
10 VN682
2 VB281 VB283–VB284
3 VF101–VF102
5 VN537
9 VN972

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ERITREAN AIR LINES (ERJ)
1 VE066

ETHIOPIAN AIRLINES (ETH)
5 VL898 VN388 VS306 VS881–VS882
7 VS496–VS497 VS506–VS507

EUROATLANTIC AIRWAYS (MAE)
5 VN551 VN562
9 VN055 VN151

EVERGREEN MAINTENANCE CENTER (EAC)
1 VE061

FIRST AIR (BRS)
2 VA508

FLORIDA WEST INTERNATIONAL (PAI)
11 VR260

FLYGLOBESPAN.COM (FGS)
5 VL891
9 VN654 VS112–VS113

GA TELESIS, LLC (GTG)
4 VB326

GABON AIRLINES (GBO)
2 VA017–VA018

GECAS (GEF)
9 VN731 VS366

GENERIC CUSTOMER/SUPPLIER (XXX)
1 VE002 VE041 VE063
2 VA005

GOL AIRLINES (GOT)
1 VF171
5 VN557 VN637 VS307
9 VN163 VN225 VN753

GUGGENHEIM AVIATION PARTNERS (GPR)
9 VN153

GULF AIR (GUL)
7 VN310 VN314

HAINAN AIRLINES (HNA)
5 VS426–VS428

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HAWAIIAN AIRLINES (HWI)
10 VK031–VK034
5 VN381 VS309–VS311
8 VN171–VN173
9 VS821–VS824 VS841–VS843

HEWA BORA AIRWAYS (EXD)
1 VE021

HIS MAJESTY THE SULTAN'S FLIGHT (BWN)
1 VF180

ICELANDAIR (ICE)
7 VN211
9 VN158

ILFC (ILF)
5 VL893
7 VN635
9 VS401

INTEGRATED DEFENSE SYSTEMS (BAC)
1 VV001
2 VA806

ITALIAN AIR FORCE (ZSV)
1 VR086

ITOCHU CORPORATION (CIT)
2 VF181–VF184

JAL INTERNATIONAL (JAL)
10 VK001–VK016 VR441
2 VB371–VB373
9 VK021–VK022 VK181 VK186 VR461
VS701–VS711

JETAIRFLY (TLB)
7 VN234

JORDAN AVIATION (JOR)
4 VB327 VB329–VB330

KALAIR (BERMUDA) (KLB)
7 VN311

KAM AIR (KMC)
2 VA019

KENYA AIRWAYS (KEN)
5 VN421 VS331–VS333
7 VL003
9 VK141

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KRASAIR (ZXD)
1 VE001 VE022–VE023

LAN AIRLINES (LAN)
11 VR251 VR256–VR259
9 VL703 VN063–VN064 VN168 VN966–VN971
VS111 VS131–VS133

LOT POLISH AIRLINES (LOT)
7 VN233
9 VN291–VN293 VN652

MALEV HUNGARIAN AIRLINES LTD. (HGA)
1 VF172

MARTINAIR HOLLAND (MTH)
5 VN385
9 VN221–VN224 VN672

MEXICANA (CMA)
1 VF041–VF042
7 VL001–VL002

MID EAST JET (SKL)
1 VF251

NEOS (NEO)
5 VL892 VL894

NORTH AMERICAN AIRLINES (NNA)
5 VL895 VL911 VN922 VS316
7 VL755 VN634

OCEANAIR AIRLINES (OAL)
5 VN376
9 VN495 VN500

PACE AIRLINES (PIE)
2 VB053

PHOENIX AIRCRAFT LEASING, INC. (PLB)
2 VA810

PRESIDENTIAL FLIGHT (ABD)
9 VS391

PRIVATAIR (PTS)
5 VS137

PTC AEROSPACE (PTE)
2 VB282

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QANTAS (QAN)
5 VN115–VN117 VN123 VN130–VN132
9 VN081–VN099 VS186–VS187 VS486

ROSSIYA RUSSIAN AIRLINES (STG)
5 VS261–VS263

ROYAL AIR MAROC (RAM)
5 VS336–VS337
7 VN636
9 VS291

ROYAL BRUNEI AIRLINES (RBA)
5 VN372 VN382–VN384 VN386–VN387

RYAN INTERNATIONAL AIRLINES (RYN)
10 VK035 VK038
7 VL011

S7 AIRLINES (SBR)
5 VN638 VS136
9 VN436

SAFI AIRWAYS (FFI)
1 VE084

SHANGHAI AIRLINES (SHA)
9 VK171 VR421–VR423 VS207

SKY HOLDING COMPANY (PSH)
9 VL931

SKY KING (SKN)
1 VE064

SKYMARK AIRLINES (SKM)
9 VS231 VS861

SKYSTAR (SYW)
2 VA008 VA011–VA012 VA020

SMARTLYNX AIRLINES (LCH)
5 VN536 VN542

SOJITZ CORPORATION (SOJ)
7 VN231–VN232

STAR AIR (SBJ)
1 VE101–VE103
2 VA307–VA308 VB441–VB444
4 VB323 VB328

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STATE AIR COMPANY "BERKUT" (ORE)
1 VR081

TAA (TNL)
2 VA002–VA004 VA007 VA014–VA015

TAM (TPR)
9 VN422–VN423 VN425

TAMPA CARGO (TMP)
1 VE121–VE124

TEEBAH AIRLINES (EBH)
1 VA710

THOMAS COOK AIRLINES UK (JMA)
5 VN951–VN953

THOMSON AIRWAYS (BRI)
5 VL914 VN921 VS051–VS056
7 VL751–VL752 VL754 VN791–VN792

TRANSAERO AIRLINES (TRX)
1 VE116 VE118 VE143
5 VN371 VN631–VN633
7 VN307–VN309 VN313

TRANSATLANTIC INTL AIRLINES (TIB)
2 VA016

TUIFLY NORDIC (TNS)
5 VL912

TURKMENISTAN AIRLINES (TUE)
5 VS891

UNITED AIR LINES (UAL)
9 VN491–VN494 VN496–VN499 VN501–VN513 VS091–VS104

UPS (UPS)
11 VR201–VR211 VW701–VW721

US AIRWAYS (USA)
1 VE141–VE142 VE144–VE149 VE151–VE152

UZBEKISTAN AIRWAYS (UZB)
5 VL806–VL807
9 VS844 VS896

VISION AIR (VEG)
2 VA006 VA009–VA010

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VIVA MACAU (VMC)
1 VF091
9 VK142

WELLS FARGO (FSB)
7 VL004–VL006

WELLS FARGO BANK (ZWR)
1 VE068

WEST DOVER LLC (WDR)
10 VK037

YONA (IOP)
7 VN312

IDENTIFICATION BY VARIABLE NUMBER

Variable	Group
VA001–VA020	2
VA301–VA315	2
VA501–VA530	2
VA701–VA719	1
VA801–VA810	2
VB001–VB002	1
VB051–VB055	2
VB101–VB125	2
VB201–VB202	2
VB251–VB253	2
VB281–VB284	2
VB301–VB302	4
VB321–VB332	4
VB371–VB373	2
VB401	1
VB441–VB444	2
VE001–VE003	1
VE021–VE023	1
VE041–VE043	1
VE061–VE069	1
VE083–VE086	1
VE101–VE104	1
VE116–VE118	1
VE121–VE126	1
VE141–VE152	1

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Variable	Group
VE171–VE172	1
VF001–VF002	1
VF041–VF042	1
VF051	1
VF061–VF062	1
VF071–VF072	1
VF091–VF093	1
VF101–VF102	3
VF161–VF162	1
VF171–VF172	1
VF180	1
VF181–VF184	2
VF251	1
VK001–VK016	10
VK021–VK022	9
VK031–VK056	10
VK081–VK113	10
VK131–VK133	6
VK141–VK148	9
VK161–VK164	7
VK171	9
VK181	9
VK186	9
VL001–VL006	7
VL011	7
VL701–VL703	9
VL751–VL755	7
VL806–VL807	5
VL871–VL873	5
VL891–VL900	5
VL911–VL914	5
VL931–VL932	9
VL941	9
VN001–VN041	9
VN051–VN064	9
VN081–VN099	9
VN111–VN127	5
VN130–VN137	5
VN151–VN158	9

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Variable	Group
VN163–VN168	9
VN171–VN173	8
VN174	7
VN191–VN198	9
VN211–VN212	7
VN221–VN225	9
VN231–VN234	7
VN241–VN243	7
VN251–VN276	9
VN291–VN293	9
VN301–VN314	7
VN371–VN372	5
VN376	5
VN381–VN388	5
VN421	5
VN422–VN427	9
VN436	9
VN471–VN472	5
VN491–VN513	9
VN531–VN532	5
VN536–VN537	5
VN541–VN542	5
VN546–VN547	5
VN551	5
VN556–VN557	5
VN561–VN562	5
VN631–VN633	5
VN634–VN636	7
VN637–VN638	5
VN651–VN658	9
VN671–VN672	9
VN676	9
VN681–VN691	10
VN731–VN732	9
VN751–VN753	9
VN791–VN792	7
VN811–VN813	9
VN921–VN922	5
VN931–VN936	9

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Variable	Group
VN951–VN953	5
VN966–VN972	9
VQ001–VQ021	12
VQ071–VQ086	12
VR051–VR060	1
VR081	1
VR084	1
VR086	1
VR201–VR211	11
VR251	11
VR256–VR260	11
VR401	10
VR421–VR423	9
VR426	9
VR441	10
VR461	9
VR471–VR472	10
VS051–VS056	5
VS061	7
VS066–VS070	9
VS073–VS078	9
VS091–VS104	9
VS111–VS113	9
VS131–VS133	9
VS136–VS137	5
VS176–VS177	9
VS186–VS187	9
VS196–VS203	9
VS206–VS208	9
VS211	5
VS216–VS217	5
VS231	9
VS246–VS248	5
VS261–VS263	5
VS266–VS274	9
VS291–VS293	9
VS301–VS303	9
VS306–VS311	5
VS316	5

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Variable	Group
VS321–VS324	5
VS331–VS333	5
VS336–VS337	5
VS366–VS367	9
VS381–VS382	9
VS391–VS392	9
VS401	9
VS426–VS428	5
VS466–VS472	9
VS486	9
VS496–VS497	7
VS506–VS507	7
VS526	9
VS546–VS549	9
VS701–VS711	9
VS721–VS731	9
VS751–VS759	9
VS821–VS825	9
VS841–VS844	9
VS861	9
VS881–VS882	5
VS891	5
VS896	9
VT501	11
VV001	1
VW701–VW721	11
VW851	11

2. Spares Affected

None.

B. Concurrent Requirements

None.

C. Reason

This service bulletin gives instructions to inspect for scribe lines in the fuselage skin at skin lap joints, the skin at certain external approved repairs, the skin around external features such as antennas, and the skin at decals. Fatigue cracks can develop at scribe line locations. Any crack that remains undetected could grow large and cause a rapid decompression.

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Thirteen (13) 767 airplanes have been found with scribe line damage by 11 operators. Scribe lines were found at skin lap joints, butt joints, around external repairs and antennas, and at locations where decals were cut. Many of the scribe lines appear to have been made when sealant was removed as part of preparation of the airplane for repainting. The 767 airplanes had between 6300 flight cycles and 24,600 flight cycles. No cracks as a result of scribe lines on 767 airplanes have been reported to Boeing.

A scribe line is a narrow, shallow, distinct line of damage (typically up to 0.006 inch deep), usually associated with the removal of a fillet or gap seal (lap joints and butt joints, respectively). A more detailed definition of a scribe line is included in Accomplishment Instructions Paragraph 3.B. - Identification of a "Typical" Scribe Line.

A review of fleet activity yields two separate scenarios that are suspected to have caused scribe lines to the fuselage skin.

The first scenario involves the paint stripping and repainting of airplanes. In the process of stripping and preparing the airplane for paint, tools were used to remove sealant and paint buildup at lap joints, at certain external approved repair doublers or door scuff plates, or around external features. Tools like scrapers (steel, wood, hard plastic etc.), knives, or utility knives can damage the skin. Fatigue cracks can develop at scribe line locations.

The second scenario is decal application on/or removal from the fuselage. To install the decals across lap joint steps or repairs, investigation into maintenance practices has shown that decals have been cut in place, using some form of knife, to allow the decal to lie flush to the skin at these stepped locations. This operation results in scribe lines at the decal cut location. Based on service reports, sharp tools have also been used for close trimming of the decal’s outline. This type of decal trimming has also left scribe lines on the fuselage skin.

The above maintenance operations can each lead to the same type of scribe line damage and subsequent premature fatigue cracks.

Boeing Service Related Problem (SRP) 767-SRP-53-0244 is related to this service bulletin.

This revision is sent to change initial inspection locations and LRTS inspection locations and repeat inspection intervals for skin lap joint inspections. In addition, caution notes are added to advise operators not to blend scribe lines.

These sections were changed:

1. In Paragraph 1.E., Compliance, Table 1 was changed to clarify footnote (f).

2. In Paragraph 1.E., Compliance, Table 2 was changed to clarify footnotes (f) and (g) and add footnote (h).

3. In Paragraph 1.E., Compliance, Table 3 was changed to clarify footnote (e) and add footnote (f).

4. In Paragraph 1.E., Compliance, Table 4 was changed to clarify footnotes (a) and (d) and remove footnotes (b) and (e).

5. In Paragraph 1.E., Compliance, Tables 5 through 14 were changed for LRTS inspection locations and repeat inspection intervals for skin lap joint inspections.

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6. In Paragraph 1.K., Publications Affected, added Damage Tolerance Based Structural Inspection information.

7. In Paragraph 3.A., General Information, Note 16 was added to advise operators not to blend scribe lines.

8. In Paragraph 3.B., Work Instructions, Figures 1 through 36 were changed to reflect changes in affected skin lap joint inspection locations.

9. In Paragraph 3.B., Work Instructions, a Caution note that advises operators not to blend scribe lines was added to Figures 1 through 72.

D. Description

At or before the scribe line inspection thresholds shown in this service bulletin, remove paint and sealant at the applicable locations. Do a detailed inspection of the fuselage skin at applicable skin lap joints, external approved repairs, external features, and decals for any scribe line or any crack. If any crack is found, contact Boeing for repair instructions and do the repair.

When scribe lines are found, they shall be repaired before further flight. As an alternative to immediate repair, for a scribe line that qualifies, the provided Limited Return To Service (LRTS) program may be used to allow airplanes to return to revenue flight for a limited period before scribe lines are repaired. This service bulletin contains a LRTS program.

The LRTS program consists of repeat inspections to detect any crack where scribe lines were found. Total airplane flight cycles, location, and extent of scribe line must meet specific criteria in order for a scribe line to qualify for a LRTS program. Each affected structural location within a LRTS program will be terminated with a repair.

This service bulletin has specific instructions for calculating separate inspection thresholds based on fatigue life for the identified locations. With the use of maintenance records, operators can implement the inspection program based on potential scribe line opportunities in an airplane's maintenance history. If this maintenance records-based threshold program is not used, then 6,000 flight cycles shall be assigned as the cycle level when potential scribing first occurred.

Since a scribe line can occur at any time during the service life of an airplane and at many locations, this program uses both total flight cycles and structural criticality of location to determine the inspection requirements.

Criticality of location allows this service bulletin to address the most critical areas first and to provide less critical areas with appropriately reduced compliance requirements. Criticality of location determines the inspection thresholds for each location. This service bulletin uses figures and compliance times to address all of the critical locations and ranges of inspection thresholds. Each critical piece of structure susceptible to a scribe line is assigned to a figure. The affected structure for each group of airplanes is identified in individual figures in this service bulletin.

Revision 1 - More work is necessary for airplanes that have accomplished skin lap joint inspections as shown in the original issue of this service bulletin. Operators that have incorporated the original issue of this service bulletin for the skin lap joint inspections must review the REASON FOR REVISION information below, and do additional skin lap joint inspections, as necessary, to comply with Revision 1 of this service bulletin.

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If scribe lines were found as a result of the skin lap joint inspections, but not repaired, and the Limited Return to Service (LRTS) program was elected, operators must review the LRTS Compliance tables for changes in inspection locations and repeat inspection intervals.

More work may be required if external approved repair inspections were exempted by Compliance Table 2, Note (g). Operators that have incorporated the original issue of this service bulletin for the external approved repair inspections must review the REASON FOR REVISION information below, and do additional external approved repair inspections, as necessary, to comply with Revision 1 of this service bulletin.

More work may be required if external feature inspections were exempted by Compliance Table 3, Note (e). Operators that have incorporated the original issue of this service bulletin for the external feature inspections must review the REASON FOR REVISION information below, and do additional external feature inspections, as necessary, to comply with Revision 1 of this service bulletin.

No more work is required for inspections to decals.

E. Compliance

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Inspection zone thresholds are based upon analysis of fuselage geometry and loads. Zone 1 has the lowest inspection threshold and Zone 3 has the highest inspection threshold.

This service bulletin has four (4) areas for scribe line inspections. The areas are as follows:
— Skin Lap Joints
— External Approved Repairs
— External Features
— Decals

The Compliance tables are broken down into three main sections as follows:

1. Tables 1 through 4 are used to show the initial scribe line inspection for the four (4) areas to be inspected.

2. Tables 5 through 20 are used to show the LRTS repeat inspection intervals for the four (4) areas to be inspected.

   NOTE: Pay close attention to the Group Number and Inspection Area in the title of the table.

3. Table 21 is used to show the repeat inspection intervals for Accomplishment Instructions Paragraph 3.B - Part 8.

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Group 1-12: Table 1 - Skin Lap Joint - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes Skin Lap Joints Zone 1	Do a detailed inspection for any scribe line using the tables as given in the Accomplishment Instructions Paragraph 3.B - Part 2. (d) (e) (f) (g)	Before 25,000 total flight cycles plus first scribe line opportunity. (a)	Within 4,000 flight cycles after the original issue date on this service bulletin.	-
All Airplanes Skin Lap Joints Zone 2	Do a detailed inspection for any scribe line using the tables as given in the Accomplishment Instructions Paragraph 3.B - Part 2. (d) (e) (f) (g)	Before 37,500 total flight cycles plus first scribe line opportunity. (a)	Within 4,000 flight cycles after the original issue date on this service bulletin.	-
All Airplanes Skin Lap Joints Zone 3	Do a detailed inspection for any scribe line using the tables as given in the Accomplishment Instructions Paragraph 3.B - Part 2. (d) (e) (f) (g)	Before 50,000 total flight cycles plus first scribe line opportunity. (a)	Within 4,000 flight cycles after the original issue date on this service bulletin.	-
No scribe line or damage is found.(c)	No further inspections are required. (b)	-	-	-
Any scribe line is found. (c)	Measure the scribe line depth as given in Accomplishment Instructions Paragraph 3.B - Part 4.	Before further flight.	-	-
Scribe line is found less than 0.001 inch deep. (c)	No further inspections are required. (b)	-	-	-
Scribe line is found within the limits of a typical scribe line and more than or equal to 0.001 inch deep and less than or equal to 0.006 inch deep. (c)	Do High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 5.	Before further flight.	-	-
	Or			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-

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Group 1-12: Table 1 - Skin Lap Joint - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
Scribe line is found within the limits of a typical scribe line and more than 0.006 inch deep. (c)	Do High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 5.	Before further flight.	-	-
	And			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
If no crack is found and the scribe line is greater than or equal to 0.001 inch deep and less than or equal to 0.006 inch.	Do the repeat inspections as given in Accomplishment Instructions Paragraph 3.B - Part 6.	Before repeat intervals in Tables 5-14.	-	Refer to the LRTS Tables 5-14 for repeat intervals.
	Or			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
If any crack is found.	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
All airplanes with scribe line using a LRTS program inspection.	Contact Boeing for additional inspections or repair.	Before 50,000 total flight cycles.	Within 4,000 flight cycles after the original issue date on this service bulletin.	-

(a)	First scribe line opportunity is provided by maintenance records. Adjust the compliance time as given below: 1. If record of first paint since delivery is available, then add the airplane flight cycles at first paint to the threshold. 2. If record of first paint since delivery is not available, add 6,000 flight cycles to the threshold.
(b)	No further inspections are required at this location, provided that the correct sealant removal procedure is used for all future work. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.
(c)	Refer to Accomplishment Instructions Paragraph 3.B for identification of a typical scribe line.
(d)	If operator's records show that the airplane has never been stripped or repainted since delivery from Boeing and correct sealant removal procedure is implemented for all future work, then the skin lap joint inspections are not required, except as noted in (g) below. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.

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Group 1-12: Table 1 - Skin Lap Joint - Fuselage Skin Scribe Line Inspection

Condition		Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(e)	If the operator's records show that the airplane has never been stripped or repainted under the wing-to-body fairings since delivery from Boeing and correct sealant removal procedure is implemented for all future work, then the skin lap joint inspections in the areas under the wing-to-body fairing are not required. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.			
(f)	If the operator's records show that correct sealant removal procedures have been used at all times since delivery, then the skin lap joint inspections are not required, except as noted in (g) below. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.			
(g)	If a decal is installed, or was previously installed, across a skin lap joint that requires inspection, the inspection exemption per note (d) and (f) does not apply. The skin lap joint inspection must still be done for the affected skin lap joint at the threshold as given in this table.			

Group 1-12: Table 2 - External Approved Repairs - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes External Approved Repairs - 20 inches or longer on any side Zone 1	Do a detailed inspection for any scribe line using the tables as given in the Accomplishment Instructions Paragraph 3.B - Part 2. (d) (e) (f) (g) (h)	Before 25,000 total flight cycles plus first scribe line opportunity. (a)	Within 4,000 flight cycles after the original issue date on this service bulletin.	-
All Airplanes External Approved Repairs - Less than 20 inches on all sides Zone 1	Do a detailed inspection for any scribe line using the tables as given in the Accomplishment Instructions Paragraph 3.B - Part 2. (d) (e) (f) (g) (h)	Before 25,000 total flight cycles plus first scribe line opportunity. (a)	Within 4,000 flight cycles after the original issue date on this service bulletin.	-
No scribe line or damage is found.(c)	No further inspections are required.(b)	-	-	-
Any scribe line is found. (c)	Measure the scribe line depth as given in Accomplishment Instructions Paragraph 3.B - Part 4.	Before further flight.	-	-
Scribe line is found less than 0.001 inch deep. (c)	No further inspections are required. (b)	-	-	-

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Group 1-12: Table 2 - External Approved Repairs - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
Scribe line is found within the limits of a typical scribe line and more than or equal to 0.001 inch deep and less than or equal to 0.006 inch deep. (c)	Do High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 5.	Before further flight.	-	-
	Or			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
Scribe line is found within the limits of a typical scribe line and more than 0.006 inch deep. (c)	Do High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 5.	Before further flight.	-	-
	And			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
If no crack is found and the scribe line is greater than or equal to 0.001 inch deep and less than or equal to 0.006 inch.	Do the repeat inspections as given in Accomplishment Instructions Paragraph 3.B - Part 6.	Before the compliance times in Table 15.	-	Refer to the LRTS Table 15 for repeat intervals.
	Or			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
If any crack is found.	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
All airplanes with scribe line using a LRTS program inspection.	Contact Boeing for additional inspections or repair.	Before 50,000 total flight cycles.	Within 4,000 flight cycles after the original issue date on this service bulletin.	-

(a) First scribe line opportunity is provided by maintenance records. Adjust the compliance time as given below:

1. If record of first paint since delivery is available, then add the airplane flight cycles at first paint to the threshold.

2. If record of first paint since delivery is not available, add 6,000 flight cycles to the threshold.

(b) No further inspections are required at this location, provided that the correct sealant removal procedure is used for all future work. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.

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Group 1-12: Table 2 - External Approved Repairs - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(c)	Refer to Accomplishment Instructions Paragraph 3.B for identification of a typical scribe line.		
(d)	If operator's records show that the airplane has never been stripped or repainted since delivery from Boeing and correct sealant removal procedure is implemented for all future work, then the external approved repair inspections are not required, except as noted in (g) below. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.		
(e)	If the operator's records show that the airplane has never been stripped or repainted under the wing-to-body fairings since delivery from Boeing and correct sealant removal procedure is implemented for all future work, then the external approved repair inspections in the areas under the wing-to-body fairing are not required. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.		
(f)	If the operator's records show that correct sealant removal procedures have been used at all times since delivery, then the external approved repair inspections are not required, except as noted in (g) below. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.		
(g)	For each repair, if operator's records show that the airplane has never been stripped or repainted since the repair has been installed, then the external approved repair inspections for the specific repair are not required, except as noted in (h) below.		
(h)	If a decal is installed, or was previously installed across an external approved repair, the exemption per note (g) does not apply. The external approved repair inspection must still be done for the affected external approved repair at the threshold as given in this table.		

Group 1-12: Table 3 - External Features - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes External Features Zone 2	Do a detailed inspection for any scribe line using the tables as given in the Accomplishment Instructions Paragraph 3.B - Part 2. (d) (e) (f)	Before 37,500 total flight cycles plus first scribe line opportunity. (a)	Within 4,000 flight cycles after the original issue date on this service bulletin.	-
No scribe line or damage is found.(c)	No further inspections are required.(b)	-	-	-
Any scribe line is found. (c)	Measure the scribe line depth as given in Accomplishment Instructions Paragraph 3.B - Part 4.	Before further flight.	-	-
Scribe line is found less than 0.001 inch deep. (c)	No further inspections are required. (b)	-	-	-

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Group 1-12: Table 3 - External Features - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
Scribe line is found within the limits of a typical scribe line and more than or equal to 0.001 inch deep and less than or equal to 0.006 inch deep. (c)	Do High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 5.	Before further flight.	-	-
	Or			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
Scribe line is found within the limits of a typical scribe line and more than 0.006 inch deep. (c)	Do High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 5.	Before further flight.	-	-
	And			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
If no crack is found and the scribe line is greater than or equal to 0.001 inch deep and less than or equal to 0.006 inch.	Do the repeat inspections as given in Accomplishment Instructions Paragraph 3.B - Part 6.	Before repeat intervals in Tables 16-19.	-	Refer to the LRTS Tables 16-19 for repeat intervals.
	Or			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
If any crack is found.	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
All airplanes with scribe line using a LRTS program inspection.	Contact Boeing for additional inspections or repair.	Before 50,000 total flight cycles.	Within 4,000 flight cycles after the original issue date on this service bulletin.	-

(a)	First scribe line opportunity is provided by maintenance records. Adjust the compliance time as given below: 1. If record of first paint since delivery is available, then add the airplane flight cycles at first paint to the threshold. 2. If record of first paint since delivery is not available, add 6,000 flight cycles to the threshold.
(b)	No further inspections are required at this location, provided that the correct sealant removal procedure is used for all future work. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.
(c)	Refer to Accomplishment Instructions Paragraph 3.B for identification of a typical scribe line.

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Group 1-12: Table 3 - External Features - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(d)	If operator's records show that the airplane has never been stripped or repainted since delivery from Boeing and correct sealant removal procedures have been and continue to be implemented for all future work, then the external feature inspections are not required. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.		
(e)	If the operator's records show that correct sealant removal procedures have been used at all times since delivery, then the external feature inspections are not required, except as noted in (f) below. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.		
(f)	If a decal is installed, or was previously installed across an external feature, the exemption per note (e) does not apply. The external feature inspection must still be done for the affected external feature at the threshold as given in this table.		

Group 1-12: Table 4 - Decals - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes Decals Zone 3	Do a detailed inspection for any scribe line using the tables as given in the Accomplishment Instructions Paragraph 3.B - Part 2. (d)	Before 50,000 total flight cycles plus first scribe line opportunity. (a)	Within 4,000 flight cycles after the original issue date on this service bulletin.	-
No scribe line or damage is found.(c)	No further inspections are required.	-	-	-
Any scribe line is found. (c)	Measure the scribe line depth as given in Accomplishment Instructions Paragraph 3.B - Part 4.	Before further flight.	-	-
Scribe line is found less than 0.001 inch deep. (c)	No further inspections are required.	-	-	-
Scribe line is found within the limits of a typical scribe line and more than or equal to 0.001 inch deep and less than or equal to 0.006 inch deep.(c)	Do High Frequency Eddy Current (HFEC) special detailed inspection for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 5.	Before further flight.	-	-
	Or			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-

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Group 1-12: Table 4 - Decals - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
Scribe line is found within the limits of a typical scribe line and more than 0.006 inch deep. (c)	Do High Frequency Eddy Current (HFEC) special detailed inspection for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 5.	Before further flight.	-	-
	And			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
If no crack is found and the scribe line is greater than or equal to 0.001 inch deep and less than or equal to 0.006 inch.	Do the repeat inspections as given in Accomplishment Instructions Paragraph 3.B - Part 6.	Before compliance times in Table 20.	-	Refer to the LRTS Table 20 for repeat intervals.
	Or			
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
If any crack is found.	Contact Boeing for repair instructions and do the repair.	Before further flight.	-	-
All airplanes with scribe line using a LRTS program inspection.	Contact Boeing for additional inspections or repair.	Before 50,000 total flight cycles.	Within 4,000 flight cycles after the original issue date on this service bulletin.	-

(a)	First scribe line opportunity is provided by maintenance records. Adjust the compliance time as given below. Operator is to use the lowest of the three below adjustments to the threshold in determining first scribe line opportunity. 1. If record of first paint since delivery is available, then add the airplane flight cycles at first paint to the threshold. 2. If record of first decal installation is available, then add the airplane flight cycles at first decal installation to the threshold. 3. If neither first paint nor first decal installation records are available since delivery, add 6,000 flight cycles to the threshold.
(b)	Removed at Revision 1 of this Service Bulletin.

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Group 1-12: Table 4 - Decals - Fuselage Skin Scribe Line Inspection

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(c)	Refer to Accomplishment Instructions Paragraph 3.B for identification of a typical scribe line.		
(d)	Decal inspections are not required: If the operator's records show the airplane has never had decals installed in the area of inspection since delivery. and If operator's records show that the airplane has never been stripped or repainted since delivery from Boeing.		
(e)	Removed at Revision 1 of this Service Bulletin.		

Group 1, 3: Table 5 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 456	-	2,000
		STA 456 - 500	-	2,300
		STA 632 - 676	-	2,000
		STA 676 - 786	-	2,300
		STA 1395 - 1540	-	2,000
	S-30R	STA 132.5 - 246	-	6,000
	S-26R	STA 246 - 434	-	6,000
		STA 434 - 456	-	3,000
		STA 654 - 742	-	3,000
		STA 1109 - 1175	-	3,000
		STA 1175 - 1219	-	4,300
		STA 1417 - 1582	-	4,300
	S-21R	STA 132.5 - 246	-	4,000
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 676 - 764	-	4,000
		STA 1087 - 1241	-	4,300

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Group 1, 3: Table 5 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1417 - 1461	-	4,000
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 764	-	3,400
		STA 1087 - 1373	-	3,500
		STA 1417 - 1461	-	3,000
	S-2R	STA 434 - 720	-	3,000
		STA 720 - 764	-	3,500
		STA 1417 - 1562	-	2,500
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 434 - 786	-	3,300
		STA 1087 - 1373	-	3,400
		STA 1373 - 1461	-	4,000
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 632	-	3,500
		STA 654 - 742	-	2,600
		STA 742 - 786	-	3,000
		STA 1065 - 1263	-	3,800
		STA 1263 - 1307	-	3,400
		STA 1307 - 1329	-	3,000
		STA 1329 - 1461	-	3,000
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 434 - 588	-	3,500
		STA 588 - 632	-	2,400
		STA 632 - 764	-	3,300
		STA 1153 - 1307	-	3,500
		STA 1307 - 1395	-	3,000
		STA 1502 - 1582	-	4,500
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 764	-	2,200
		STA 1263 - 1307	-	3,200
		STA 1307 - 1351	-	2,200
		STA 1417 - 1461	-	3,000

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Group 1, 3: Table 5 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1480 - 1540	-	2,000
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

Group 2, 4: Table 6 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 500	-	2,000
		STA 500 - 544	-	3,500
		STA 654 - 786	-	2,500
		STA 1395 - 1540	-	2,000
	S-30R	STA 132.5 - 246	-	6,000
	S-26R	STA 246 - 434	-	6,000
		STA 434 - 478	-	2,800
		STA 676 - 742	-	3,000
		STA 1109 - 1175	-	3,000
		STA 1175 - 1219	-	4,300
		STA 1417 - 1582	-	4,300
	S-21R	STA 132.5 - 246	-	4,000
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 500	-	4,000

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Group 2, 4: Table 6 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 676 - 764	-	4,000
		STA 1087 - 1241	-	4,300
		STA 1417 - 1461	-	4,000
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 764	-	3,400
		STA 1087 - 1373	-	3,500
		STA 1417 - 1461	-	3,000
	S-2R	STA 434 - 720	-	3,000
		STA 720 - 764	-	3,500
		STA 1417 - 1562	-	2,500
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 434 - 786	-	3,300
		STA 1087 - 1373	-	3,400
		STA 1373 - 1461	-	4,000
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 632	-	3,500
		STA 654 - 742	-	2,600
		STA 742 - 786	-	3,000
		STA 1065 - 1263	-	3,800
		STA 1263 - 1307	-	3,400
		STA 1307 - 1329	-	3,000
		STA 1329 - 1461	-	3,000
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 434 - 588	-	3,500
		STA 588 - 632	-	2,400
		STA 632 - 764	-	3,300
		STA 1153 - 1307	-	3,500
		STA 1307 - 1395	-	3,000
		STA 1502 - 1582	-	4,500
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 764	-	2,200
		STA 1263 - 1307	-	3,200

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Group 2, 4: Table 6 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1307 - 1351	-	2,200
		STA 1417 - 1461	-	3,000
		STA 1480 - 1540	-	2,000
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

Group 5: Table 7 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 478	-	3,000
		STA 654 - 698	-	3,000
		STA 1197+66 - 1219	-	3,000
		STA 1373 - 1417	-	3,500
		STA 1417 - 1562	-	2,000
	S-30R	STA 132.5 - 246	-	6,000
	S-26R	STA 246 - 434	-	6,000
		STA 434 - 456	-	3,800
		STA 654+22 - 654+88	-	3,800
		STA 654+88 - 698	-	3,000
		STA 698 - 764	-	5,000
		STA 1153 - 1219	-	4,000

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Group 5: Table 7 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1417 - 1582	-	4,500
	S-21R	STA 132.5 - 246	-	4,000
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 456	-	4,300
		STA 1197+22 - 1197+132	-	3,000
		STA 1395 - 1461	-	4,000
		STA 1562 - 1582	-	4,500
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 654	-	3,400
		STA 654+110 - 675	-	4,800
		STA 1197+22 - 1197+132	-	2,000
		STA 1241 - 1373	-	3,500
		STA 1417 - 1461	-	3,400
		STA 1562 - 1582	-	4,500
	S-2R	STA 434 - 654+44	-	3,000
		STA 654+44 - 654+88	-	3,500
		STA 654+88 - 720	-	4,000
		STA 1241 - 1307	-	4,000
		STA 1417 - 1582	-	3,000
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 434 - 654	-	3,500
		STA 1197+22 - 1197+132	-	2,000
		STA 1241 - 1373	-	3,500
		STA 1562 - 1582	-	4,000
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 654	-	3,500
		STA 676 - 720	-	3,500
		STA 1197+110 - 1219	-	3,500
		STA 1219 - 1263	-	4,000
		STA 1307 - 1461	-	3,000
		STA 1562 - 1582	-	4,500

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Group 5: Table 7 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 434 - 610	-	3,500
		STA 610 - 654+88	-	2,000
		STA 654+88 - 676	-	3,000
		STA 676 - 742	-	4,500
		STA 1153 - 1285	-	4,000
		STA 1285 - 1373	-	3,000
		STA 1502 - 1582	-	4,500
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 654	-	2,400
		STA 654 - 654+88	-	2,000
		STA 654+88 - 654+121	-	3,300
		STA 698 - 764	-	3,000
		STA 1197+88 - 1219	-	4,000
		STA 1241 - 1307	-	3,000
		STA 1307 - 1351	-	2,000
		STA 1351 - 1461	-	3,000
		STA 1502 - 1582	-	2,000
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

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Group 6: Table 8 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 522	-	3,000
		STA 566 - 698	-	3,000
		STA 1197+66 - 1219	-	3,000
		STA 1373 - 1417	-	3,500
		STA 1417 - 1562	-	2,000
	S-30R	STA 132.5 - 246	-	6,000
	S-26R	STA 246 - 434	-	6,000
		STA 434 - 478	-	3,000
		STA 654+22 - 654+88	-	4,000
		STA 654+88 - 698	-	3,000
		STA 698 - 764	-	5,000
		STA 1153 - 1219	-	4,000
		STA 1417 - 1582	-	4,500
	S-21R	STA 132.5 - 246	-	4,000
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 522	-	4,000
		STA 1197+22 - 1197+132	-	3,000
		STA 1395 - 1461	-	4,000
		STA 1562 - 1582	-	4,500
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 654	-	3,500
		STA 654+110 - 676	-	4,500
		STA 1197+22 - 1197+132	-	2,000
		STA 1241 - 1373	-	3,500
		STA 1417 - 1461	-	3,400
		STA 1562 - 1582	-	4,500
	S-2R	STA 434 - 654+44	-	3,000

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Group 6: Table 8 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 654+44 - 654+88	-	3,500
		STA 654+88 - 720	-	4,000
		STA 1241 - 1307	-	4,000
		STA 1417 - 1582	-	3,000
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 434 - 654	-	3,500
		STA 654+121 - 764	-	5,000
		STA 1197+22 - 1197+132	-	2,000
		STA 1241 - 1373	-	3,500
		STA 1562 - 1582	-	4,000
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 654	-	3,500
		STA 676 - 720	-	4,000
		STA 1197+110 - 1219	-	3,500
		STA 1219 - 1263	-	4,000
		STA 1307 - 1461	-	3,000
		STA 1562 - 1582	-	4,500
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 434 - 610	-	3,500
		STA 610 - 654+88	-	2,000
		STA 654+88 - 676	-	3,000
		STA 676 - 742	-	5,000
		STA 1153 - 1285	-	4,000
		STA 1285 - 1373	-	3,000
		STA 1502 - 1582	-	4,500
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 654	-	2,400
		STA 654 - 654+88	-	2,000
		STA 654+88 - 654+121	-	3,300
		STA 698 - 764	-	3,000
		STA 1197+88 - 1219	-	4,000
		STA 1241 - 1307	-	3,000

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Group 6: Table 8 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1307 - 1351	-	2,000
		STA 1351 - 1461	-	3,000
		STA 1502 - 1582	-	2,000
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

Group 7: Table 9 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 478	-	3,000
		STA 654 - 698	-	3,000
		STA 1197+66 - 1219	-	3,000
		STA 1373 - 1417	-	3,500
		STA 1417 - 1502	-	2,000
		STA 1518 - 1562	-	3,000
	S-30R	STA 132.5 - 246	-	6,000
	S-26R	STA 246 - 434	-	6,000
		STA 434 - 456	-	3,800
		STA 654+22 - 654+88	-	3,800
		STA 654+88 - 698	-	3,000
		STA 698 - 764	-	5,000

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Group 7: Table 9 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1175 - 1219	-	4,000
		STA 1417 - 1582	-	4,500
	S-21R	STA 132.5 - 246	-	4,000
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 456	-	4,300
		STA 1109 - 1197+22	-	3,000
		STA 1395 - 1461	-	3,500
		STA 1562 - 1582	-	4,500
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 654	-	3,400
		STA 654+110 - 676	-	4,800
		STA 1087 - 1197+44	-	3,000
		STA 1197+44 - 1197+132	-	2,300
		STA 1241 - 1373	-	3,500
		STA 1417 - 1461	-	3,500
		STA 1562 - 1582	-	4,500
	S-2R	STA 434 - 654+44	-	3,000
		STA 654+44 - 654+88	-	3,500
		STA 654+88 - 720	-	4,000
		STA 1241 - 1307	-	4,000
		STA 1417 - 1582	-	3,000
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 434 - 654	-	3,500
		STA 1109 - 1197+44	-	3,000
		STA 1197+44 - 1197+132	-	2,500
		STA 1197+132 - 1241	-	4,000
		STA 1241 - 1373	-	3,500
		STA 1562 - 1582	-	4,000
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 654	-	3,500
		STA 676 - 720	-	3,500
		STA 1109 - 1197+22	-	3,000

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Group 7: Table 9 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1197+110 - 1219	-	3,500
		STA 1219 - 1263	-	4,000
		STA 1307 - 1461	-	3,000
		STA 1562 - 1582	-	4,500
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 434 - 610	-	3,500
		STA 610 - 654+88	-	2,000
		STA 654+88 - 676	-	3,000
		STA 676 - 742	-	4,500
		STA 1153 - 1285	-	4,000
		STA 1285 - 1373	-	3,000
		STA 1502 - 1582	-	4,500
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 654	-	2,400
		STA 654 - 654+88	-	2,000
		STA 654+88 - 654+121	-	3,300
		STA 698 - 764	-	3,000
		STA 1241 - 1307	-	3,000
		STA 1307 - 1351	-	2,200
		STA 1351 - 1461	-	3,000
		STA 1502 - 1582	-	2,000
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

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Group 8: Table 10 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 522	-	3,000
		STA 566 - 698	-	3,000
		STA 1197+66 - 1219	-	3,000
		STA 1373 - 1417	-	3,500
		STA 1417 - 1502	-	2,000
		STA 1518 - 1562	-	3,000
	S-30R	STA 132.5 - 246	-	6,000
	S-26R	STA 246 - 434	-	6,000
		STA 434 - 478	-	3,000
		STA 654+22 - 654+88	-	4,000
		STA 654+88 - 698	-	3,000
		STA 698 - 764	-	5,000
		STA 1175 - 1219	-	4,000
		STA 1417 - 1582	-	4,500
	S-21R	STA 132.5 - 246	-	4,000
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 522	-	4,000
		STA 1109 - 1197+22	-	3,000
		STA 1395 - 1461	-	3,500
		STA 1562 - 1582	-	4,500
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 654	-	3,500
		STA 654+110 - 676	-	4,500
		STA 1087 - 1197+44	-	3,000
		STA 1197+44 - 1197+132	-	2,300
		STA 1241 - 1373	-	3,500
		STA 1417 - 1461	-	3,500

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Group 8: Table 10 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1562 - 1582	-	4,500
	S-2R	STA 434 - 654+44	-	3,000
		STA 654+44 - 654+88	-	3,500
		STA 654+88 - 720	-	4,000
		STA 1241 - 1307	-	4,000
		STA 1417 - 1582	-	3,000
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 434 - 654	-	3,500
		STA 654+121 - 764	-	5,000
		STA 1109 - 1197+44	-	3,000
		STA 1197+44 - 1197+132	-	2,500
		STA 1197+132 - 1241	-	4,000
		STA 1241 - 1373	-	3,500
		STA 1562 - 1582	-	4,000
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 654	-	3,500
		STA 676 - 720	-	4,000
		STA 1109 - 1197+22	-	3,000
		STA 1197+110 - 1219	-	3,500
		STA 1219 - 1263	-	4,000
		STA 1307 - 1461	-	3,000
		STA 1562 - 1582	-	4,500
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 434 - 610	-	3,500
		STA 610 - 654+88	-	2,000
		STA 654+88 - 676	-	3,000
		STA 676 - 742	-	5,000
		STA 1153 - 1285	-	4,000
		STA 1285 - 1373	-	3,000
		STA 1502 - 1582	-	4,500
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 654	-	2,400

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Group 8: Table 10 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 654 - 654+88	-	2,000
		STA 654+88 - 654+121	-	3,300
		STA 698 - 765	-	3,000
		STA 1241 - 1307	-	3,000
		STA 1307 - 1351	-	2,200
		STA 1351 - 1461	-	3,000
		STA 1502 - 1582	-	2,000
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

Group 9: Table 11 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 478	-	3,000
		STA 654 - 654+110	-	3,000
		STA 1197+66 - 1219	-	3,000
		STA 1373 - 1417	-	3,500
		STA 1417 - 1502	-	2,000
		STA 1518 - 1562	-	3,000
	S-30R	STA 132.5 - 246	-	6,000

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Group 9: Table 11 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
	S-26R	STA 246 - 434	-	6,000
		STA 434 - 456	-	3,800
		STA 654+22 - 654+88	-	4,500
		STA 654+88 - 698	-	3,500
		STA 698 - 764	-	4,200
		STA 1175 - 1219	-	4,000
		STA 1417 - 1582	-	4,500
	S-21R	STA 132.5 - 246	-	4,000
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 456	-	4,300
		STA 654+44 - 720	-	3,000
		STA 1109 - 1197+22	-	3,000
		STA 1395 - 1461	-	3,500
		STA 1562 - 1582	-	4,500
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 632	-	3,400
		STA 632 - 654+66	-	4,500
		STA 654+66 - 654+121	-	3,500
		STA 1087 - 1197+44	-	3,000
		STA 1197+44 - 1197+132	-	2,300
		STA 1241 - 1373	-	3,500
		STA 1417 - 1461	-	3,500
		STA 1562 - 1582	-	4,500
	S-2R	STA 434 - 654+44	-	3,000
		STA 654+44 - 654+88	-	3,500
		STA 654+88 - 720	-	4,000
		STA 1241 - 1307	-	4,000
		STA 1417 - 1582	-	3,000
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 434 - 654+121	-	3,500
		STA 720 - 764	-	5,000
		STA 1109 - 1197+44	-	3,000
		STA 1197+44 - 1197+132	-	2,500

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Group 9: Table 11 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1197+132 - 1241	-	4,000
		STA 1241 - 1373	-	3,500
		STA 1562 - 1582	-	4,000
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 654	-	3,500
		STA 654 - 654+66	-	3,500
		STA 654+66 - 720	-	3,000
		STA 1109 - 1197+22	-	3,000
		STA 1197+110 - 1219	-	3,500
		STA 1219 - 1263	-	4,000
		STA 1307 - 1461	-	3,000
		STA 1562 - 1582	-	4,500
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 434 - 610	-	3,500
		STA 610 - 654	-	2,000
		STA 654 - 676	-	3,500
		STA 676 - 742	-	5,000
		STA 1153 - 1285	-	4,000
		STA 1285 - 1373	-	3,000
		STA 1502 - 1582	-	4,500
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 654	-	2,400
		STA 654 - 654+88	-	2,000
		STA 654+88 - 654+121	-	3,300
		STA 698 - 764	-	3,000
		STA 1241 - 1307	-	3,000
		STA 1307 - 1351	-	2,200
		STA 1351 - 1461	-	3,000
		STA 1502 - 1582	-	2,000

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Group 9: Table 11 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

Group 10: Table 12 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 522	-	3,000
		STA 566 - 698	-	3,000
		STA 1197+66 - 1219	-	3,000
		STA 1373 - 1417	-	3,500
		STA 1417 - 1502	-	2,000
		STA 1518 - 1562	-	3,000
	S-30R	STA 132.5 - 246	-	6,000
	S-26R	STA 246 - 434	-	6,000
		STA 434 - 478	-	3,000
		STA 654+22 - 654+88	-	4,500
		STA 654+88 - 698	-	3,500
		STA 698 - 764	-	4,500
		STA 1175 - 1219	-	4,000
		STA 1417 - 1582	-	4,500
	S-21R	STA 132.5 - 246	-	4,000

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Group 10: Table 12 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 522	-	4,500
		STA 654+44 - 720	-	3,000
		STA 1109 - 1197+22	-	3,000
		STA 1395 - 1461	-	3,500
		STA 1562 - 1582	-	4,500
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 632	-	3,500
		STA 632 - 654+66	-	4,500
		STA 654+66 - 654+121	-	3,500
		STA 1087 - 1197+44	-	3,000
		STA 1197+44 - 1197+132	-	2,300
		STA 1241 - 1373	-	3,500
		STA 1417 - 1461	-	3,500
		STA 1562 - 1582	-	4,500
	S-2R	STA 434 - 654+44	-	3,000
		STA 654+44 - 654+88	-	3,500
		STA 654+88 - 720	-	4,000
		STA 1241 - 1307	-	4,000
		STA 1417 - 1582	-	3,000
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 434 - 654+121	-	3,500
		STA 720 - 764	-	5,000
		STA 1109 - 1197+44	-	3,000
		STA 1197+44 - 1197+132	-	2,500
		STA 1197+132 - 1241	-	4,000
		STA 1241 - 1373	-	3,500
		STA 1562 - 1582	-	4,000
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 654	-	3,500
		STA 654 - 654+66	-	3,500
		STA 654+66 - 720	-	3,000

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Group 10: Table 12 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1109 - 1197+22	-	3,000
		STA 1197+110 - 1219	-	3,500
		STA 1219 - 1263	-	4,000
		STA 1307 - 1461	-	3,000
		STA 1562 - 1582	-	4,500
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 434 - 610	-	3,500
		STA 610 - 654	-	2,000
		STA 654 - 676	-	3,500
		STA 676 - 742	-	5,000
		STA 1153 - 1285	-	4,000
		STA 1285 - 1373	-	3,000
		STA 1502 - 1582	-	4,500
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 654	-	2,400
		STA 654 - 654+88	-	2,000
		STA 654+88 - 654+121	-	3,300
		STA 698 - 764	-	3,000
		STA 1241 - 1307	-	3,000
		STA 1307 - 1351	-	2,200
		STA 1351 - 1461	-	3,000
		STA 1502 - 1582	-	2,000
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

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Group 11: Table 13 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 500	-	4,000
		STA 654 - 654+121	-	4,000
		STA 1417 - 1582	-	2,000
	S-30R	STA 132.5 - 246	-	6,000
	S-26R	STA 246 - 434	-	6,000
		STA 434 - 456	-	4,000
		STA 654+22 - 654+110	-	4,500
		STA 654+110 - 742	-	3,000
		STA 1153 - 1197+66	-	4,000
		STA 1417 - 1582	-	5,000
	S-21R	STA 132.5 - 246	-	4,000
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 654+66 - 676	-	3,000
		STA 676 - 720	-	4,000
		STA 1175 - 1197+22	-	4,000
		STA 1197+22 - 1197+66	-	3,000
		STA 1395 - 1461	-	3,500
		STA 1461 - 1562	-	4,000
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 632	-	3,400
		STA 632 - 654+44	-	4,500
		STA 1153 - 1197+88	-	3,000
		STA 1197+88 - 1219	-	3,000
		STA 1241 - 1373	-	3,500
		STA 1417 - 1562	-	3,500
	S-2R	STA 1241- 1285	-	5,000
		STA 1285 - 1351	-	3,000

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Group 11: Table 13 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 1351 - 1417	-	4,000
		STA 1417 - 1582	-	3,000
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 1175 - 1197+132	-	2,000
		STA 1219 - 1373	-	3,500
		STA 1417 - 1461	-	4,000
		STA 1461 - 1562	-	4,000
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 654+110 - 720	-	3,500
		STA 1175 - 1197+44	-	3,500
		STA 1197+132 - 1263	-	3,500
		STA 1263 - 1307	-	4,500
		STA 1307 - 1461	-	4,000
		STA 1461 - 1562	-	4,000
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 654+110 - 698	-	2,200
		STA 698 - 742	-	3,000
		STA 1065 - 1109	-	3,000
		STA 1197 - 1263	-	4,000
		STA 1263 - 1373	-	3,000
		STA 1502 - 1582	-	4,000
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 654	-	2,200
		STA 654 - 654+88	-	3,000
		STA 1197+110 - 1219	-	3,000
		STA 1241 - 1307	-	2,600
		STA 1307 - 1373	-	2,000
		STA 1417 - 1461	-	3,000
		STA 1502 - 1540	-	2,000
		STA 1540 - 1582	-	3,000

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Group 11: Table 13 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

Group 12: Table 14 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program Skin Lap Joints	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the skin lap joint areas that follow:			
	Stringer Location	Station Location From - To		Flight Cycles
	S-37R	STA 287 - 434	-	2,000
	S-36R	STA 434 - 478	-	2,000
		STA 654A - 654	-	2,000
		STA 1197+110 - 1197+154	-	2,200
		STA 1197+165 - 1197+209	-	4,000
		STA 1373 - 1439	-	2,500
		STA 1518 - 1582	-	3,000
	S-30R	STA 132.5 - 246	-	6,000
	S-26R	STA 246 - 434	-	6,000
		STA 654A+22 - 654A+110	-	3,000
		STA 654A+110 - 654+22	-	3,000
		STA 654+22 - 654+110	-	2,400
		STA 654+110 - 676	-	3,000
		STA 1197 - 1197+187	-	4,500
		STA 1197+209 - 1219	-	3,000
		STA 1417 - 1480	-	5,000
		STA 1518 - 1582	-	4,500

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Group 12: Table 14 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
	S-21R	STA 132.5 - 246	-	4,000
	S-17R	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 654A+22 - 654A+110	-	3,500
		STA 1197+154 - 1219	-	4,000
		STA 1395 - 1439	-	3,000
	S-13R	STA 212 - 246	-	4,500
	S-8R	STA 246 - 434	-	4,000
		STA 434 - 654A+110	-	3,400
		STA 1197+22 - 1197+253	-	4,000
		STA 1197+253 - 1461	-	3,500
	S-2R	STA 434 - 654A+110	-	3,000
		STA 654A+110 - 654+44	-	3,300
		STA 654+44 - 654+110	-	4,000
		STA 1197+209 - 1285	-	4,000
		STA 1285 - 1373	-	3,000
		STA 1417 - 1518	-	3,000
		STA 1518 - 1562	-	3,000
	BL 0	STA 188.9 - 246	-	6,000
	S-8L	STA 246 - 434	-	4,000
		STA 434 - 654A+110	-	3,400
		STA 1197+22 - 1197+66	-	4,000
		STA 1197+66 - 1197+132	-	3,500
		STA 1197+165 - 1197+253	-	4,500
		STA 1197+253 - 1373	-	3,500
		STA 1417 - 1461	-	4,000
		STA 1540 - 1582	-	4,500
	S-13L	STA 212 - 246	-	4,500
	S-17L	STA 246 - Door Cutout	-	2,000
		STA Door Cutout - 434	-	2,000
		STA 434 - 654	-	3,500
		STA 1197+154 - 1263	-	3,500
		STA 1307 - 1439	-	3,500
	S-21L	STA 132.5 - 246	-	4,000
	S-26L	STA 246 - 434	-	6,000
		STA 434 - 566	-	3,500
		STA 566 - 654A	-	2,400

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Group 12: Table 14 - Skin Lap Joints - Limited Return To Service Repeat Inspection Intervals

Condition	Action		Compliance Time	Repeat Interval (Not to Exceed)
		STA 654A - 654A+110	-	3,500
		STA 654A+110 - 676	-	2,400
		STA 1197 - 1197+187	-	4,500
		STA 1197+187 - 1241	-	3,500
		STA 1241 - 1351	-	3,000
		STA 1351 - 1417	-	3,000
		STA 1540 - 1582	-	4,500
	S-30L	STA 132.5 - 246	-	6,000
	S-36L	STA 434 - 654A+88	-	2,400
		STA 654A+88 - 654A+44	-	3,000
		STA 1197+110 - 1197+154	-	2,200
		STA 1197+187 - 1219	-	4,000
		STA 1285 - 1351	-	4,000
	S-37L	STA 287 - 434	-	2,000
If any crack is found.	Contact Boeing for repair instructions and do the repair.		Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for repair instructions and do the repair.		Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

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Group 1-12: Table 15 - External Approved Repairs - Limited Return To Service Repeat Inspection Intervals

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program External Approved Repairs - 20 inches or longer on any side.	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6.	Within 1500 flight cycles after scribe line found.	1500 flight cycles
All Airplanes with Scribe Lines using a LRTS Program External Approved Repairs - Less than 20 inches on all sides.	Do a detailed inspection, HFEC and UT special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6.	Within 3000 flight cycles after scribe line found.	3000 flight cycles
If any crack is found.	Contact Boeing for repair instructions and do the repair.	Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for additional inspections or repair.	Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

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Group 1-4: Table 16 - External Features - Limited Return To Service Repeat Inspection Intervals

Condition	Action			Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program External Features	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the External Features that follow:				
	Stringer Location	Station Location	External Feature		
	1L-1R	445	Upper ATC Antenna	-	4100 flight cycles
	1L-1R	555	Anti-Collision Light	-	2700 flight cycles
	1L-1R	600	GPS Antenna	-	1600 flight cycles
	1L-1R	622	GPS Antenna	-	1600 flight cycles
	1L-1R	665	VHF Antenna	-	3200 flight cycles
	1L-1R	1122	ADF Antenna	-	3100 flight cycles
	1L-1R	1166	ADF Antenna	-	3400 flight cycles
	CL	555	DME Antenna	-	7100 flight cycles
	CL	577	Fwd LRRA Antenna	-	3800 flight cycles
	CL	621	Aft LRRA Antenna	-	5000 flight cycles
	CL	665	DME Antenna	-	6100 flight cycles
	CL	680	Marker Beacon Antenna	-	5000 flight cycles
If any crack is found.	Contact Boeing for repair instructions and do the repair.			Before further flight.	-
All airplanes with scribe lines using a LTRS program inspection.	Contact Boeing for additional inspections or repair.			Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

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Group 5-10: Table 17 - External Features - Limited Return To Service Repeat Inspection Intervals

Condition	Action			Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program External Features	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the External Features that follow:				
	Stringer Location	Station Location	External Feature		
	1L-1R	448	ATC Antenna	-	5900 flight cycles
	1L-1R	600	GPS Antenna	-	1900 flight cycles
	1L-1R	622	GPS Antenna	-	3400 flight cycles
	1L-1R	654+33	VHF Antenna	-	1600 flight cycles
	1L-1R	1122	ADF Antenna	-	3100 flight cycles
	1L-1R	1166	ADF Antenna	-	3400 flight cycles
	CL	513	VHF Antenna	-	5500 flight cycles
	CL	555	DME Antenna	-	3600 flight cycles
	CL	577	RA Antenna	-	2600 flight cycles
	CL	621	RA Antenna	-	2100 flight cycles
	CL	1197+99	VHF Antenna	-	5600 flight cycles
If any crack is found.	Contact Boeing for repair instructions and do the repair.			Before further flight.	-
All airplanes with scribe lines using a LTRS program inspection.	Contact Boeing for additional inspections or repair.			Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

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Group 11: Table 18 - External Features - Limited Return To Service Repeat Inspection Intervals

Condition	Action			Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program External Features	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the External Features that follow:				
	Stringer Location	Station Location	External Feature		
	1L-1R	654+33	VHF Antenna	-	5000 flight cycles
	1L-1R	1122	ADF Antenna	-	3100 flight cycles
	1L-1R	1166	ADF Antenna	-	3400 flight cycles
	CL	513	VHF Antenna	-	7400 flight cycles
	CL	555	DME Antenna	-	7100 flight cycles
	CL	577	RA Antenna	-	6600 flight cycles
	CL	621	RA Antenna	-	5100 flight cycles
	CL	654+26	Marker Beacon Antenna	-	5100 flight cycles
If any crack is found.	Contact Boeing for repair instructions and do the repair.			Before further flight.	-
All airplanes with scribe lines using a LTRS program inspection.	Contact Boeing for additional inspections or repair.			Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

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Group 12: Table 19 - External Features - Limited Return To Service Repeat Inspection Intervals

Condition	Action			Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return To Service (LRTS) Program External Features	Do a detailed inspection, High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6 for the External Features that follow.				
	Stringer Location	Station Location	External Feature		
	1L-1R	448	ATC Antenna	-	5300 flight cycles
	1L-1R	600	GPS Antenna	-	3700 flight cycles
	1L-1R	622	GPS Antenna	-	3800 flight cycles
	1L-1R	654+33	VHF Antenna	-	2000 flight cycles
	CL	555	DME Antenna	-	3200 flight cycles
	CL	577	LRRA Antenna	-	3300 flight cycles
	CL	621	LRRA Antenna	-	2800 flight cycles
If any crack is found.	Contact Boeing for repair instructions and do the repair.			Before further flight.	-
All airplanes with scribe lines using a LTRS program inspection.	Contact Boeing for additional inspections or repair.			Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

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Group 1-12: Table 20 - Decals - Limited Return To Service Repeat Inspection Intervals

Condition	Action	Compliance Time (Whichever Occurs Last)	Repeat Interval (Not to Exceed)
All Airplanes with Scribe Lines using a Limited Return to Service (LRTS) Program Decals	Do a detailed inspection and High Frequency Eddy Current (HFEC) special detailed inspection for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 6.	Within 3,000 flight cycles after scribe line found.	3,000 flight cycles
If any crack is found.	Contact Boeing for repair instructions and do the repair.	Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for additional inspections or repair.	Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-

Group 1-12: Table 21 - Existing Scribe Line Damage - Outside of Zones 1,2, and 3 - LRTS Inspection Intervals

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with Existing Scribe Line Damage outside Zones 1,2, and 3 (a)	Measure the scribe line depth as given Accomplishment Instructions Paragraph 3.B - Part 8 for the fuselage areas that follow.	Within 4,000 flight cycles after the original issue date on this service bulletin.	-
	Skin Lap Splices	-	3,000 flight cycles
	Butt Joints	-	9,000 flight cycles
	External Approved Repairs	-	4,000 flight cycles
	External Features	-	4,000 flight cycles
	Decals	-	4,000 flight cycles
Scribe line is less than 0.001 inch deep.	No further inspections are required. (b)	-	-
Scribe line is greater than or equal to 0.001 inch deep.	Do a High Frequency Eddy Current (HFEC) and/or Ultrasonic (UT) special detailed inspections for any crack as given in the Accomplishment Instructions Paragraph 3.B - Part 8.	Before further flight.	-
	Or		
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-

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Group 1-12: Table 21 - Existing Scribe Line Damage - Outside of Zones 1,2, and 3 - LRTS Inspection Intervals

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
If no crack is found and the scribe line is greater than or equal to 0.001 inch deep and less than or equal to 0.004 inch.	No further work or inspections are required. (b)	-	-
If no crack is found and the scribe line is greater than 0.004 inch deep and less than or equal to 0.006 inch.	Do the repeat inspections as given in Accomplishment Instructions Paragraph 3.B - Part 8.	Before repeat intervals in Table 21.	Refer to the LRTS Table 21 for repeat intervals.
	Or		
	Contact Boeing for repair instructions and do the repair.	Before further flight.	-
If no crack is found and the scribe line is greater than 0.006 inch deep.	Contact Boeing for repair instructions and do the repair.	Before further flight.	-
If any crack is found.	Contact Boeing for repair instructions and do the repair.	Before further flight.	-
All airplanes with scribe lines using a LRTS program inspection.	Contact Boeing for additional inspections or repair.	Before 50,000 total flight cycles or within 4,000 flight cycles after the original issue date on this service bulletin.	-
(a) Refer to Accomplishment Instructions Paragraph 3.B for identification of a typical scribe line.			
(b) No further inspections are required at this location, provided that the correct sealant removal procedure is used for all future work. Refer to Appendix A of this service bulletin as an accepted sealant removal procedure.			

F. Approval

This service bulletin was examined by the Federal Aviation Administration (FAA). The changes specified in this service bulletin comply with the applicable regulations and are FAA approved, as well as European Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) approved for all EASA/JAA approved airplanes listed in the service bulletin effectivity. This service bulletin and its approval were based on the airplane in its original Boeing delivery configuration or as modified by other approved Boeing changes.

If an airplane has a non-Boeing modification or repair that affects a component or system also affected by this service bulletin, the operator is responsible for obtaining appropriate regulatory agency approval before incorporating this service bulletin.

G. Manpower

The table below shows an estimate of the task hours necessary to do this inspection for each airplane. This estimate is for direct labor only, done by an experienced crew. Adjust the estimate with operator task hour data if necessary. The estimate does not include lost time. These are some examples of lost time:

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— Time to adjust to the workplace
— Time to schedule the work
— Time to examine the work
— Time to cure the materials
— Time to make the parts
— Time to find the tools.

Group 1: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 1	10	80.0	8.0
Figure 13	10	80.0	8.0
Figure 25	10	80.0	8.0
Figure 37	2	20.0	10.0
Figure 49	2	20.0	10.0
Figure 61	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

Group 2: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 2	10	80.0	8.0
Figure 14	10	80.0	8.0
Figure 26	10	80.0	8.0
Figure 38	2	20.0	10.0
Figure 50	2	20.0	10.0
Figure 62	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

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Group 3: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 3	10	80.0	8.0
Figure 15	10	80.0	8.0
Figure 27	10	80.0	8.0
Figure 39	2	20.0	10.0
Figure 51	2	20.0	10.0
Figure 63	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

Group 4: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 4	10	80.0	8.0
Figure 16	10	80.0	8.0
Figure 28	10	80.0	8.0
Figure 40	2	20.0	10.0
Figure 52	2	20.0	10.0
Figure 64	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

Group 5: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 5	10	80.0	8.0
Figure 17	10	80.0	8.0
Figure 29	10	80.0	8.0
Figure 41	2	20.0	10.0
Figure 53	2	20.0	10.0

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Group 5: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 65	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

Group 6: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 6	10	80.0	8.0
Figure 18	10	80.0	8.0
Figure 30	10	80.0	8.0
Figure 42	2	20.0	10.0
Figure 54	2	20.0	10.0
Figure 66	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

Group 7: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 7	10	80.0	8.0
Figure 19	10	80.0	8.0
Figure 31	10	80.0	8.0
Figure 43	2	20.0	10.0
Figure 55	2	20.0	10.0
Figure 67	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			

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Group 7: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

Group 8: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 8	10	80.0	8.0
Figure 20	10	80.0	8.0
Figure 32	10	80.0	8.0
Figure 44	2	20.0	10.0
Figure 56	2	20.0	10.0
Figure 68	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

Group 9: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 9	10	80.0	8.0
Figure 21	10	80.0	8.0
Figure 33	10	80.0	8.0
Figure 45	2	20.0	10.0
Figure 57	2	20.0	10.0
Figure 69	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

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Group 10: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 10	10	80.0	8.0
Figure 22	10	80.0	8.0
Figure 34	10	80.0	8.0
Figure 46	2	20.0	10.0
Figure 58	2	20.0	10.0
Figure 70	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

Group 11: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 11	10	80.0	8.0
Figure 23	10	80.0	8.0
Figure 35	10	80.0	8.0
Figure 47	2	20.0	10.0
Figure 59	2	20.0	10.0
Figure 71	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

Group 12: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 12	10	80.0	8.0
Figure 24	10	80.0	8.0
Figure 36	10	80.0	8.0
Figure 48	2	20.0	10.0

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Group 12: Scribe Line Inspection

Task	Number of Persons	Task Hours	Elapsed Hours
Figure 60	2	20.0	10.0
Figure 72	10	60.0	6.0
TOTAL FOR EACH AIRPLANE		340.0 *	50.0 *
* Total Task Hours and Elapsed Hours dependent upon total number of fuselage areas and zones being inspected.			
Additional time is required for paint and sealant removal.			
More time will be required for additional inspections and repairs if scribe lines or other damage is found.			
More time may be required for inspections around large approved repairs.			

H. Weight and Balance Changes

None.

I. Electrical Load Data

Not changed.

J. References

1. Existing Data:

   a. 767 Aircraft Maintenance Manual (AMM) 06-41-00, 23-12-03, 33-44-02, 34-32-01, 34-33-02, 34-53-03, 34-55-02, 34-57-03, 34-58-02, 51-21-10, 51-31-00, 51-31-01.

   b. 767 Non-Destructive Testing (NDT) Manual, Part 10, 53-30-01, Part 4, 53-00-01, Part 4, 53-00-02, Part 6, 51-00-01, Part 6, 51-00-19, Part 6, 53-00-09.

   c. Boeing Drawing 012W6100.

   d. Boeing Parts Standards Document D-590.

   e. Service Related Problem (SRP) 767-SRP-53-0244.

   f. Standard Overhaul Practices Manual (SOPM) 20-30-03, 20-43-03.

2. Data supplied with this Service Bulletin:

   None.

3. Installation Drawings Used in the Preparation of this Service Bulletin:

   None.

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K. Publications Affected

1. Publications

   None.

2. Damage Tolerance Based Structural Inspections:

   Boeing has evaluated the repairs and/or changes in this service bulletin for effects on Fatigue Critical Structure (FCS) and for changes to Damage Tolerance Inspections (DTI) required in the Maintenance Program. This service bulletin affects FCS but no new DTIs are necessary.

L. Interchangeability and Intermixability of Parts

Accomplishment of this service bulletin does not affect interchangeability or intermixability of parts.

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2. MATERIAL INFORMATION

A. Material - Price and Availability

None.

B. Industry Support Information

Boeing warranty remedies are not available for the inspections or repair procedures given in this service bulletin.

C. Parts Necessary For Each Airplane

1. Kits/Parts:

None.

2. Parts and Materials Supplied by the Operator:

Part Number / Specification	QTY	Name	Notes
Type 2, Class A	10 Ounces	Chemical Conversion Coating	(b) (c) (g)
BMS 10-11 Type 1	24 Ounces	Primer	(a) (c) (g)
BMS 10-72	24 Ounces	Primer Plus Enamel	(a) (c) (d) (e) (f) (g)
BMS 10-79, Type II	24 Ounces	Primer	(a) (c) (d) (e) (f) (g)
BMS 10-60, Type II	24 Ounces	Topcoat	(a) (c) (d) (e) (f) (g)
(a) Refer to the Qualified Products List at the end of the Boeing Material Specification (BMS) for supplier data.			
(b) Refer to SOPM 20-43-03 or 767 Structural Repair Manual (SRM), Chapter 51 as an accepted procedure for material sources.			
(c) This part is only necessary if paint is removed.			
(d) This part is only necessary if BMS 10-79 and BMS 10-60 or the operators normal decorative paint system is not used.			
(e) This part is only necessary if BMS 10-72 or the operators normal decorative paint system is not used.			
(f) Refer to 767 AMM 51-21-10 as an accepted procedure for decorative exterior paint system application.			
(g) The quantity given is an approximation. The actual quantity required will vary depending on the results of the scribe line inspections.			

3. Parts Modified and Reidentified:

None.

4. Parts Removed and Not Replaced:

None.

D. Parts Necessary to Change Spares

None.

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E. Special Tooling - Price and Availability

The operator can supply the tools shown in Paragraph 2.F., Special Tooling Necessary to do this Service Bulletin. Tool price and supply data are not given.

F. Special Tooling Necessary to do this Service Bulletin

No special tooling is necessary to accomplish this bulletin. However, the following standard tools may be needed to measure scribe line depth. These tools are unusual and may not be available at all shops as standard tools. Maintenance and overhaul tools in the manuals shown in Paragraph 1.J., References, can also be necessary. Examine operator tool supply to make sure all necessary tools are available.

Number	Name
Model Number 8400K	Digital Optical Micrometer (a) (b)
Model 966 (Part Number 125632-1) or Model 966A (Part Number 125632)	Optical Micrometer (a) (c)
Inspect Cam Model SDMS	Laser Measurement System (d)

(a)	These are typical optical micrometers.
(b)	Rene Company 1005 South Mountain Avenue Monrovia, California 91016 USA Toll free: 866.358.9955 Tel: 626.358.9955 Fax: 626.358.1448 Email: info@renecompany.com
(c)	Taber® Industries 455 Bryant Street North Tonawanda, New York 14120 USA Toll-Free: 800.333.5300 (in USA or Canada) Phone: 716.694.4000 Fax: 716.694.1450
(d)	Remote Vision Solutions PTY LTD Unit 1 118 Church Street Hawthorn, 3122, Victoria AUSTRALIA Phone: +61 3 9815 0933 Fax: +61 3 9818 5597 sales@remotevs.com

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3. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

CAUTION: KEEP THE WORK AREA, WIRES AND ELECTRICAL BUNDLES CLEAN OF METAL PARTICLES OR CONTAMINATION WHEN YOU USE TOOLS. UNWANTED MATERIAL, METAL PARTICLES OR CONTAMINATION CAUGHT IN WIRE BUNDLES CAN CAUSE DAMAGE TO THE BUNDLES. DAMAGED WIRE BUNDLES CAN CAUSE SPARKS OR OTHER ELECTRICAL DAMAGE.

NOTE:

1. Manual titles are referred to by acronyms. Refer to Paragraph 1.J., References, for definition of the acronyms.

2. Obey all of the warnings and cautions given in the specified manual sections.

3. Unless shown differently, these dimensions and tolerances are used:
   — Linear dimensions are in inches
   — Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch.

4. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "as given in" are included in the instruction, the procedure in the Boeing document must be used.

5. Inspections are not required in lap joint areas where an existing external approved repair covers a potential scribe line, provided the repair spans a minimum of three fastener rows below the potential scribe line location and three fastener rows above the upper fastener row of the skin lap joint.

6. Appendix D includes information for the fabrication or purchase of a scribe line sample for use as a training aid. The use of this sample is not required when performing actions of this service bulletin. This sample is an aid in identifying what a scribe line may look and feel like but is not intended to show all damage that is considered a scribe line. When identifying scribe lines, see the definition of a typical scribe line in the Accomplishment Instructions of this service bulletin.

7. If an optical micrometer or laser measurement system cannot be used because the upper skin of the lap joint covers a scribe line, then the scribe line depth does not need to be determined at that location. These scribe lines must be considered typical and therefore all inspection and other requirements for a typical scribe line apply.

8. It is required that individuals performing ultrasonic inspections on airplanes with scribe lines to detect cracks per the relevant procedures must be recognized by the operator or repair station as qualified to perform ultrasonic inspections on their airplanes AND meet at least one of the following criteria:
   — The individual must be qualified to at least Level 2 in the ultrasonic method in accordance with an accepted industry standard, i.e. ATA Specification 105, Mil-Std.-410, NAS-410, SNT-TC-1A, or EN-4179 or equivalent. or
   — The individual has received specific Boeing training with Boeing providing a certificate stating that the individual has satisfactorily completed the training in the

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specific techniques. or

— The individual has a Level 1 rating in the ultrasonic method in accordance with an accepted industry standard and has received specific training and a statement from the qualifying entity (employer) that the individual is qualified for this particular inspection.

9. If scribe lines are found during any of the inspections contained in this service bulletin, when determining the requirements for inspection and repair, each scribe line shall be considered individually.

10. An approved repair is identified as any SRM repair, repair provided and approved by Boeing for specific cases that were requested by the operator, or operator developed repair that has Boeing approved Damage Tolerance Analysis.

11. Contact Boeing if any scribe line is detected at a non-Boeing approved repair.

12. A Special Detailed Inspection is defined as: An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. The examination is likely to make extensive use of specialized inspection techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedure may be required.

13. A Detailed Inspection is defined as: An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required.

14. This service bulletin has four (4) areas for scribe line inspections. The areas are as follows:
    — Skin Lap Joints
    — External Approved Repairs
    — External Features
    — Decals

    A "Zone" consists of structure from any of the four inspection areas and has been assigned a number based upon critical location and inspection threshold. Zone 1 has the lowest inspection threshold and Zone 3 has the highest inspection threshold.

15. Operators should thoroughly familiarize themselves with all Parts and Work Instructions in this service bulletin prior to starting their scribe line inspection program. In addition, it is recommended that all Non-Destructive Testing (NDT) procedures be reviewed and limitations understood prior to the use of the NDT inspection. This will aid in understanding all available options in the event a scribe line is discovered.

16. Do not blend scribe lines. Blending a scribe line may hinder inspection techniques necessary to determine the presence or absence of fatigue cracks.

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B. WORK INSTRUCTIONS

1. IDENTIFICATION OF A "TYPICAL" SCRIBE LINE

Determine if the Scribe Line is "typical".

A scribe line is defined as a narrow, shallow, distinct line of damage (typically up to 0.006 inch deep), usually associated with the removal of a fillet or gap seal (lap joints and butt joints, respectively). Scribe lines can be both tactile and non-tactile. Discoloration of the aluminum clad layer or small surface imperfections do not qualify as a scribe line. A lightning strike at a lap joint or butt joint does not qualify as a scribe line. In certain cases the scribe lines have also been associated with the trimming of fuselage skin decals. Scribe lines that create a potential safety concern are generally long continuous scribe lines or several adjacent scribe lines in a critical orientation at specific locations with relatively high stresses.

If an optical micrometer or laser measurement system cannot be used because the upper skin of the lap joint covers a scribe line, then the scribe line depth does not need to be determined at that location. These scribe lines must be considered typical and therefore all inspection and other requirements for a typical scribe line apply.

Grinding, gouging, or other "non-typical" damage, which is more significant (deeper or locally more extensive) than the typical scribe line must be repaired. Localized scratches, nicks and dents that might be induced in other areas of the fuselage skin during either manufacture or maintenance operations are not considered scribe lines. This type of damage should be addressed via the acceptable maintenance practices detailed in the Structural Repair Manual.

2. LOCATIONS OF "TYPICAL" SCRIBE LINES

a. Skin Lap Joints

In areas near skin lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin resulting in hidden lines that cannot be viewed without disassembly. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

b. External Approved Repairs

In areas around external approved repairs, scribe lines normally follow the periphery of the external approved repair doubler.

c. External Features

In areas around external features, scribe lines normally follow the periphery of the external feature.

d. Decals

In areas around decals, scribe lines normally follow the periphery of the decal. Scribe lines may be located anywhere on a skin panel where decals are currently installed or were previously were installed.

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3. PART 1 - SURFACE PREPARATION - SCRIBE LINE INSPECTIONS

NOTE: Refer to Appendix A of this service bulletin for an accepted procedure for sealant removal during surface preparation.

a. Skin Lap Joint Surface Preparation

(1) Remove the sealant as required from the lower edge of all affected lap joints.

(2) Remove the paint as required from below the lower edge of all affected lap joints. The bared area should be at least one (1.0) inch wide, as measured from the lower edge of the upper skin.

(3) If any section of the affected lap joints is under the wing-to-body fairing, remove the appropriate fairing panel(s) for access. Refer to 767 AMM 06-41-00 as an accepted procedure.

NOTE: If the operator's records show that the airplane has never been stripped or repainted under the wing-to-body fairings since delivery from Boeing and correct sealant removal procedures are implemented for all future work, then the skin lap joint inspections in the areas under the wing-to-body fairing are not required.

b. External Approved Repair Surface Preparation

Remove paint and sealant from the area of the skin around the periphery of the external approved repair. The bared area should be at least one (1.0) inch wide, around the periphery of the external approved repair.

c. External Feature Surface Preparation

Remove paint and sealant from the area of the skin around the periphery of the external feature. The bared area should be at least one (1.0) inch wide, around the periphery of the external feature.

d. Decal Surface Preparation

Remove the paint as required from the applicable area of the skin around the edges of the decal as follows:

(1) If decals were previously installed, and it can be determined where the edges of the decals previously were, remove the paint from the area of the skin around the edges of the decal. The bared area should be at least one half (0.5) inch wide on both sides of the edge of the decal.

(2) If decals were previously installed, but it cannot be determined where the edges of the decal were, remove the paint from all of the affected decal locations.

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4. PART 2 - DETAILED INSPECTION FOR SCRIBE LINES

   a. From the tables that follow, which correspond to airplane group numbers, determine the applicable figures for the inspection areas for each zone to be inspected.

   b. Do Part 1 - Surface Preparation - Scribe Line Inspections as necessary for each scribe line inspection area.

   c. Do a detailed inspection of the fuselage skin for scribe lines. Use a minimum 10X magnifying lens to aid the inspection.

   d. If no scribe line is found, do Part 3 - No Scribe Line Found.

   e. If any scribe line is found, do Part 4 - Scribe Line Found.

Group 1:

Group 1 - Table 1 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 1**	**Figure 13**	**Figure 25**
External Approved Repairs	**Figure 37**	**(a)**	**(a)**
External Features	**(a)**	**Figure 49**	**(a)**
Decals	**(a)**	**(a)**	**Figure 61**
(a) No inspection is required for this area and zone at this inspection threshold.			

Group 2:

Group 2 - Table 2 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 2**	**Figure 14**	**Figure 26**
External Approved Repairs	**Figure 38**	**(a)**	**(a)**
External Features	**(a)**	**Figure 50**	**(a)**
Decals	**(a)**	**(a)**	**Figure 62**
(a) No inspection is required for this area and zone at this inspection threshold.			

Group 3:

Group 3 - Table 3 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 3**	**Figure 15**	**Figure 27**
External Approved Repairs	**Figure 39**	**(a)**	**(a)**
External Features	**(a)**	**Figure 51**	**(a)**
Decals	**(a)**	**(a)**	**Figure 63**
(a) No inspection is required for this area and zone at this inspection threshold.			

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Group 4:

Group 4 - Table 4 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 4**	**Figure 16**	**Figure 28**
External Approved Repairs	**Figure 40**	**(a)**	**(a)**
External Features	**(a)**	**Figure 52**	**(a)**
Decals	**(a)**	**(a)**	**Figure 64**
(a) No inspection is required for this area and zone at this inspection threshold.			

Group 5:

Group 5 - Table 5 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 5**	**Figure 17**	**Figure 29**
External Approved Repairs	**Figure 41**	**(a)**	**(a)**
External Features	**(a)**	**Figure 53**	**(a)**
Decals	**(a)**	**(a)**	**Figure 65**
(a) No inspection is required for this area and zone at this inspection threshold.			

Group 6:

Group 6 - Table 6 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 6**	**Figure 18**	**Figure 30**
External Approved Repairs	**Figure 42**	**(a)**	**(a)**
External Features	**(a)**	**Figure 54**	**(a)**
Decals	**(a)**	**(a)**	**Figure 66**
(a) No inspection is required for this area and zone at this inspection threshold.			

Group 7:

Group 7 - Table 7 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 7**	**Figure 19**	**Figure 31**
External Approved Repairs	**Figure 43**	**(a)**	**(a)**
External Features	**(a)**	**Figure 55**	**(a)**
Decals	**(a)**	**(a)**	**Figure 67**
(a) No inspection is required for this area and zone at this inspection threshold.			

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Group 8:

Group 8 - Table 8 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 8**	**Figure 20**	**Figure 32**
External Approved Repairs	**Figure 44**	**(a)**	**(a)**
External Features	**(a)**	**Figure 56**	**(a)**
Decals	**(a)**	**(a)**	**Figure 68**
(a) No inspection is required for this area and zone at this inspection threshold.			

Group 9:

Group 9 - Table 9 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 9**	**Figure 21**	**Figure 33**
External Approved Repairs	**Figure 45**	**(a)**	**(a)**
External Features	**(a)**	**Figure 57**	**(a)**
Decals	**(a)**	**(a)**	**Figure 69**
(a) No inspection is required for this area and zone at this inspection threshold.			

Group 10:

Group 10 - Table 10 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 10**	**Figure 22**	**Figure 34**
External Approved Repairs	**Figure 46**	**(a)**	**(a)**
External Features	**(a)**	**Figure 58**	**(a)**
Decals	**(a)**	**(a)**	**Figure 70**
(a) No inspection is required for this area and zone at this inspection threshold.			

Group 11:

Group 11 - Table 11 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 11**	**Figure 23**	**Figure 35**
External Approved Repairs	**Figure 47**	**(a)**	**(a)**
External Features	**(a)**	**Figure 59**	**(a)**
Decals	**(a)**	**(a)**	**Figure 71**
(a) No inspection is required for this area and zone at this inspection threshold.			

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Group 12:

Group 12 - Table 12 - Scribe Line Inspections			
Area	**Zone 1**	**Zone 2**	**Zone 3**
Skin Lap Joints	**Figure 12**	**Figure 24**	**Figure 36**
External Approved Repairs	**Figure 48**	**(a)**	**(a)**
External Features	**(a)**	**Figure 60**	**(a)**
Decals	**(a)**	**(a)**	**Figure 72**
(a) No inspection is required for this area and zone at this inspection threshold.			

5. PART 3 - NO SCRIBE LINE FOUND

   a. If no scribe lines are found, no further inspection is required at that location, provided the correct sealant removal procedure is implemented for all future work. Refer to Appendix A of this service bulletin for an accepted sealant removal procedure.

   b. Do Part 7 - Surface Finish Restoration.

6. PART 4 - SCRIBE LINE FOUND

   NOTE: DO NOT BLEND ANY SCRIBE LINE. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

   a. Measure and document the location and depth of all scribe lines that are found. It is recommended that you use the format outlined in Appendix C to document the scribe line.

   b. Do a laser measurement inspection or the optical micrometer inspection to measure the maximum depth of the scribe line.

      NOTE: Only the laser measurement inspection as given in 767 NDT, Part 10, 53-30-01 can be used to confirm scribe line depth less than 0.001 inch.

   c. If the scribe line is at a skin lap joint, document the minimum distance between the upper skin lower edge and the scribe line.

      (1) At skin lap joint locations, if the minimum distance between the upper skin lower edge and the scribe line is less than or equal to 0.10 inch, a detailed inspection must be performed along the skin lap joint from the butt joint forward of the damaged area to the butt joint aft of the damaged area. If the scribe line is located greater than 0.10 inch from the upper skin lower edge, then a detailed inspection is only required in the local area common to the scribe line.

      (2) If a door cutout breaks up a skin panel between butt joints, then do a detailed inspection from butt joint to door cutout instead of butt joint to butt joint.

   d. If the scribe line depth is less than 0.001 inch, no further work or inspection is required at that location provided:

      (1) No depth along this scribe line is greater than or equal to 0.001 inch.

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(2) The correct sealant removal procedure is implemented for all future work. Refer to Appendix A of this service bulletin for an accepted sealant removal procedure.

(3) Do Part 7 - Surface Finish Restoration of this Service Bulletin.

e. At any location, if the scribe line is greater than or equal to 0.001 inch, do special detailed inspection(s) of the scribe line as given in Part 5 - Special Detailed Inspections - Scribe Lines of this service bulletin to detect any crack.

NOTE: The applicable special detailed inspection(s) of the scribe line must be accomplished prior to a repair proposal to verify that no crack exists in or around the scribe line.

7. PART 5 - SPECIAL DETAILED INSPECTIONS - SCRIBE LINES

NOTE: The special detailed inspections are for areas where scribe line depth is greater than or equal to 0.001 inches.

a. Scribe line at Skin Lap Joint Location:

NOTE: At skin lap joint locations, if the minimum distance between the upper skin lower edge and the scribe line is less than or equal to 0.10 inch, a special detailed inspection must be performed along the skin lap joint from the butt joint forward of the damaged area to the butt joint aft of the damaged area. The butt joint to butt joint special detailed inspection must include an ultrasonic inspection or an ultrasonic phased array inspection to detect cracks in any hidden scribe lines. If the scribe line is located greater than 0.10 inch from the upper skin lower edge, then a special detailed inspection is only required in the local area common to the scribe line.

If any zone or area along a skin lap joint is inspected as given in Part 5 - SPECIAL DETAILED INSPECTIONS - SCRIBE LINES, during any initial zone inspection caused by the requirement to inspect from butt joint to butt joint for findings of a scribe line within 0.10 inch of the upper skin lower edge, then that zone or area does not require inspection during any subsequent initial zone inspection.

If a door cutout breaks up a skin panel between butt joints, then do a special detailed inspection from butt joint to door cutout instead of butt joint to butt joint.

(1) Do the special detailed inspections of the fuselage skin to detect any crack at all affected skin lap joints as follows:

(a) Do a High Frequency Eddy Current (HFEC) inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any cracks that are located greater than 0.063 inch from the upper skin lower edge.

(b) Do a HFEC inspection as given in 767 NDT, Part 6, 53-00-09 to detect any cracks that are located within 0.063 inch of the upper skin lower edge.

(c) Do an Ultrasonic (UT) inspection as given in 767 NDT, Part 4, 53-00-01 to detect any cracks located at the upper skin lower edge and up to 0.03 inch under the upper skin in the lap joint faying surface area.

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NOTE: The skin thickness must be known when conducting the UT inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-01. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT inspection techniques.

(d) As an alternative, an UT phased array inspection as given in 767 NDT, Part 4, 53-00-02 can be used to replace the above UT inspection as given in 767 NDT, Part 4, 53-00-01 and the above HFEC inspection as given in 767 NDT, Part 6, 53-00-09. This UT phased array inspection is to detect any cracks located within 0.063 inch of the upper skin lower edge and up to 0.03 inch under the upper skin in the skin lap joint faying surface area.

NOTE: The skin thickness must be known when conducting the UT phased array inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-02. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT phased array inspection techniques.

(2) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(3) If no crack is found and the scribe line is greater than or equal to 0.001 inch and less than or equal to 0.006 inch, do one of the options that follows:

(a) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: A repair is not required until the repair threshold is reached, provided the operator chooses to do the Limited Return To Service (LRTS) repeat inspection program as given in Part 6 of this service bulletin.

A repair proposal is only required if the operator has chosen not to do the LRTS repeat inspection program.

or

(b) Do the LRTS repeat inspection program as given in Part 6 of this service bulletin.

(4) If no crack is found and the scribe line is greater than 0.006 inch deep, document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: The LRTS repeat inspection program is not an option for scribe lines greater than 0.006 inch deep.

(5) Do Part 7 - Surface Finish Restoration of this service bulletin.

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b. Scribe Line at External Approved Repair:

NOTE: If a scribe line is detected and is within 0.10 inch of an external approved repair, the entire periphery of the external approved repair must be inspected. The special detailed inspection for the entire periphery of the external approved repair must include an ultrasonic inspection or an ultrasonic phased array inspection to detect cracks in any hidden scribe lines. If the scribe line is located greater than 0.10 inch from the external approved repair, then the inspection is only required in the local area common to the scribe line.

(1) Do the special detailed inspections of the fuselage skin to detect any crack at all affected external approved repairs as follows:

(a) Do a HFEC inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any cracks that are located greater than 0.063 inch from the external approved repair.

(b) Do a HFEC inspection as given in 767 NDT, Part 6, 53-00-09 to detect any cracks that are located within 0.063 inches of the external approved repair.

(c) Do an UT inspection as given in 767 NDT, Part 4, 53-00-01 to detect any cracks located at the external approved repair edge and up to 0.03 inch under the external approved repair in the repair faying surface area.

NOTE: The skin thickness must be known when conducting the UT inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-01. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT inspection techniques.

(d) As an alternative, an UT phased array inspection as given in 767 NDT, Part 4, 53-00-02 can be used to replace the above UT inspection as given in 767 NDT, Part 4, 53-00-01 and the above HFEC inspection as given in 767 NDT, Part 6, 53-00-09. This UT phased array inspection is to detect any cracks located within 0.063 inch of the external approved repair and up to 0.03 inch under the external approved repair in the repair faying surface area.

NOTE: The skin thickness must be known when conducting the UT phased array inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-02. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT phased array inspection techniques.

(2) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(3) If no crack is found and the scribe line is greater than or equal to 0.001 inch and less than or equal to 0.006 inch, do one of the options that follows:

(a) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

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NOTE: A repair is not required until the repair threshold is reached, provided the operator chooses to do the LRTS repeat inspection program as given in Part 6 of this service bulletin.

A repair proposal is only required if the operator has chosen not to do the LRTS repeat inspection program.

or

(b) Do the LRTS repeat inspection program as given in Part 6 of this service bulletin.

(4) If no crack is found and the scribe line is greater than 0.006 inch deep, document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: The LRTS repeat inspection program is not an option for scribe lines greater than 0.006 inch deep.

(5) Do Part 7 - Surface Finish Restoration of this service bulletin.

c. Scribe Line at External Feature:

NOTE: If a scribe line is detected and is within 0.10 inch of an external feature, the entire periphery of the external feature must be inspected. The special detailed inspection for the entire periphery of the external feature must include an ultrasonic inspection or an ultrasonic phased array inspection to detect cracks in any hidden scribe lines. If the scribe line is located greater than 0.10 inch from the external feature, then the inspection is only required in the local area common to the scribe line.

(1) Do the special detailed inspections of the fuselage skin to detect any crack at all affected external features as follows:

(a) Do a HFEC inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any cracks that are located greater than 0.063 inch from the external feature.

(b) Do a HFEC inspection as given in 767 NDT, Part 6, 53-00-09 to detect any cracks that are located within 0.063 inch of the external feature.

(c) Do an UT inspection as given in 767 NDT, Part 4, 53-00-01 to detect any cracks located at the external feature and up to 0.03 inch under the external feature in the mating surface area.

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NOTE: The skin thickness must be known when conducting the UT inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-01. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT inspection techniques.

(d) As an alternative, an UT phased array inspection as given in 767 NDT, Part 4, 53-00-02 can be used to replace the above UT inspection as given in 767 NDT, Part 4, 53-00-01 and the above HFEC inspection as given in 767 NDT, Part 6, 53-00-09. This UT phased array inspection is to detect any cracks located within 0.063 inch of the external feature and up to 0.03 inch under the external feature in the mating surface area.

NOTE: The skin thickness must be known when conducting the UT phased array inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-02. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT phased array inspection techniques.

(2) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(3) If no crack is found and the scribe line is greater than or equal to 0.001 inch and less than or equal to 0.006 inch, do one of the options that follows:

(a) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: A repair is not required until the repair threshold is reached, provided the operator chooses to do the LRTS repeat inspection program as given in Part 6 of this service bulletin.

A repair proposal is only required if the operator has chosen not to do the LRTS repeat inspection program.

or

(b) Do the LRTS repeat inspection program as given in Part 6 of this service bulletin.

(4) If no crack is found and the scribe line is greater than 0.006 inch deep, document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: The LRTS repeat inspection program is not an option for scribe lines greater than 0.006 inch deep.

(5) Do Part 7 - Surface Finish Restoration of this service bulletin.

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d. Scribe Line at Decals:

(1) Do the special detailed inspection of the fuselage skin to detect any crack at all affected decals as follows:

(a) Do a HFEC inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any crack at all affected decals.

(2) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(3) If no crack is found and the scribe line is greater than or equal to 0.001 inch and less than or equal to 0.006 inch, do one of the options that follows:

(a) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: A repair is not required until the repair threshold is reached, provided the operator chooses to do the LRTS repeat inspection program as given in Part 6 of this service bulletin.

A repair proposal is only required if the operator has chosen not to do the LRTS repeat inspection program.

or

(b) Do the LRTS repeat inspection program as given in Part 6 of this service bulletin.

(4) If no crack is found and the scribe line is greater than 0.006 inch deep, document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: The LRTS repeat inspection program is not an option for scribe lines greater than 0.006 inch deep.

(5) Do Part 7 - Surface Finish Restoration of this service bulletin.

8. PART 6 - LIMITED RETURN TO SERVICE (LRTS) PROGRAM

a. Skin Lap Joints - Repeat Inspection:

(1) Determine which areas of the skin lap joints require inspection.

NOTE: If any scribe line is found within 0.10 inch of the skin lap joint upper skin lower edge, then the LRTS inspections for cracks must be accomplished for the entire skin lap joint from butt joint to butt joint. The butt joint to butt joint special detailed inspection must include an ultrasonic inspection or an ultrasonic phased array inspection to detect cracks in any hidden scribe lines. However, the entire lap joint does not need to be inspected at the same time. Each area along the lap joint may be inspected at its associated LRTS inspection interval.

(2) If applicable, do Part 1 - Surface Preparation - Scribe Line Inspection as given in this service bulletin.

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NOTE: As given in 767 NDT, Part 4, 53-00-02, accomplishment of the UT phased array inspection does not require paint removal provided the paint is less than 0.007 inch thick.

(3) Do a detailed inspection of the fuselage skin to detect any crack at all affected lap joints. The use of a minimum 10X magnifying lens is required for this inspection.

(4) Do the special detailed inspections of the fuselage skin to detect any crack at all affected skin lap joints as follows:

(a) Do a High Frequency Eddy Current (HFEC) inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any cracks that are located greater than 0.063 inch from the upper skin lower edge.

(b) Do a HFEC inspection as given in 767 NDT, Part 6, 53-00-09 to detect any cracks that are located within 0.063 inch of the upper skin lower edge.

(c) Do an Ultrasonic (UT) inspection as given in 767 NDT, Part 4, 53-00-01 to detect any cracks located at the upper skin lower edge and up to 0.030 inch under the upper skin in the lap joint faying surface area.

NOTE: The skin thickness must be known when conducting the UT inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-01. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT inspection techniques.

(d) As an alternative, an UT phased array inspection as given in 767 NDT, Part 4, 53-00-02 can be used to replace the above UT inspection as given in 767 NDT, Part 4, 53-00-01 and the above HFEC inspection as given in 767 NDT, Part 6, 53-00-09. This UT phased array inspection is to detect any cracks located within 0.063 inch of the upper skin lower edge and up to 0.03 inch under the upper skin in the skin lap joint faying surface area.

NOTE: The skin thickness must be known when conducting the UT phased array inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-02. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT phased array inspection techniques.

(5) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(6) If no crack is found, do one of the options that follows:

(a) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

or

(b) Repeat the LRTS program as given in this service bulletin.

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(7) Do Part 7 - Surface Finish Restoration of this service bulletin.

b. External Approved Repair - Repeat Inspection:

(1) Determine which external approved repairs require inspections.

NOTE: If a scribe line is detected and is within 0.10 inch of an external approved repair, the entire periphery of the external approved repair must be inspected. The special detailed inspection for the entire periphery of the external approved repair must include an ultrasonic inspection or an ultrasonic phased array inspection to detect cracks in any hidden scribe lines. If the scribe line is located greater than 0.10 inch from the external approved repair, then the inspection is only required in the local area common to the scribe line.

(2) If applicable, do Part 1 - Surface Preparation - Scribe Line Inspection as given in this service bulletin.

NOTE: As given in 767 NDT, Part 4, 53-00-02, accomplishment of the UT phased array inspection does not require paint removal provided the paint is less than 0.007 inch thick.

(3) Do a detailed inspection of the fuselage skin to detect any crack at all affected external approved repair areas. The use of a minimum 10X magnifying lens is required for this inspection.

(4) Do the special detailed inspections of the fuselage skin to detect any crack at all affected external approved repairs as follows:

(a) Do a High Frequency Eddy Current (HFEC) inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any cracks that are located greater than 0.063 inch from the external approved repair.

(b) Do a HFEC inspection as given in 767 NDT, Part 6, 53-00-09 to detect any cracks that are located within 0.063 inch of the external approved repair.

(c) Do an Ultrasonic (UT) inspection as given in 767 NDT, Part 4, 53-00-01 to detect any cracks located at the external approved repair edge and up to 0.03 inch under the external approved repair in the repair faying surface area.

NOTE: The skin thickness must be known when conducting the UT inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-01. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT inspection techniques.

(d) As an alternative, an UT phased array inspection as given in 767 NDT, Part 4, 53-00-02 can be used to replace the above UT inspection as given in 767 NDT, Part 4, 53-00-01 and the above HFEC inspection as given in 767 NDT, Part 6, 53-00-09. This UT phased array inspection is to detect any cracks located within 0.063 inch of the external approved repair and up to 0.03 inch under the external approved repair in the faying surface area.

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NOTE: The skin thickness must be known when conducting the UT phased array inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-02. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT phased array inspection techniques.

(5) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(6) If no crack is found, do one of the options that follows:

(a) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

or

(b) Repeat the LRTS program as given in this service bulletin.

(7) Do Part 7 - Surface Finish Restoration of this service bulletin.

c. External Features - Repeat Inspection:

(1) Determine which external features require inspections.

NOTE: If a scribe line is detected and is within 0.10 inch of an external feature, the entire periphery of the external feature must be inspected. The special detailed inspection for the entire periphery of the external feature must include an ultrasonic inspection or an ultrasonic phased array inspection to detect cracks in any hidden scribe lines If the scribe line is located greater than 0.10 inch from the external feature, then the inspection is only required in the local area common to the scribe line.

(2) If applicable, do Part 1 - Surface Preparation - Scribe Line Inspection as given in this service bulletin.

NOTE: As given in 767 NDT, Part 4, 53-00-02, accomplishment of the UT phased array inspection does not require paint removal provided the paint is less than 0.007 inch thick.

(3) Do a detailed inspection of the fuselage skin to detect any crack at all affected external approved repair areas. The use of a minimum 10X magnifying lens is required for this inspection.

(4) Do the special detailed inspections of the fuselage skin to detect any crack at all affected external features as follows:

(a) Do a High Frequency Eddy Current (HFEC) inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any cracks that are located greater than 0.063 inch from the external feature.

(b) Do a HFEC inspection as given in 767 NDT, Part 6, 53-00-09 to detect any cracks that are located within 0.063 inch of the external feature.

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(c) Do an Ultrasonic (UT) inspection as given in 767 NDT, Part 4, 53-00-01 to detect any cracks located at the external feature and up to 0.03 inch under the external feature in the mating surface area.

NOTE: The skin thickness must be known when conducting the UT inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-01. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT inspection techniques.

(d) As an alternative, an UT phased array inspection as given in 767 NDT, Part 4, 53-00-02 can be used to replace the above UT inspection as given in 767 NDT, Part 4, 53-00-01 and the above HFEC inspection as given in 767 NDT, Part 6, 53-00-09. This UT phased array inspection is to detect any cracks located within 0.063 inch of the external feature and up to 0.03 inch under the external feature in the mating surface area.

NOTE: The skin thickness must be known when conducting the UT phased array inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-02. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT phased array inspection techniques.

(5) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(6) If no crack is found, do one of the options that follows:

(a) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

or

(b) Repeat the LRTS program as given in this service bulletin.

(7) Do Part 7 - Surface Finish Restoration of this service bulletin.

d. Decals - Repeat Inspection:

(1) Determine which decal areas require inspections.

(2) If applicable, do Part 1 - Surface Preparation - Scribe Line Inspection as given in this service bulletin.

(3) Do a detailed inspection of the fuselage skin to detect any crack at all affected decal areas. The use of a minimum 10X magnifying lens is required for this inspection.

(4) Do the special detailed inspections of the fuselage skin to detect any crack at all affected decal areas as follows:

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(a) Do a High Frequency Eddy Current (HFEC) inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any crack at all affected decal areas.

(5) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(6) If no crack is found, do one of the options that follows:

(a) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

or

(b) Repeat the LRTS program as given in this service bulletin.

(7) Do Part 7 - Surface Finish Restoration of this service bulletin.

9. PART 7 - SURFACE FINISH RESTORATION

NOTE: To reduce the possibility of future scribing, Boeing recommends that the BMS 5-95 fillet seal not be reapplied except as follows:

1. In the gap at butt joints.

2. The leading edge of the external approved repair doublers for repairs that will be inspected under the LRTS program.

3. Around external features as given in the applicable AMM section.

a. Refinish the external surface finish as follows:

(1) Apply Type 2, Class A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure.

(2) Apply BMS 10-72 paint system (primer plus enamel), or BMS 10-79 Type II (primer) plus BMS 10-60 Type II (topcoat), or the operator's normal decorative paint system. Refer to 767 AMM 51-21-10 as an accepted procedure.

b. If applicable, refinish the internal surface finish as follows:

(1) Apply Type 2, Class A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure.

(2) Apply BMS 10-11 Type 1 primer.

c. For external approved repairs that will be inspected under the LRTS program, apply a fillet seal of BMS 5-95 sealant at the leading edge of the external approved repair. Refer to 767 AMM 51-31-01 as an accepted procedure.

d. For external approved repairs around which no scribe lines were found, apply a fillet seal around the periphery of the external approved repair. Refer to 767 AMM 51-31-01 as an accepted procedure.

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e. Put the airplane back to a serviceable condition.

10. PART 8 - EXISTING SCRIBE LINE DAMAGE - OUTSIDE OF ZONES 1, 2, AND 3

If scribe lines are found outside of Zones 1, 2, and 3, do what follows:

a. Do Part 1 - Surface Preparation - Scribe Line Inspections of this service bulletin.

b. Measure and document the location and depth of all scribe lines that are found. It is recommended that you use the format outlined in Appendix C to document the scribe line.

c. Do a laser measurement inspection or the optical micrometer inspection to measure the maximum depth of the scribe line.

NOTE: Only the laser measurement inspection as given in 767 NDT, PART 10, 53-30-01 can be used to confirm scribe line depth less than 0.001 inch.

d. If the scribe line depth is less than 0.001 inch, no further work or inspection is required at that location provided:

(1) No depth along this scribe line is greater than or equal to 0.001 inch.

(2) The correct sealant removal procedure is implemented for all future work. Refer to Appendix A of this service bulletin for an accepted sealant removal procedure.

(3) Do Part 7 - Surface Finish Restoration of this service bulletin.

e. At any location, if the scribe line is greater than or equal to 0.001 inch, do what follows:

(1) Scribe Line at Skin Lap Joint Location - Special Detailed Inspection

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NOTE:

1. If a scribe line is detected and is within 0.10 inch of the upper skin lower edge, a special detailed inspection must be performed along the skin lap joint from the butt joint forward of the damaged area to the butt joint aft of the damaged area. The butt joint to butt joint special detailed inspection must include an ultrasonic inspection or an ultrasonic phased array inspection to detect cracks in any hidden scribe lines. If the scribe line is located greater than 0.10 inch from the upper skin lower edge, then a special detailed inspection is only required in the local area common to the scribe line.

2. If any zone or area along a skin lap joint is inspected as given in Part 5 - SPECIAL DETAILED INSPECTIONS - SCRIBE LINES, during any initial zone inspection caused by the requirement to inspect from butt joint to butt joint for findings of a scribe line within 0.10 inch of the upper skin lower edge, then that zone or area does not require inspection during any subsequent initial zone inspection, including its own.

3. If a door cutout breaks up a skin panel between butt joints, then do a special detailed inspection from butt joint to door cutout instead of butt joint to butt joint.

Do the special detailed inspections of the fuselage skin to detect any crack at all affected skin lap joints as follows:

(a) Do a High Frequency Eddy Current (HFEC) inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any cracks that are located greater than 0.063 inch from the upper skin lower edge.

(b) Do a HFEC inspection as given in 767 NDT, Part 6, 53-00-09 to detect any cracks that are located within 0.063 inch of the upper skin lower edge.

(c) Do an Ultrasonic (UT) inspection as given in 767 NDT, Part 4, 53-00-01 to detect any cracks located at the upper skin lower edge and up to 0.03 inch under the upper skin in the skin lap joint faying surface area.

NOTE: The skin thickness must be known when conducting the UT inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-01. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT inspection techniques.

(d) As an alternative, an UT phased array inspection as given in 767 NDT, Part 4, 53-00-02 can be used to replace the above UT inspection as given in 767 NDT, Part 4, 53-00-01 and the above HFEC inspection as given in 767 NDT, Part 6, 53-00-09. This UT phased array inspection is to detect any cracks located within 0.063 inch of the upper skin lower edge and up to 0.03 inch under the upper skin in the skin lap joint faying surface area.

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NOTE: The skin thickness must be known when conducting the UT phased array inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-02. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT phased array inspection techniques.

(e) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(f) If no crack is found and the scribe line is greater than or equal to 0.001 inch and less than or equal to 0.004 inch, no further work or inspection is required at that location, provided the correct sealant removal procedure is implemented for all future work. Refer to Appendix A of this service bulletin for an accepted sealant removal procedure

(g) If no crack is found and the scribe line is greater than 0.004 inch and less than or equal to 0.006 inch, do one of the options that follows:

1) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: A repair is not required until the repair threshold is reached, provided the operator chooses to do the Limited Return To Service (LRTS) program repeat inspection as given in Part 6 of this service bulletin.

A repair proposal is only required if the operator has chosen not to do the LRTS repeat inspection program.

or

2) Do the LRTS repeat inspection program as given in Part 6 of this service bulletin.

(h) If no crack is found and the scribe line is greater than 0.006 inch deep, document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: The LRTS repeat inspection program is not an option for scribe lines greater than 0.006 inch deep.

(i) Do Part 7 - Surface Finish Restoration of this service bulletin.

(2) Scribe Line at External Approved Repair - Special Detailed Inspection:

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NOTE: If a scribe line is detected and is within 0.10 inch of an external approved repair, the entire periphery of the external approved repair must be inspected. The special detailed inspection for the entire periphery of the external approved repair must include an ultrasonic inspection or an ultrasonic phased array inspection to detect cracks in any hidden scribe lines. If the scribe line is located greater than 0.10 inch from the external approved repair, then the inspection is only required in the local area common to the scribe line.

Do the special detailed inspections of the fuselage skin to detect any crack at all affected external approved repairs as follows:

(a) Do a HFEC inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any cracks that are located greater than 0.063 inch from the external approved repair.

(b) Do a HFEC inspection as given in 767 NDT, Part 6, 53-00-09 to detect any cracks that are located within 0.063 inch of the external approved repair.

(c) Do an UT inspection as given in 767 NDT, Part 4, 53-00-01 to detect any cracks located at the external approved repair edge and up to 0.03 inch under the external approved repair in the repair faying surface area.

NOTE: The skin thickness must be known when conducting the UT inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-01. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT inspection techniques.

(d) As an alternative, an UT phased array inspection as given in 767 NDT, Part 4, 53-00-02 can be used to replace the above UT inspection as given in 767 NDT, Part 4, 53-00-01 and the above HFEC inspection as given in 767 NDT, Part 6, 53-00-09. This UT phased array inspection is to detect any cracks located within 0.063 inch of the external approved repair and up to 0.03 inch under the external approved repair in the repair faying surface area.

NOTE: The skin thickness must be known when conducting the UT phased array inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-02. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT phased array inspection techniques.

(e) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(f) If no crack is found and the scribe line is greater than or equal to 0.001 inch and less than or equal to 0.004 inch, no further work or inspection is required at that location, provided the correct sealant removal procedure is implemented for all future work. Refer to Appendix A of this service bulletin for an accepted sealant removal procedure

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(g) If no crack is found and the scribe line is greater than 0.004 inch and less than or equal to 0.006 inch, do one of the options that follows:

1) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: A repair is not required until the repair threshold is reached, provided the operator chooses to do the Limited Return To Service (LRTS) program repeat inspection as given in Part 6 of this service bulletin.

A repair proposal is only required if the operator has chosen not to do the LRTS repeat inspection program.

or

2) Do the LRTS program repeat inspection as given in Part 6 of this service bulletin.

(h) If no crack is found and the scribe line is greater than 0.006 inch deep, document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: The LRTS repeat inspection program is not an option for scribe lines greater than 0.006 inch deep.

(i) Do Part 7 - Surface Finish Restoration of this service bulletin.

(3) Scribe Line at External Feature - Special Detailed Inspection:

NOTE: If a scribe line is detected and is within 0.10 inch of an external feature, the entire periphery of the external feature must be inspected. The special detailed inspection for the entire periphery of the external feature must include an ultrasonic inspection or an ultrasonic phased array inspection to detect cracks in any hidden scribe lines. If the scribe line is located greater than 0.10 inch from the external feature, then the inspection is only required in the local area common to the scribe line.

Do the special detailed inspections of the fuselage skin to detect any crack at all affected external features as follows:

(a) Do a HFEC inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any cracks that are located greater than 0.063 inch from the external feature.

(b) Do a HFEC inspection as given in 767 NDT, Part 6, 53-00-09 to detect any cracks that are located within 0.063 inch of the external feature.

(c) Do an UT inspection as given in 767 NDT, Part 4, 53-00-01o detect any cracks located at the external feature and up to 0.03 inch under the external feature in the mating surface area.

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NOTE: The skin thickness must be known when conducting the UT inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-01. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT inspection techniques.

(d) As an alternative, an UT phased array inspection as given in 767 NDT, Part 4, 53-00-02 can be used to replace the above UT inspection as given in 767 NDT, Part 4, 53-00-01 and the above HFEC inspection as given in 767 NDT, Part 6, 53-00-09. This UT phased array inspection is to detect any cracks located within 0.063 inch of the external feature and up to 0.03 inch under the external feature in the external feature mating surface area.

NOTE: The skin thickness must be known when conducting the UT phased array inspection as the technique has application limitations based upon skin thickness as given in 767 NDT, Part 4, 53-00-02. Refer to applicable Boeing drawings if the skin thickness is not known. Contact Boeing for procedures to inspect skin with thickness greater than that allowed in the UT phased array inspection techniques.

(e) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(f) If no crack is found and the scribe line is greater than or equal to 0.001 inch and less than or equal to 0.004 inch, no further work or inspection is required at that location, provided the correct sealant removal procedure is implemented for all future work. Refer to Appendix A of this service bulletin for an accepted sealant removal procedure

(g) If no crack is found and the scribe line is greater than 0.004 inch and less than or equal to 0.006 inch, do one of the options that follows:

1) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: A repair is not required until the repair threshold is reached, provided the operator chooses to do the Limited Return To Service (LRTS) program repeat inspection as given in Part 6 of this service bulletin.

A repair proposal is only required if the operator has chosen not to do the LRTS repeat inspection program.

or

2) Do the LRTS repeat inspection program as given in Part 6 of this service bulletin.

(h) If no crack is found and the scribe line is greater than 0.006 inch deep, document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

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NOTE: The LRTS repeat inspection program is not an option for scribe lines greater than 0.006 inch deep.

(i) Do Part 7 - Surface Finish Restoration of this service bulletin.

(4) Scribe Line at Decals - Special Detailed Inspection:

Do the special detailed inspections of the fuselage skin to detect any crack at all affected decals as follows:

(a) Do a HFEC inspection as given in 767 NDT, Part 6, 51-00-01 or 767 NDT, Part 6, 51-00-19 to detect any crack at all affected decals.

(b) If any crack is found, document and propose a repair to Boeing. This will assist Boeing in the analysis of the crack and repair proposal.

(c) If no crack is found and the scribe line is greater than or equal to 0.001 inch and less than or equal to 0.004 inch, no further work or inspection is required at that location, provided the correct sealant removal procedure is implemented for all future work. Refer to Appendix A of this service bulletin for an accepted sealant removal procedure

(d) If no crack is found and the scribe line is greater than 0.004 inch and less than or equal to 0.006 inch, do one of the options that follows:

1) Document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: A repair is not required until the repair threshold is reached, provided the operator chooses to do the Limited Return to Service (LRTS) program repeat inspection as given in Part 6 of this service bulletin.

A repair proposal is only required if the operator has chosen not to do the Limited Return to Service (LRTS) repeat inspection program.

or

2) Do the Limited Return to Service (LRTS) program repeat inspection as given in Part 6 of this service bulletin.

(e) If no crack is found and the scribe line is greater than 0.006 inch deep, document and propose a repair to Boeing. This will assist Boeing in the analysis of the scribe line damage and repair proposal.

NOTE: The Limited Return to Service (LRTS) repeat inspection program is not an option for scribe lines greater than 0.006 inch deep.

(f) Do Part 7 - Surface Finish Restoration of this service bulletin.

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FIGURE 1: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 1)

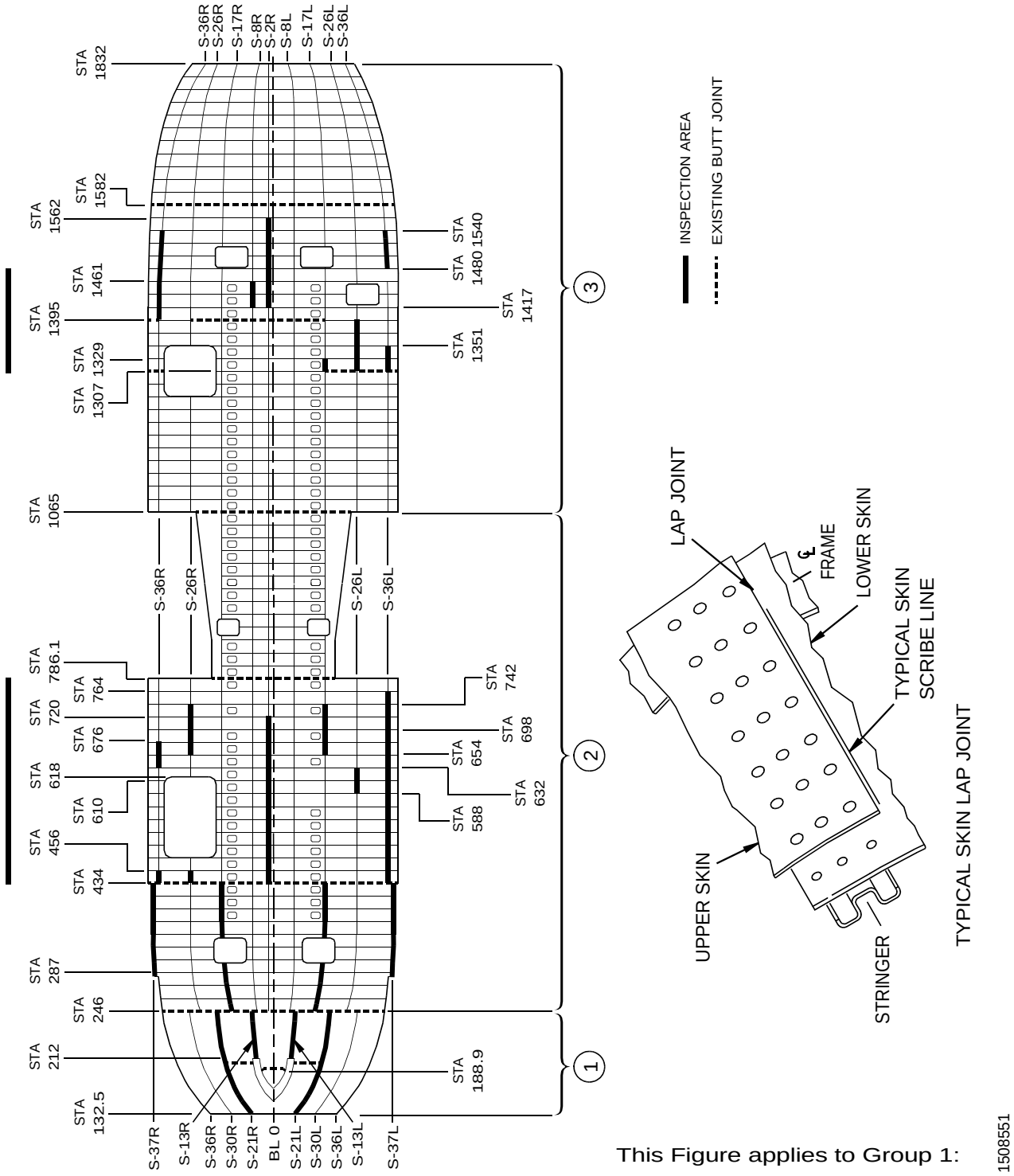


FIGURE 1: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 1)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-36R, STA 434 To STA 456		
			S-36R, STA 632 To STA 676		
			S-26R, STA 434 To STA 456		
			S-26R, STA 654 To STA 742		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 720		
			S-17L, STA 246 To STA 434		
			S-17L, STA 654 To STA 742		
			S-26L, STA 588 To STA 632		
			S-36L, STA 434 To STA 764		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1395 To STA 1540	-	(a)
			S-8R, STA 1417 To STA 1461		
			S-2R, STA 1417 To STA 1562		
			S-17L, STA 1307 To STA 1329		
			S-26L, STA 1307 To STA 1395		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1480 To STA 1540		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 1: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 1)
(SHEET 2 OF 2)

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ALERT **ALERT**

FIGURE 2: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 2)

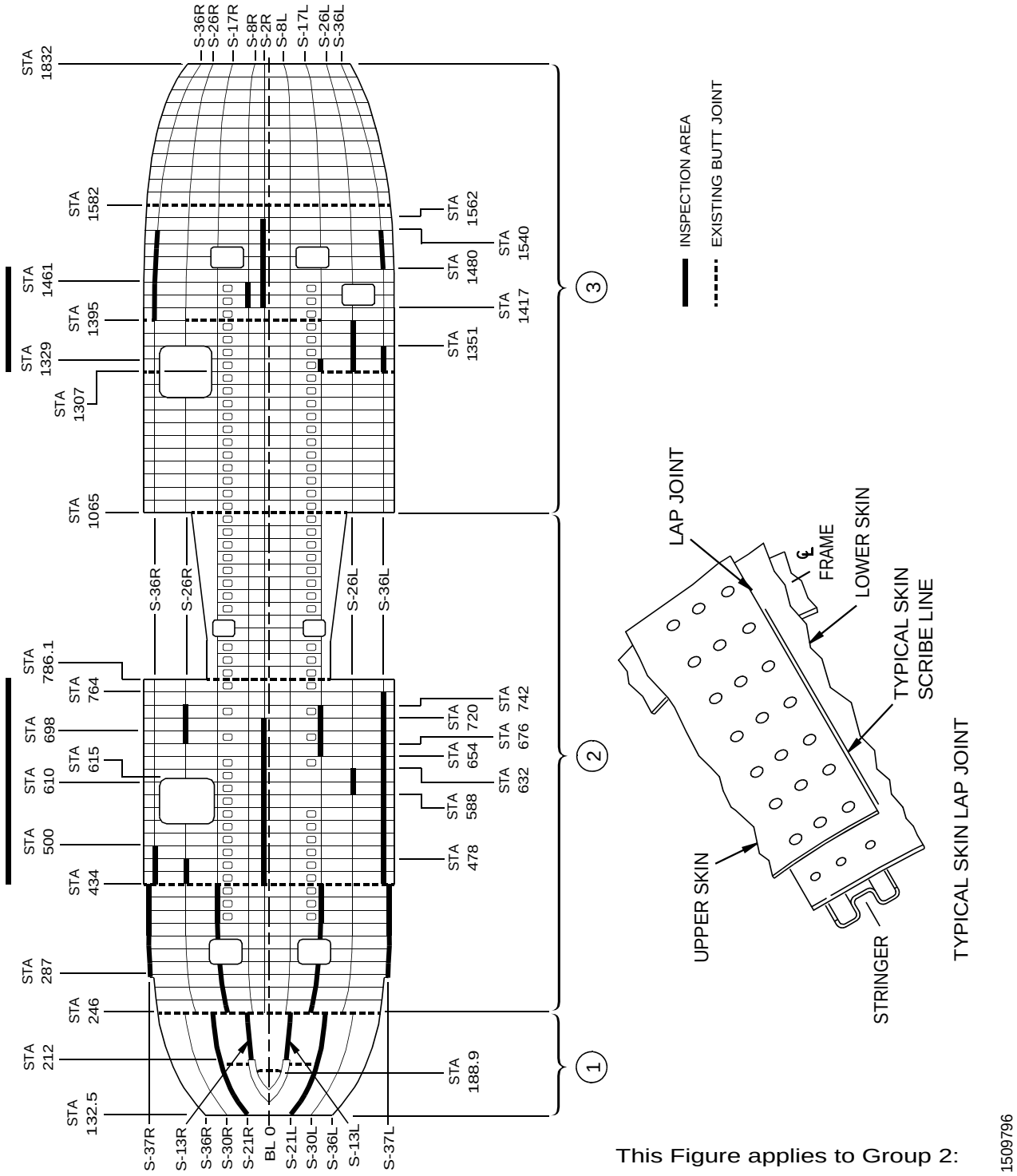


FIGURE 2: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 2)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-36R, STA 434 To STA 500		
			S-26R, STA 434 To STA 478		
			S-26R, STA 676 To STA 742		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 720		
			S-17L, STA 246 To STA 434		
			S-17L, STA 654 To STA 742		
			S-26L, STA 588 To STA 632		
			S-36L, STA 434 To STA 764		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1395 To STA 1540	-	(a)
			S-8R, STA 1417 To STA 1461		
			S-2R, STA 1417 To STA 1562		
			S-17L, STA 1307 To STA 1329		
			S-26L, STA 1307 To STA 1395		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1480 To STA 1540		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 2: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 2)

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FIGURE 3: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 3)

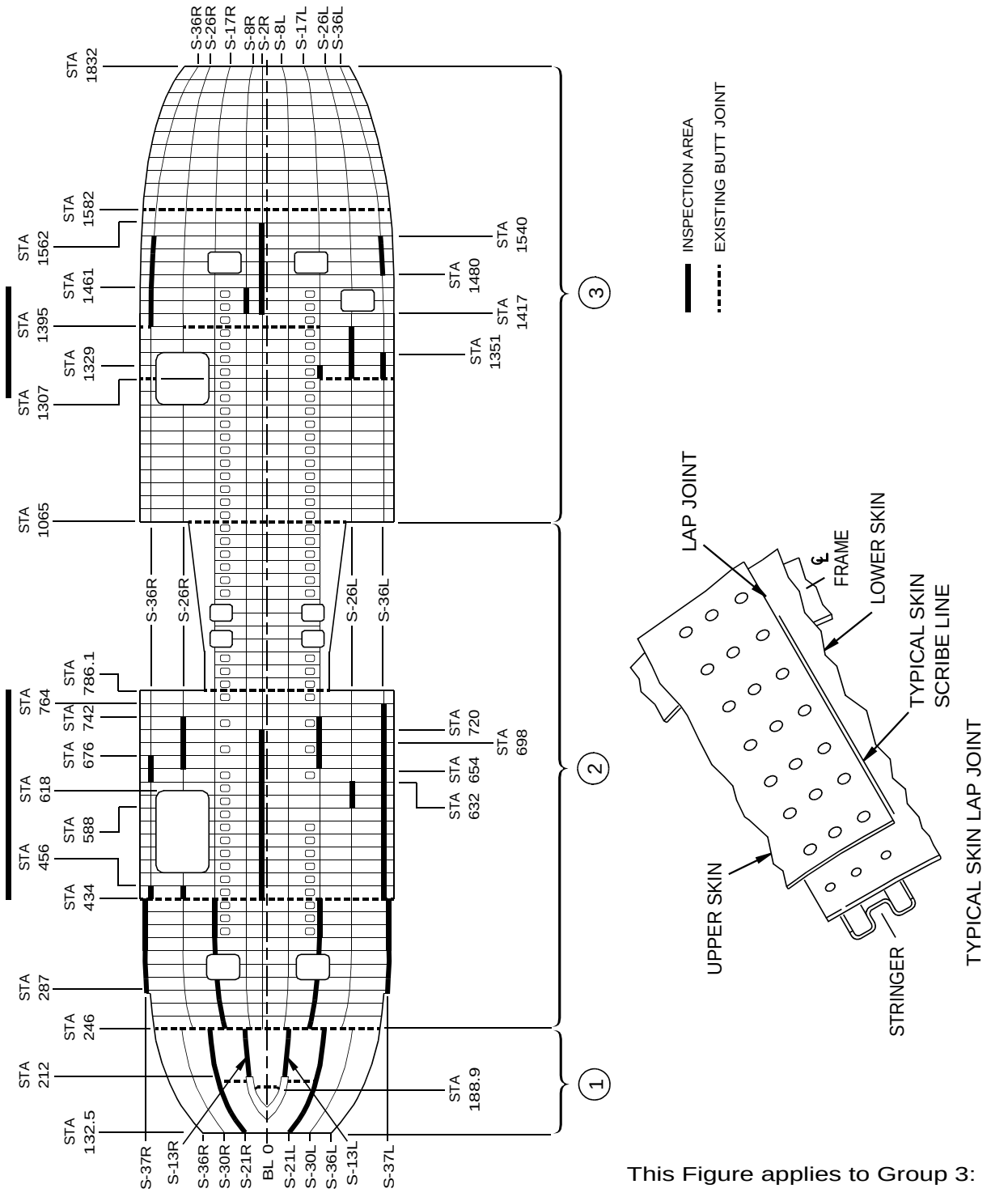


FIGURE 3: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 3)

(SHEET 1 OF 2)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-36R, STA 434 To STA 456		
			S-36R, STA 632 To STA 676		
			S-26R, STA 434 To STA 456		
			S-26R, STA 654 To STA 742		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 720		
			S-17L, STA 246 To STA 434		
			S-17L, STA 654 To STA 742		
			S-26L, STA 588 To STA 632		
			S-36L, STA 434 To STA 764		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1395 To STA 1540	-	(a)
			S-8R, STA 1417 To STA 1461		
			S-2R, STA 1417 To STA 1562		
			S-17L, STA 1307 To STA 1329		
			S-26L, STA 1307 To STA 1395		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1480 To STA 1540		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 3: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 3)
(SHEET 2 OF 2)

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FIGURE 4: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 4)

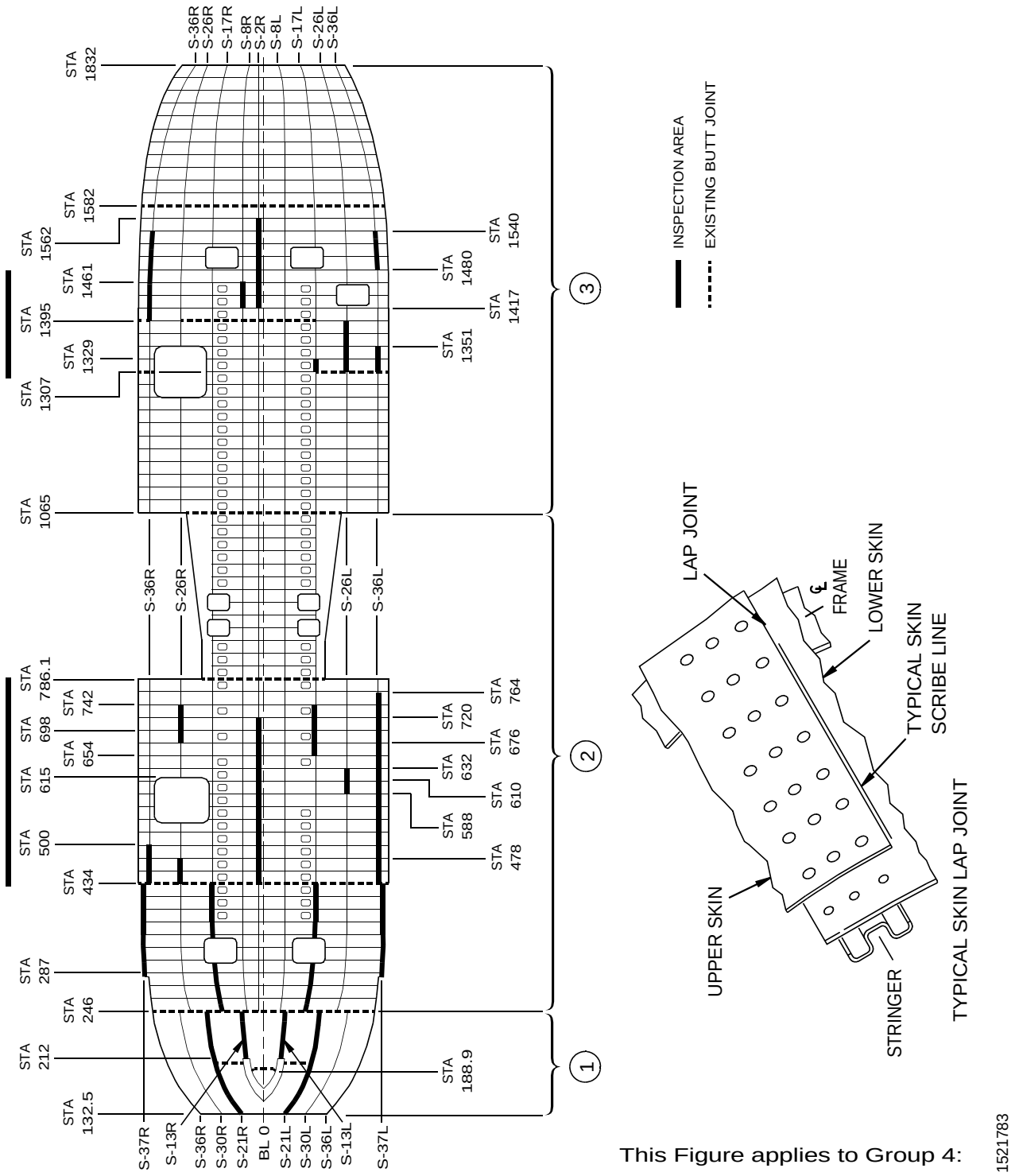


FIGURE 4: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 4)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-36R, STA 434 To STA 500		
			S-26R, STA 434 To STA 478		
			S-26R, STA 676 To STA 742		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 720		
			S-17L, STA 246 To STA 434		
			S-17L, STA 654 To STA 742		
			S-26L, STA 588 To STA 632		
			S-36L, STA 434 To STA 764		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1395 To STA 1540	-	(a)
			S-8R, STA 1417 To STA 1461		
			S-2R, STA 1417 To STA 1562		
			S-17L, STA 1307 To STA 1329		
			S-26L, STA 1307 To STA 1395		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1480 To STA 1540		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 4: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 4)
(SHEET 2 OF 2)

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FIGURE 5: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 5)

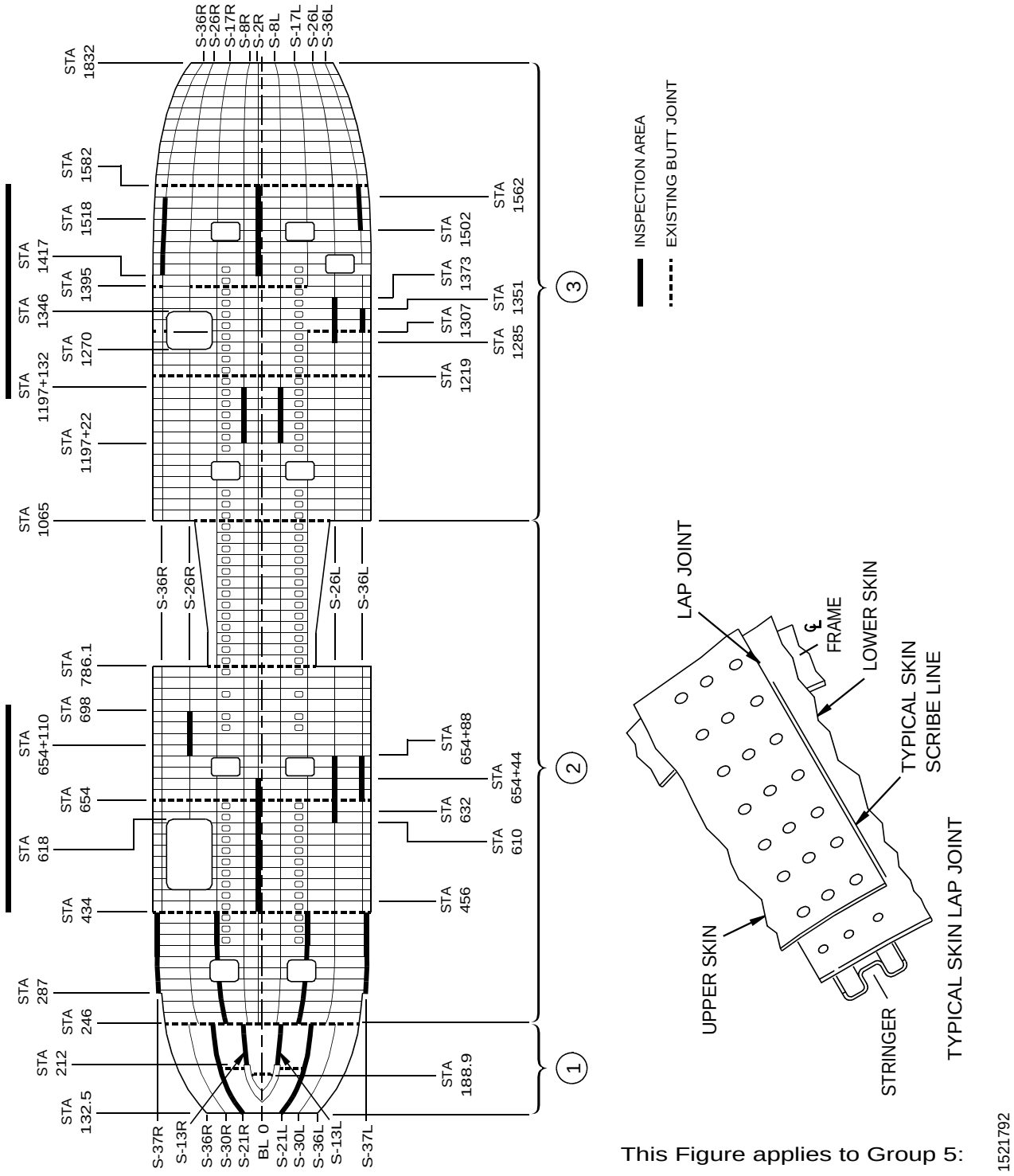


FIGURE 5: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 5)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-26R, STA 654+88 To STA 698		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 654+44		
			S-17L, STA 246 To STA 434		
			S-26L, STA 610 To STA 654+88		
			S-36L, STA 654 To STA 654+88		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1417 To STA 1562	-	(a)
			S-8R, STA 1197+22 To STA 1197+132		
			S-2R, STA 1417 To STA 1582		
			S-8L, STA 1197+22 To STA 1197+132		
			S-26L, STA 1285 To STA 1373		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1502 To STA 1582		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 5: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 5)

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FIGURE 6: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 6)

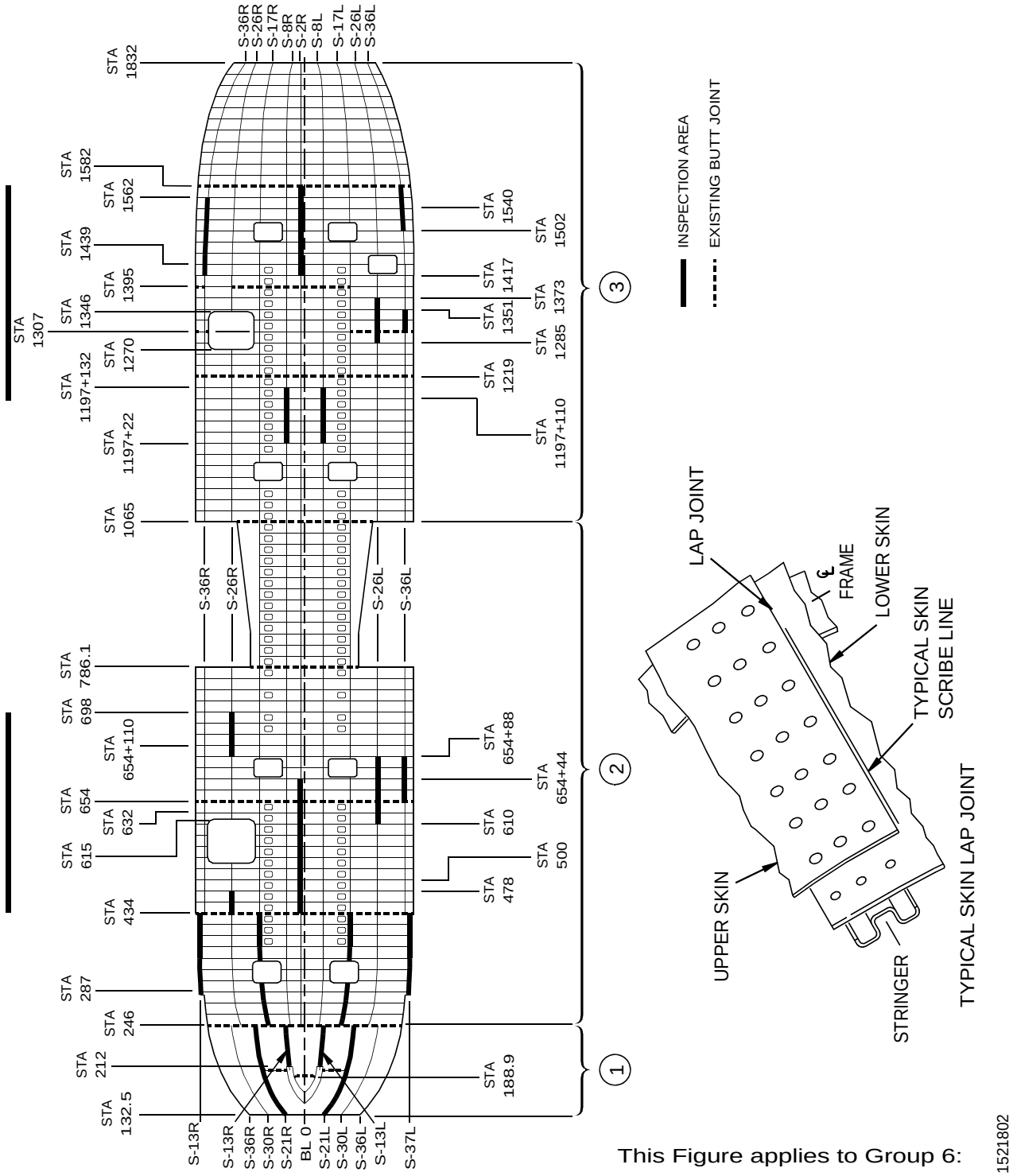


FIGURE 6: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 6)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-26R, STA 434 To STA 478		
			S-26R, STA 654+88 To STA 698		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 654+44		
			S-17L, STA 246 To STA 434		
			S-26L, STA 610 To STA 654+88		
			S-36L, STA 654 To STA 654+88		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1417 To STA 1562	-	(a)
			S-8R, STA 1197+22 To STA 1197+132		
			S-2R, STA 1417 To STA 1582		
			S-8L, STA 1197+22 To STA 1197+132		
			S-26L, STA 1285 To STA 1373		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1502 To STA 1582		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 6: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 6)
(SHEET 2 OF 2)

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FIGURE 7: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 7)

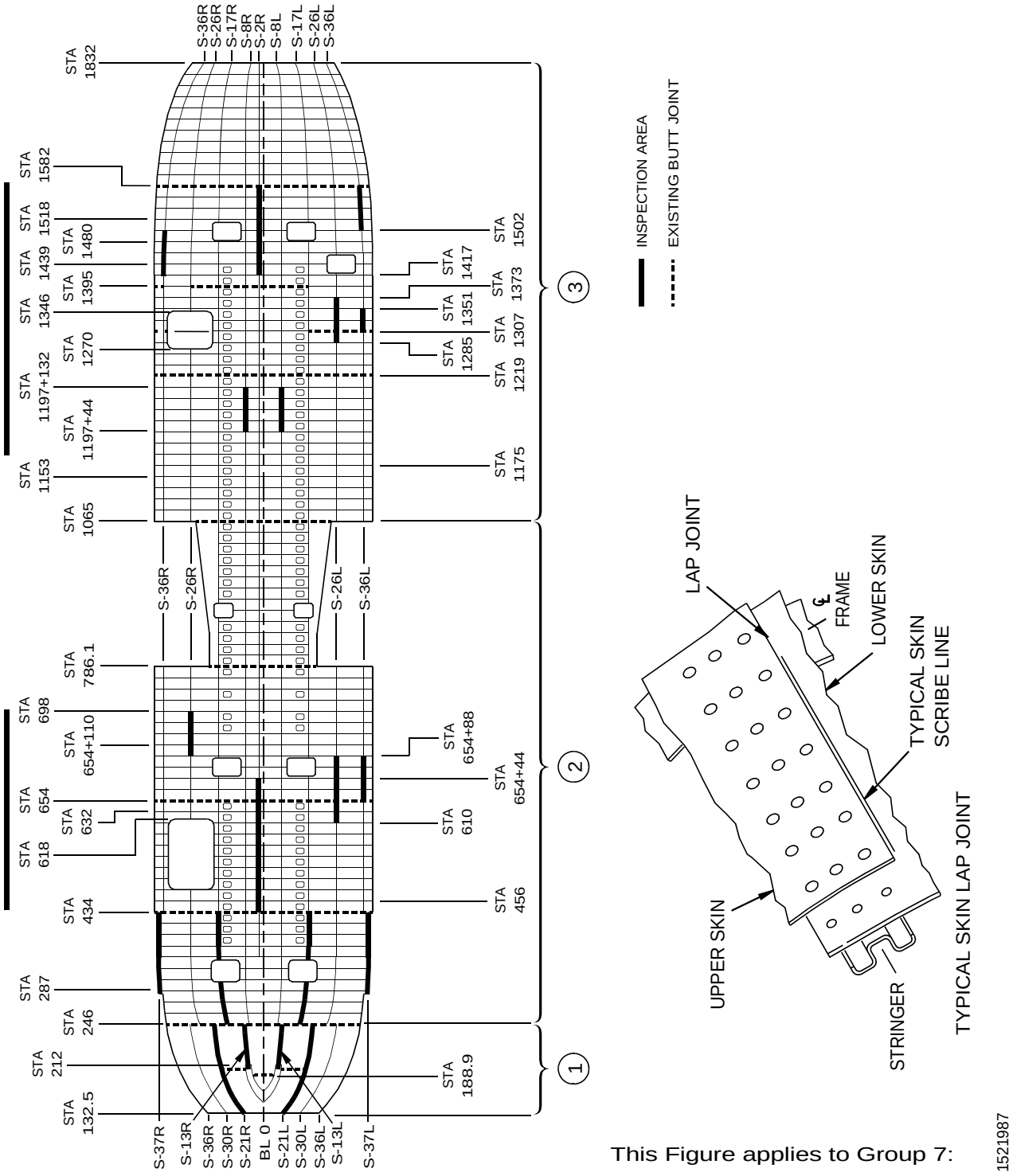


FIGURE 7: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 7)
(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-26R, STA 654+88 To STA 698		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 654+44		
			S-17L, STA 246 To STA 434		
			S-26L, STA 610 To STA 654+88		
			S-36L, STA 654 To STA 654+88		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1417 To STA 1502	-	(a)
			S-8R, STA 1197+44 To STA 1197+132		
			S-2R, STA 1417 To STA 1582		
			S-8L, STA 1197+44 To STA 1197+132		
			S-26L, STA 1285 To STA 1373		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1502 To STA 1582		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 7: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 7)

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FIGURE 8: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 8)

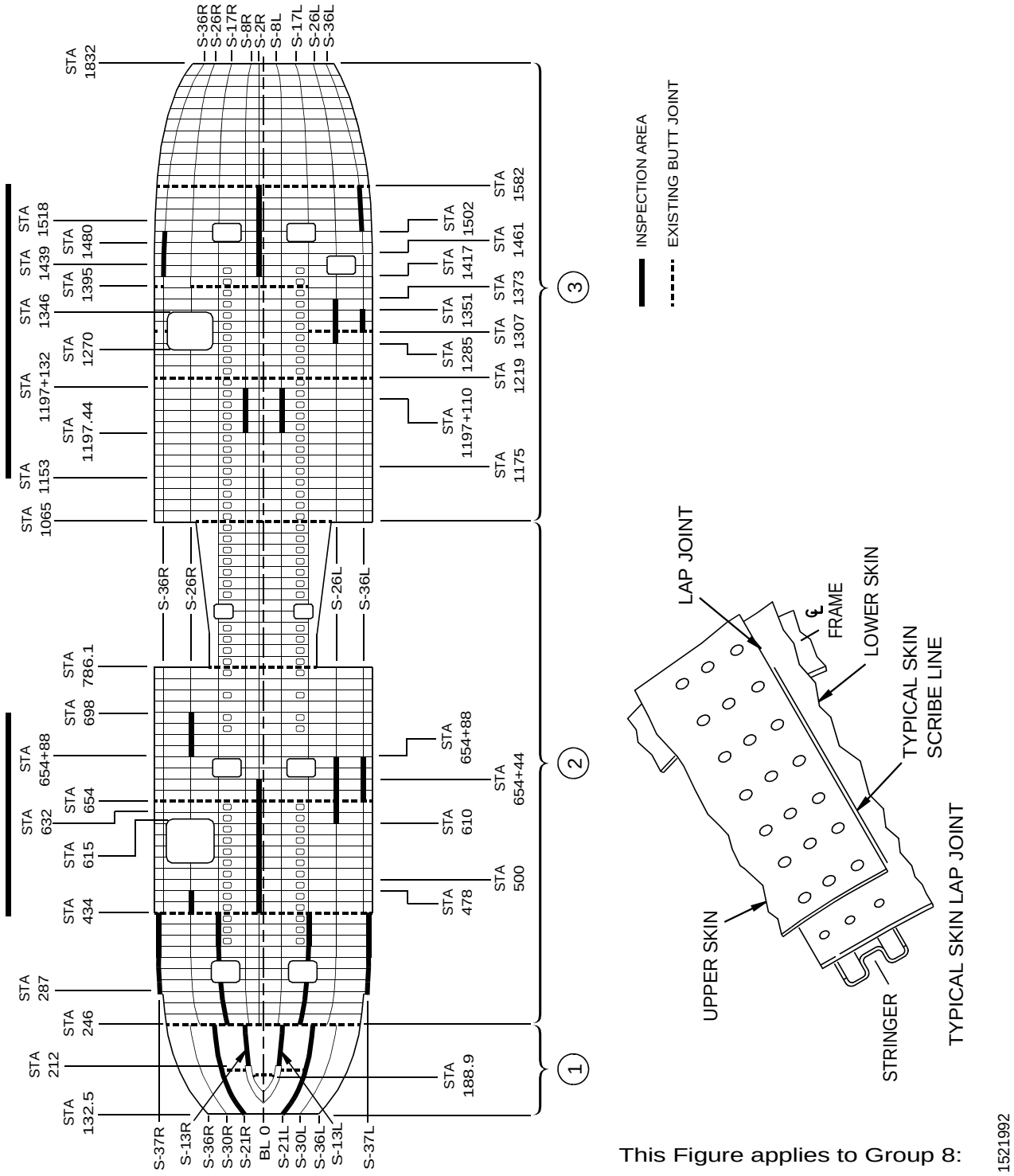


FIGURE 8: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 8)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-26R, STA 434 To STA 478		
			S-26R, STA 654+88 To STA 698		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 654+44		
			S-17L, STA 246 To STA 434		
			S-26L, STA 610 To STA 654+88		
			S-36L, STA 654 To STA 654+88		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1417 To STA 1502	-	(a)
			S-8R, STA 1197+44 To STA 1197+132		
			S-2R, STA 1417 To STA 1582		
			S-8L, STA 1197+44 To STA 1197+132		
			S-26L, STA 1285 To STA 1373		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1502 To STA 1582		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 8: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 8)
(SHEET 2 OF 2)

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ALERT **ALERT**

FIGURE 9: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 9)

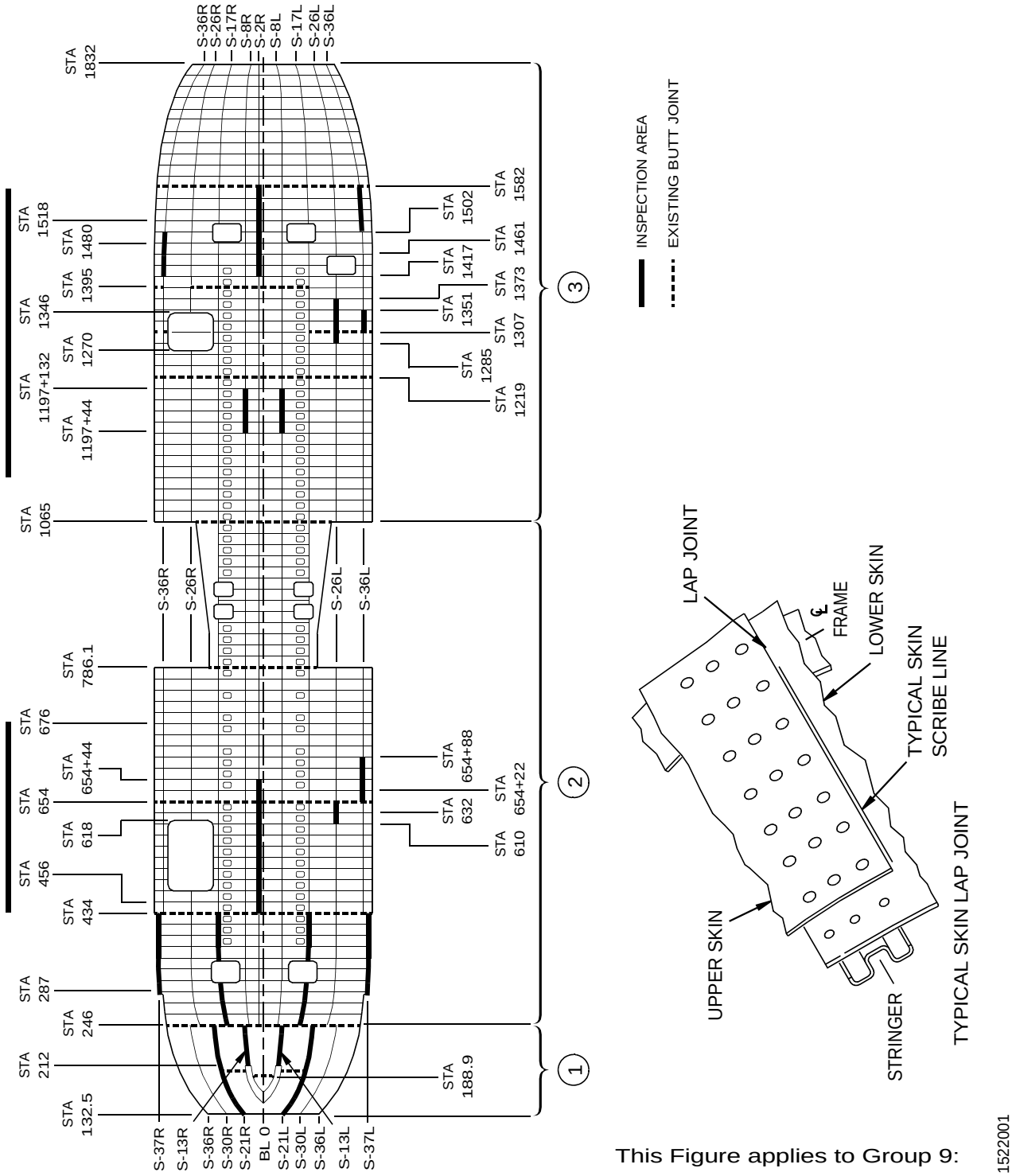


FIGURE 9: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 9)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 654+44		
			S-17L, STA 246 To STA 434		
			S-26L, STA 610 To STA 654		
			S-36L, STA 654 To STA 654+88		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1417 To STA 1502	-	(a)
			S-8R, STA 1197+44 To STA 1197+132		
			S-2R, STA 1417 To STA 1582		
			S-8L, STA 1197+44 To STA 1197+132		
			S-26L, STA 1285 To STA 1373		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1502 To STA 1582		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 9: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 9)
(SHEET 2 OF 2)

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FIGURE 10: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 10)

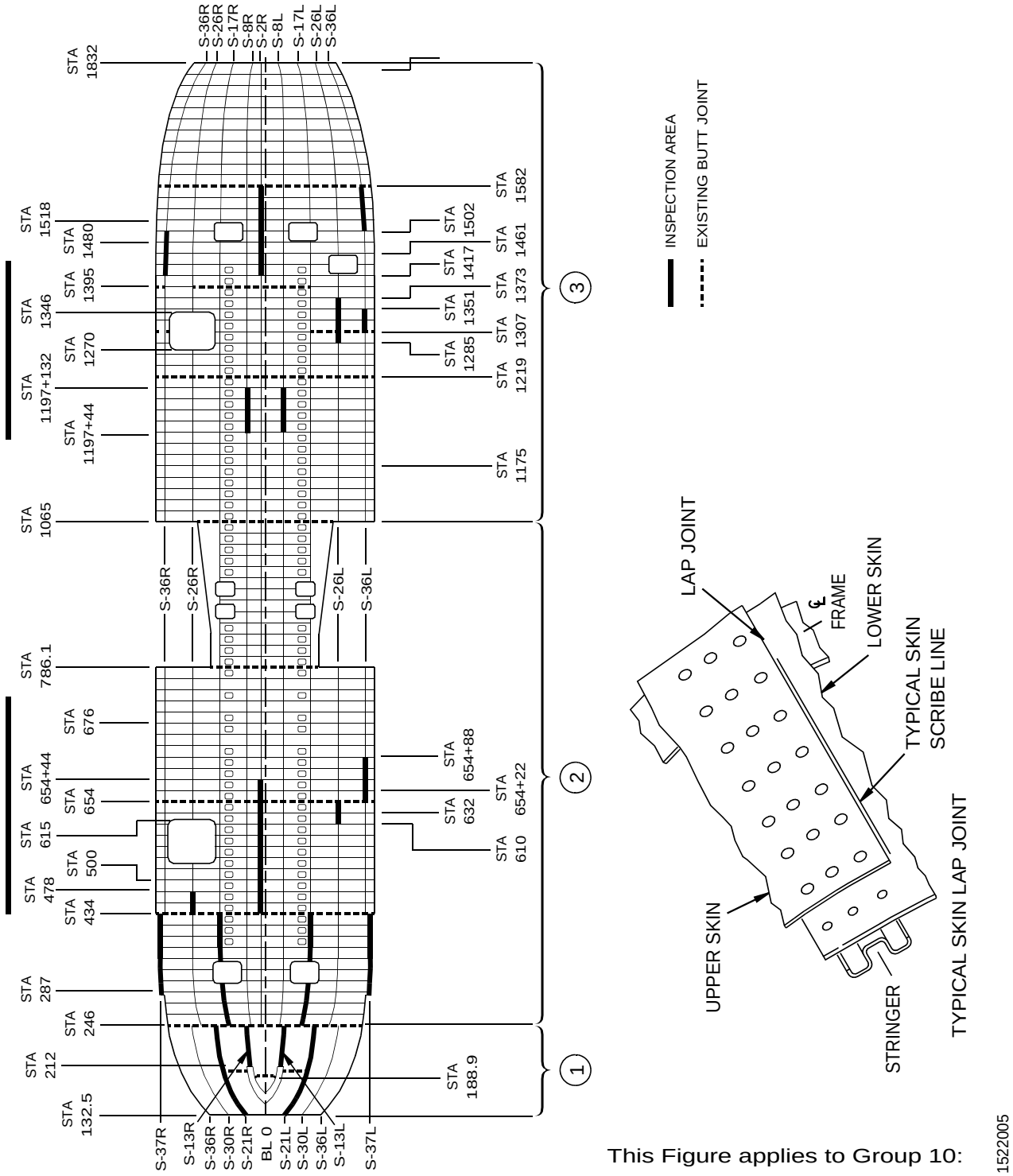


FIGURE 10: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 10)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-26R, STA 434 To STA 478		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 654+44		
			S-17L, STA 246 To STA 434		
			S-26L, STA 610 To STA 654		
			S-36L, STA 654 To STA 654+88		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1417 To STA 1502	-	(a)
			S-8R, STA 1197+44 To STA 1197+132		
			S-2R, STA 1417 To STA 1582		
			S-8L, STA 1197+44 To STA 1197+132		
			S-26L, STA 1285 To STA 1373		
			S-36L, STA 1307 To STA 1351		
			S-36L, STA 1502 To STA 1582		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 10: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 10)
(SHEET 2 OF 2)

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FIGURE 11: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 11)

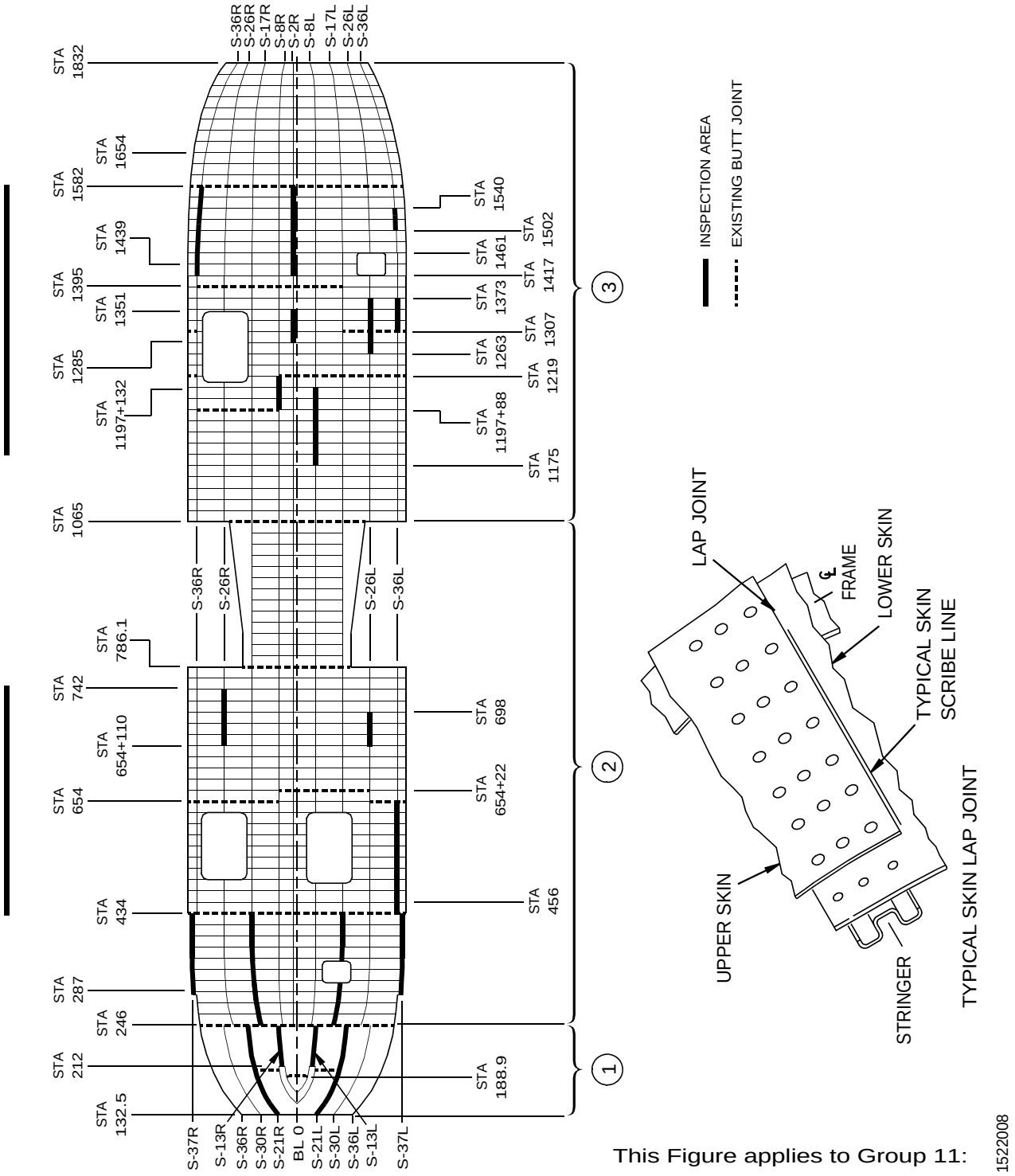


FIGURE 11: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 11)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-26R, STA 654+110 To STA 742		
			S-17R, STA 246 To STA 434		
			S-17L, STA 246 To STA 434		
			S-26L, STA 654+110 To STA 698		
			S-36L, STA 434 To STA 654+0		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-36R, STA 1417 To STA 1582	-	(a)
			S-8R, STA 1197+88 To STA 1219		
			S-2R, STA 1285 To STA 1351		
			S-2R, STA 1417 To STA 1582		
			S-8L, STA 1175 To STA 1197+132		
			S-26L, STA 1263 To STA 1373		
			S-36L, STA 1307 To STA 1373		
			S-36L, STA 1502 To STA 1540		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 11: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 11)

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FIGURE 12: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 12)

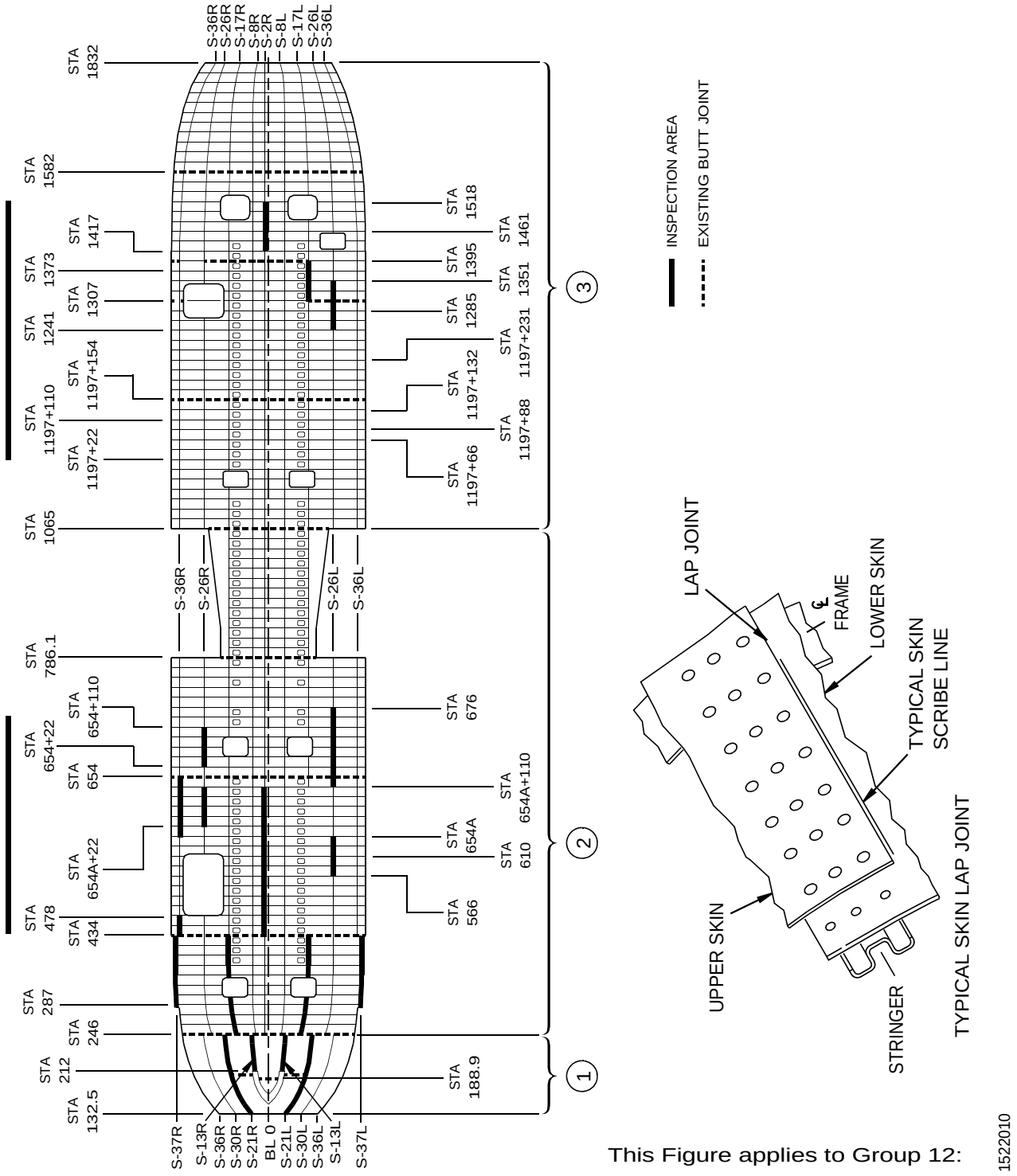


FIGURE 12: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 12)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-21R, STA 132.5 To STA 246	-	(a)
			S-13R, STA 212 To STA 246		
			S-13L, STA 212 To STA 246		
			S-21L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-37R, STA 287 To STA 434	-	(a)
			S-36R, STA 434 To STA 478		
			S-36R, STA 654A To STA 654		
			S-26R, STA 654A+22 To STA 654A+110		
			S-26R, STA 654+22 To STA 654+110		
			S-17R, STA 246 To STA 434		
			S-2R, STA 434 To STA 654A+110		
			S-17L, STA 246 To STA 434		
			S-26L, STA 566 To STA 654A		
			S-26L, STA 654A+110 To STA 676		
			S-37L, STA 287 To STA 434		
3	Inspect	Lower Skin	S-2R, STA 1417 To STA 1518	-	(a)
			S-17L, STA 1307 To STA 1395		
			S-26L, STA 1241 To STA 1351		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 12: FUSELAGE - SKIN LAP JOINT - ZONE 1 INSPECTION (GROUP 12)

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FIGURE 13: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 1)

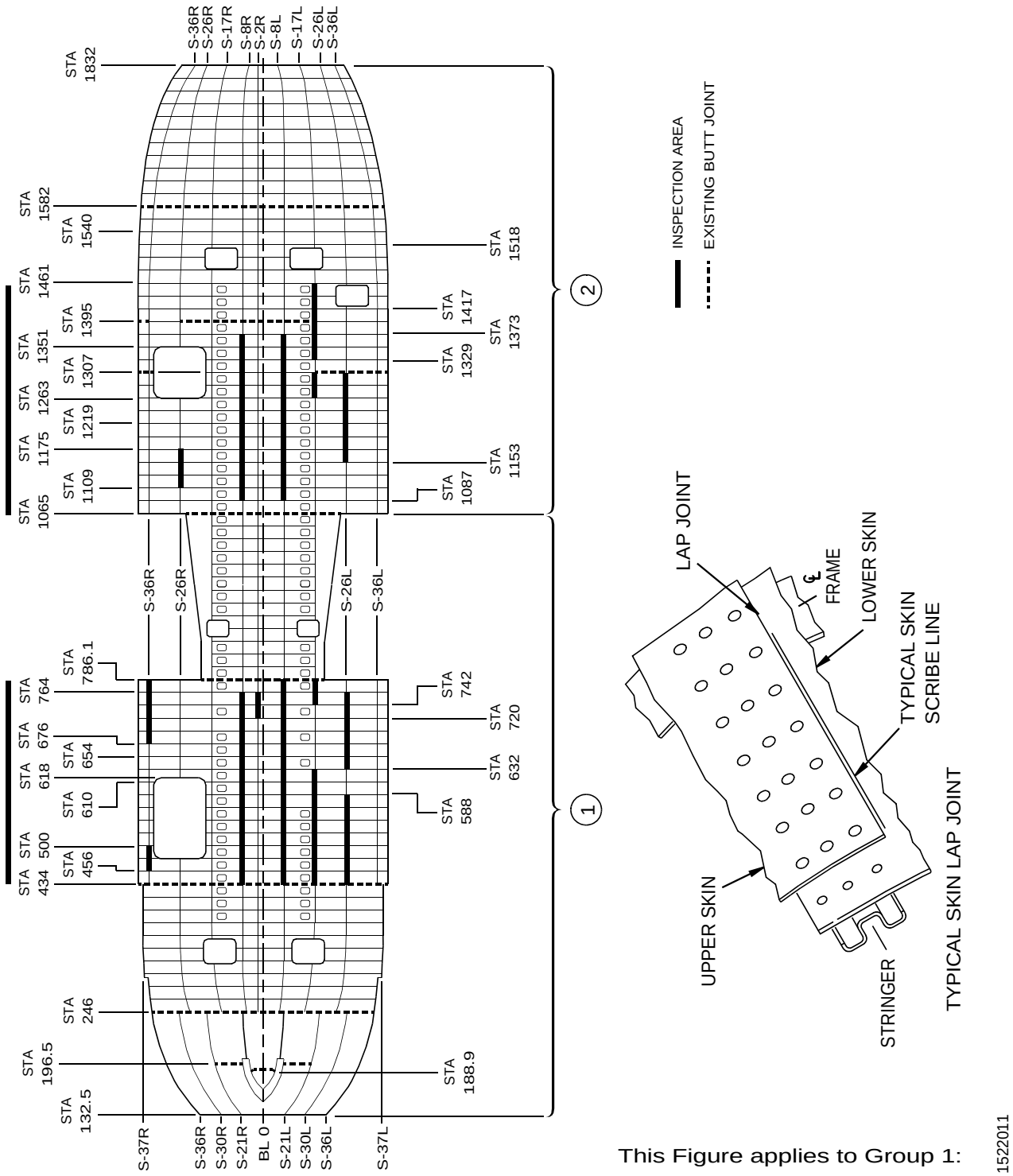


FIGURE 13: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 1)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-36R, STA 456 To STA 500	-	(a)
			S-36R, STA 676 To STA 786.1		
			S-8R, STA 434 To STA 764		
			S-2R, STA 720 To STA 764		
			S-8L, STA 434 To STA 786.1		
			S-17L, STA 434 To STA 632		
			S-17L, STA 742 To STA 786.1		
			S-26L, STA 434 To STA 588		
			S-26L, STA 632 To STA 764		
2	Inspect	Lower Skin	S-26R, STA 1109 To STA 1175	-	(a)
			S-8R, STA 1087 To STA 1373		
			S-8L, STA 1087 To STA 1373		
			S-17L, STA 1263 To STA 1307		
			S-17L, STA 1329 To STA 1461		
			S-26L, STA 1153 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 13: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 1)
(SHEET 2 OF 2)

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FIGURE 14: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 2)

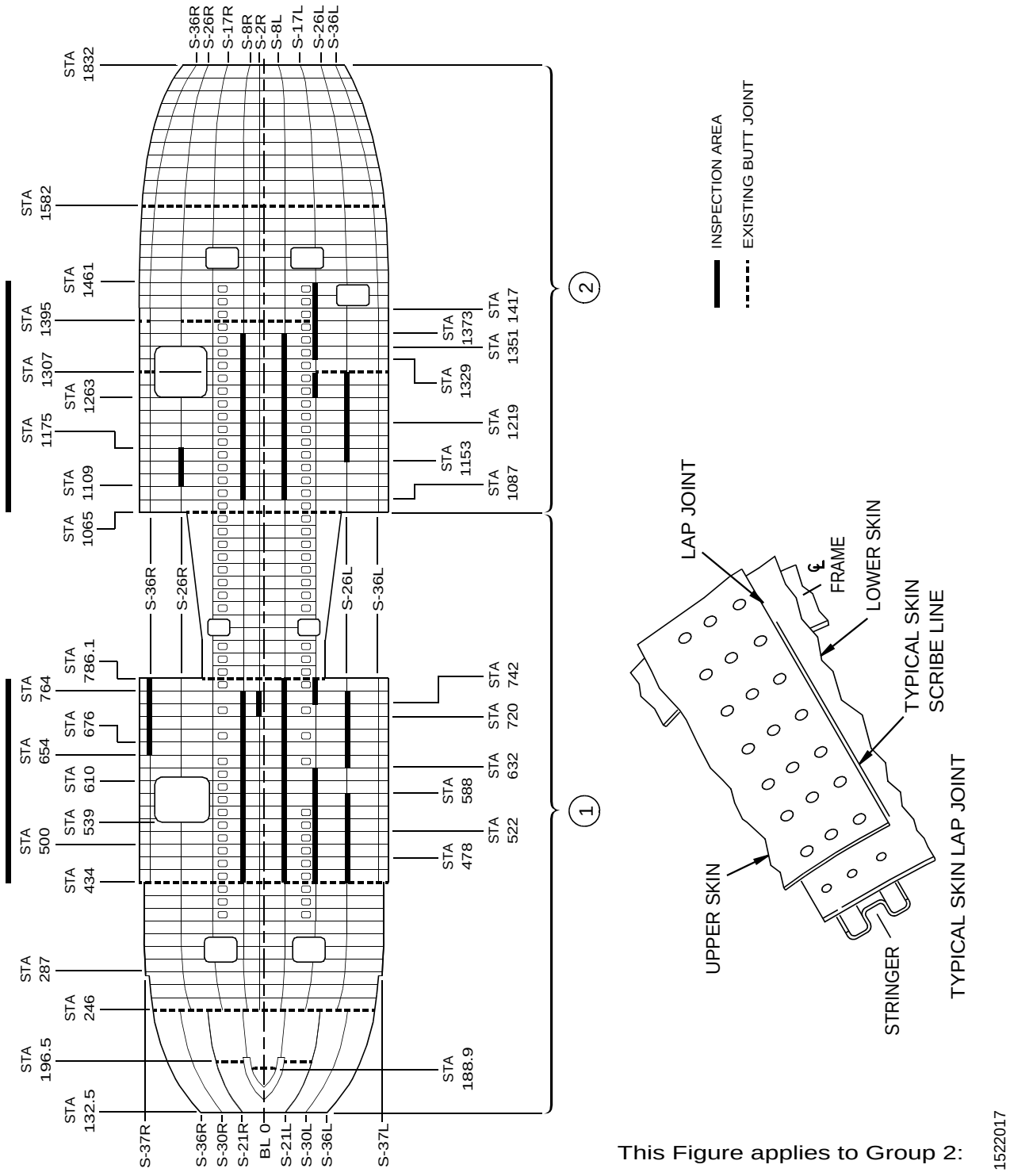


FIGURE 14: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 2)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-36R, STA 654 To STA 786.1	-	(a)
			S-8R, STA 434 To STA 764		
			S-2R, STA 720 To STA 764		
			S-8L, STA 434 To STA 786.1		
			S-17L, STA 434 To STA 632		
			S-17L, STA 742 To STA 786.1		
			S-26L, STA 434 To STA 588		
			S-26L, STA 632 To STA 764		
2	Inspect	Lower Skin	S-26R, STA 1109 To STA 1175	-	(a)
			S-8R, STA 1087 To STA 1373		
			S-8L, STA 1087 To STA 1373		
			S-17L, STA 1263 To STA 1307		
			S-17L, STA 1329 To STA 1461		
			S-26L, STA 1153 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 14: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 2)
(SHEET 2 OF 2)

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FIGURE 15: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 3)

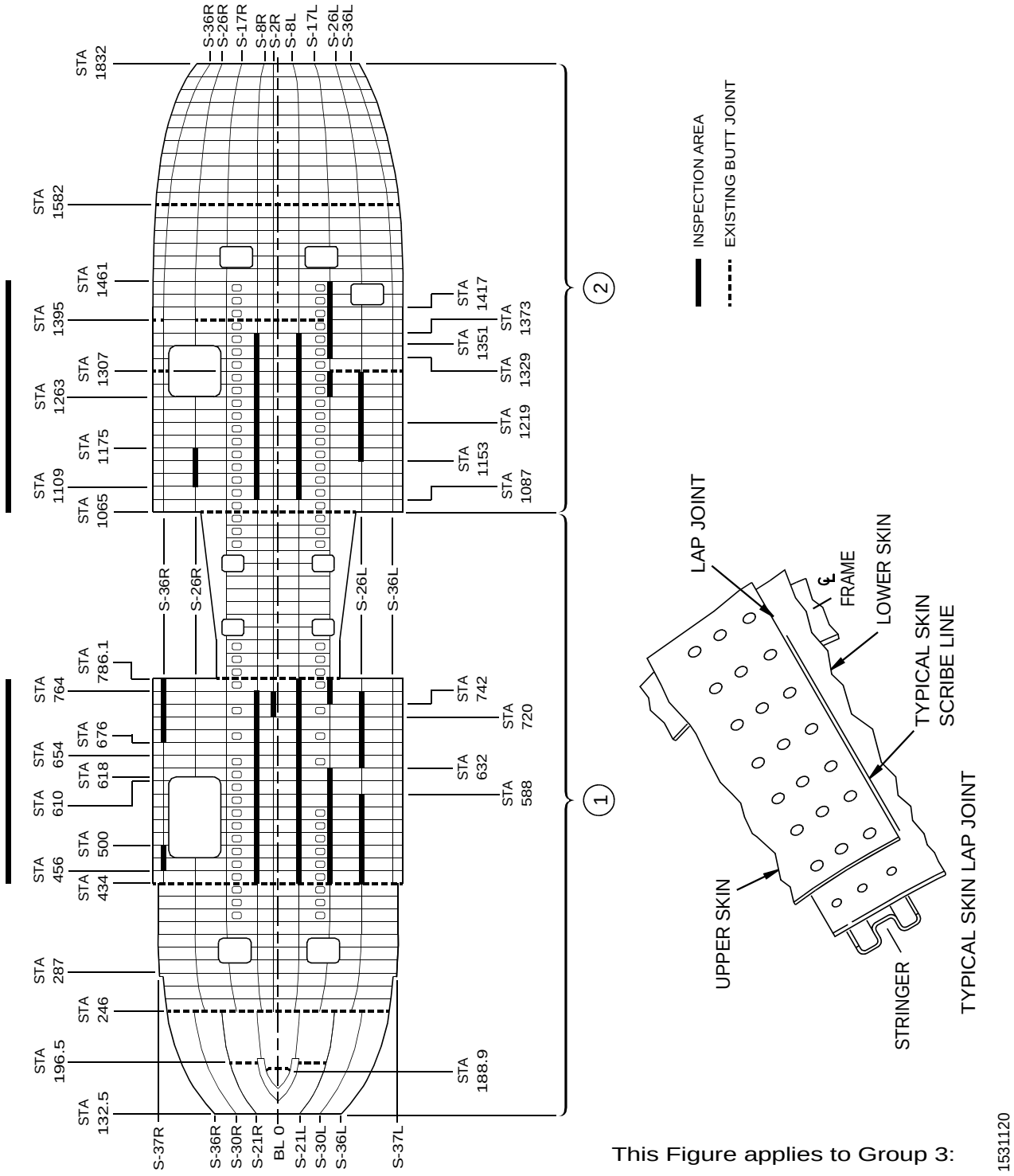


FIGURE 15: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 3)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-36R, STA 456 To STA 500	-	(a)
			S-36R, STA 676 To STA 786.1		
			S-8R, STA 434 To STA 764		
			S-2R, STA 720 To STA 764		
			S-8L, STA 434 To STA 786.1		
			S-17L, STA 434 To STA 632		
			S-17L, STA 742 To STA 786.1		
			S-26L, STA 434 To STA 588		
			S-26L, STA 632 To STA 764		
2	Inspect	Lower Skin	S-26R, STA 1109 To STA 1175	-	(a)
			S-8R, STA 1087 To STA 1373		
			S-8L, STA 1087 To STA 1373		
			S-17L, STA 1263 To STA 1307		
			S-17L, STA 1329 To STA 1461		
			S-26L, STA 1153 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 15: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 3)
(SHEET 2 OF 2)

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FIGURE 16: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 4)

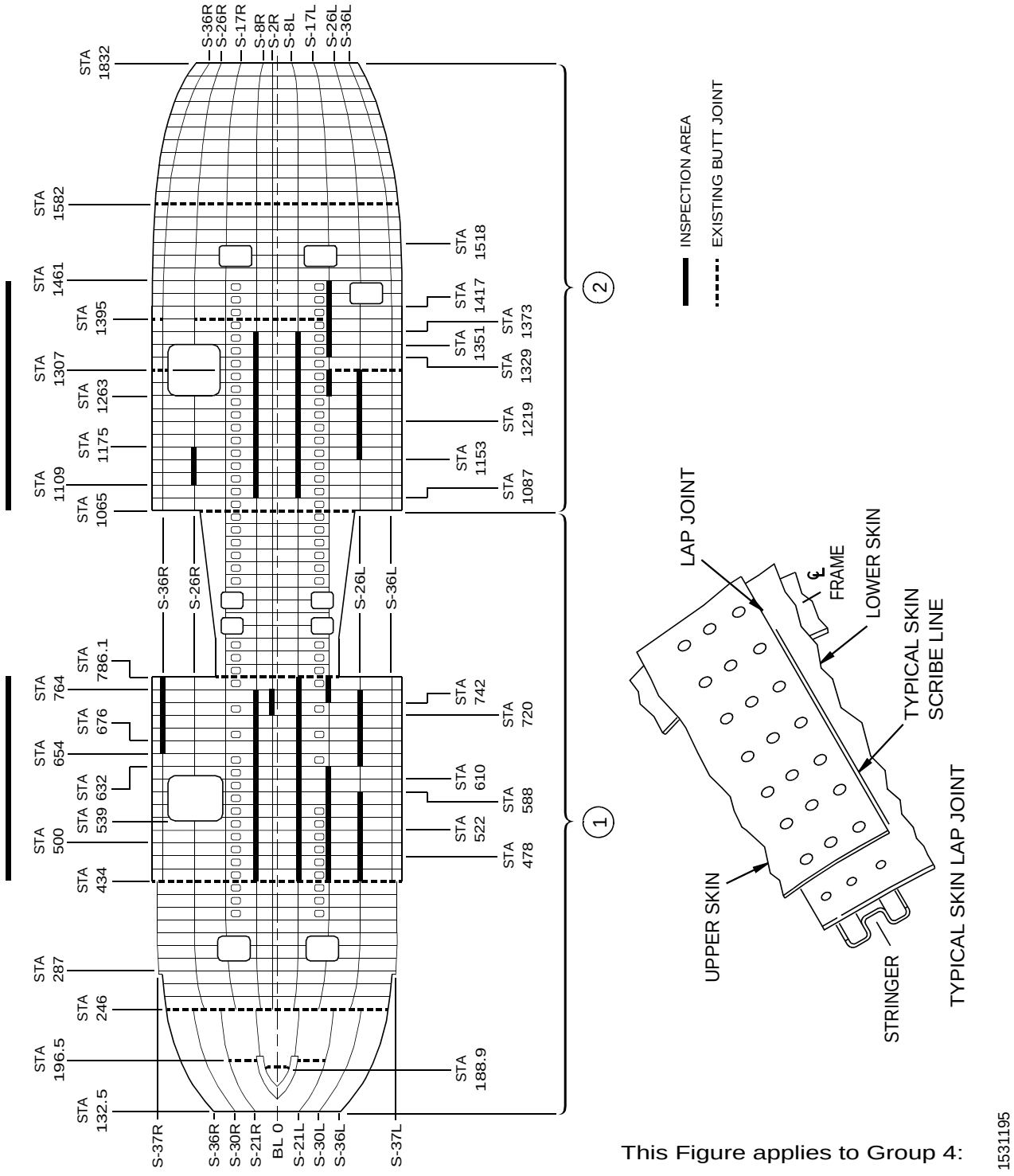


FIGURE 16: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 4)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-36R, STA 654 To STA 786.1	-	(a)
			S-8R, STA 434 To STA 764		
			S-2R, STA 720 To STA 764		
			S-8L, STA 434 To STA 786.1		
			S-17L, STA 434 To STA 632		
			S-17L, STA 742 To STA 786.1		
			S-26L, STA 434 To STA 588		
			S-26L, STA 632 To STA 764		
2	Inspect	Lower Skin	S-26R, STA 1109 To STA 1175	-	(a)
			S-8R, STA 1087 To STA 1373		
			S-8L, STA 1087 To STA 1373		
			S-17L, STA 1263 To STA 1307		
			S-17L, STA 1329 To STA 1461		
			S-26L, STA 1153 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 16: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 4)
(SHEET 2 OF 2)

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FIGURE 17: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 5)

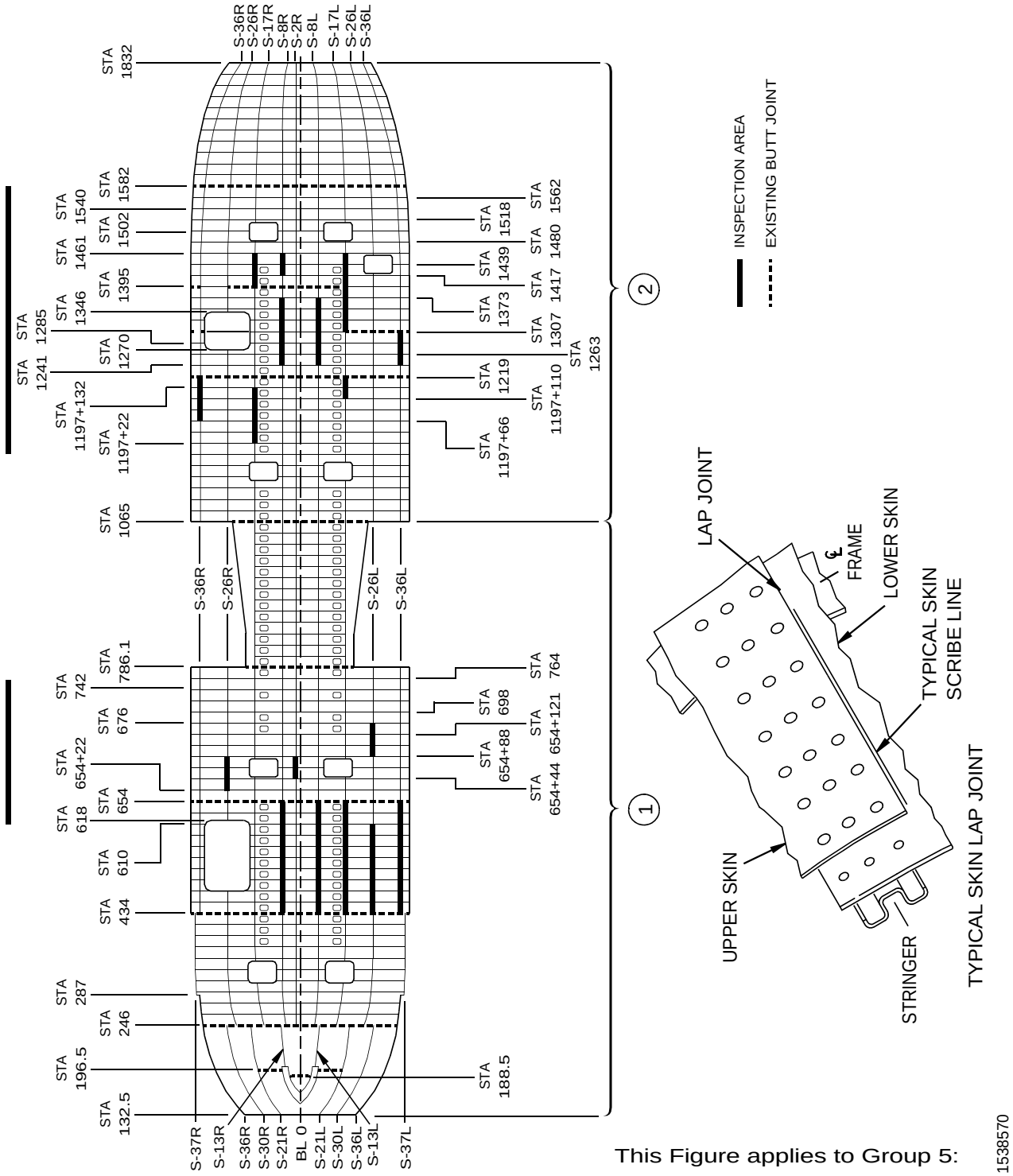


FIGURE 17: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 5)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-26R, STA 654+22 To STA 654+88	-	(a)
			S-8R, STA 434 To STA 654		
			S-2R, STA 654+44 To STA 654+88		
			S-8L, STA 434 To STA 654		
			S-17L, STA 434 To STA 654		
			S-26L, STA 434 To STA 610		
			S-26L, STA 654+88 To STA 676		
			S-36L, STA 434 To STA 654		
2	Inspect	Lower Skin	S-36R, STA 1197+66 To STA 1219	-	(a)
			S-17R, STA 1197+22 To STA 1197+132		
			S-17R, STA 1395 To STA 1461		
			S-8R, STA 1241 To STA 1373		
			S-8R, STA 1417 To STA 1461		
			S-8L, STA 1241 To STA 1373		
			S-17L, STA 1197+110 To STA 1219		
			S-17L, STA 1307 To STA 1461		
			S-36L, STA 1241 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 17: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 5)
(SHEET 2 OF 2)

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ALERT **ALERT**

FIGURE 18: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 6)

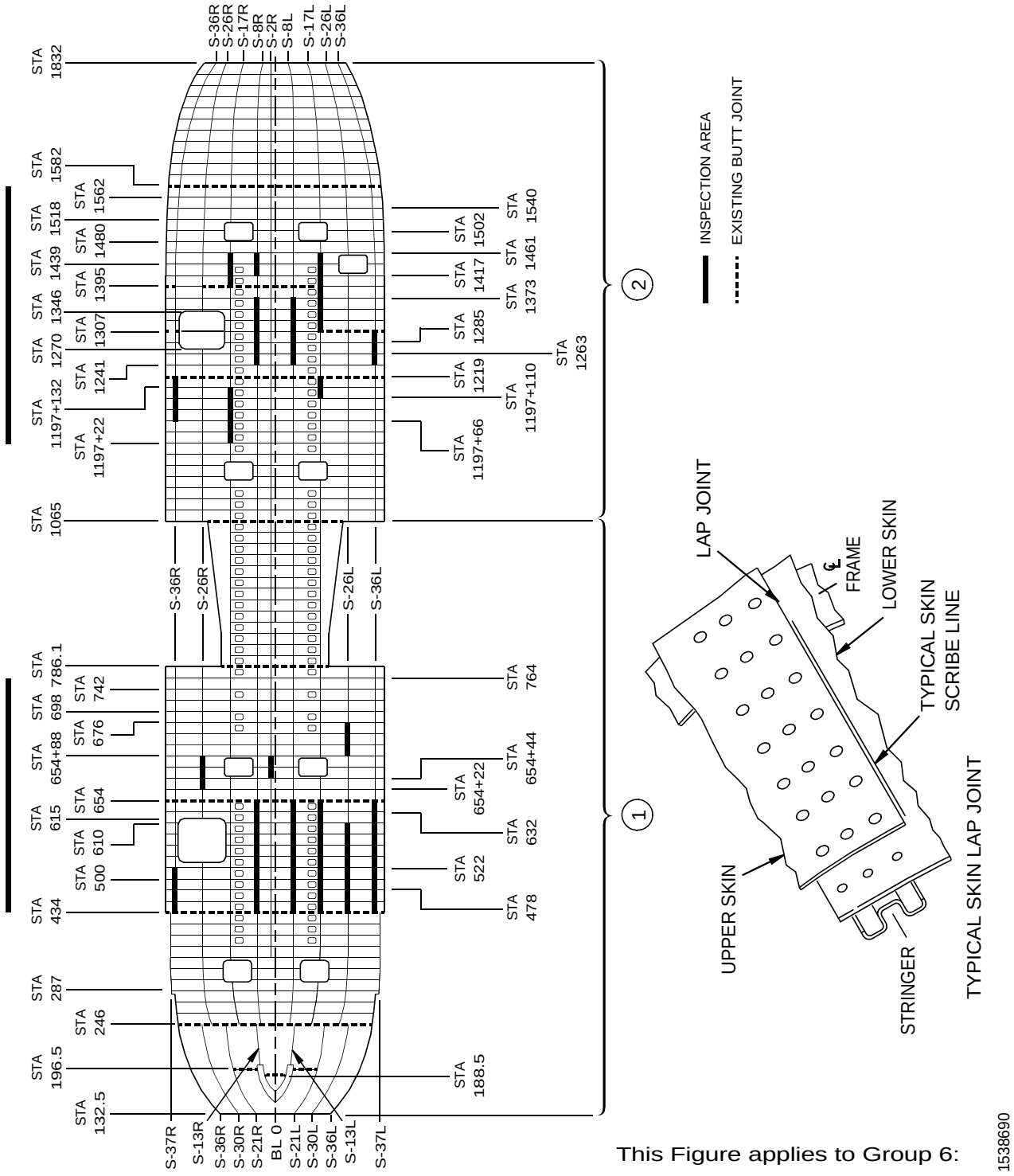


FIGURE 18: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 6)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-36R, STA 434 To STA 522	-	(a)
			S-26R, STA 654+22 To STA 654+88		
			S-8R, STA 434 To STA 654		
			S-2R, STA 654+44 To STA 654+88		
			S-8L, STA 434 To STA 654		
			S-17L, STA 434 To STA 654		
			S-26L, STA 434 To STA 610		
			S-26L, STA 654+88 To STA 676		
			S-36L, STA 434 To STA 654		
2	Inspect	Lower Skin	S-36R, STA 1197+66 To STA 1219	-	(a)
			S-17R, STA 1197+22 To STA 1197+132		
			S-17R, STA 1395 To STA 1461		
			S-8R, STA 1241 To STA 1373		
			S-8R, STA 1417 To STA 1461		
			S-8L, STA 1241 To STA 1373		
			S-17L, STA 1197+110 To STA 1219		
			S-17L, STA 1307 To STA 1461		
			S-36L, STA 1241 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 18: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 6)
(SHEET 2 OF 2)

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ALERT **ALERT**

FIGURE 19: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 7)

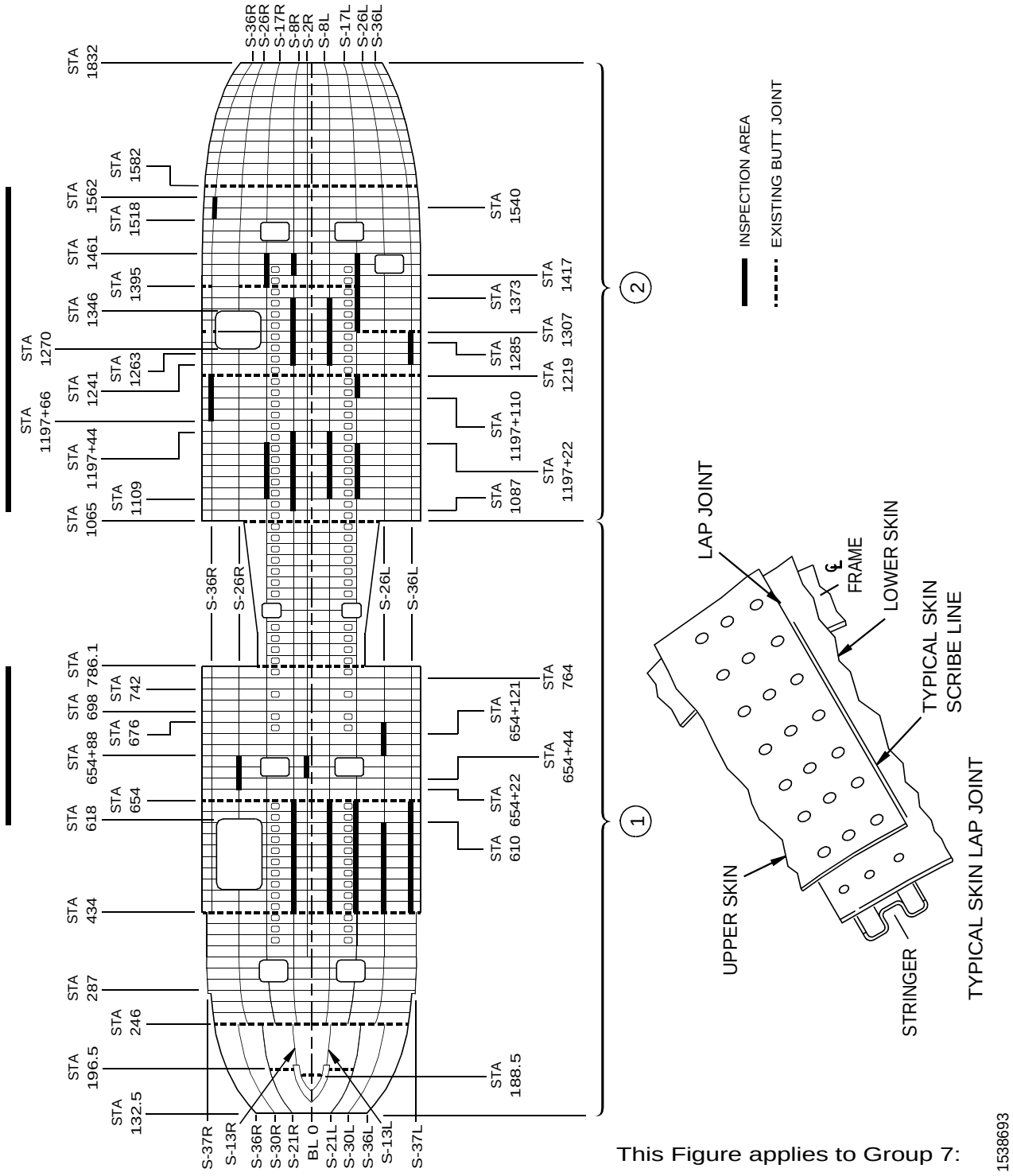


FIGURE 19: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 7)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-26R, STA 654+22 To STA 654+88	-	(a)
			S-8R, STA 434 To STA 654		
			S-2R, STA 654+44 To STA 654+88		
			S-8L, STA 434 To STA 654		
			S-17L, STA 434 To STA 654		
			S-26L, STA 434 To STA 610		
			S-26L, STA 654+88 To STA 676		
			S-36L, STA 434 To STA 654		
2	Inspect	Lower Skin	S-36R, STA 1197+66 To STA 1219	-	(a)
			S-36R, STA 1518 To STA 1562		
			S-17R, STA 1109 To STA 1197+22		
			S-17R, STA 1395 To STA 1461		
			S-8R, STA 1087 To STA 1197+44		
			S-8R, STA 1241 To STA 1373		
			S-8R, STA 1417 To STA 1461		
			S-8L, STA 1109 To STA 1197+44		
			S-8L, STA 1241 To STA 1373		
			S-17L, STA 1109 To STA 1197+22		
			S-17L, STA 1197+110 To STA 1219		
			S-17L, STA 1307 To STA 1461		
			S-36L, STA 1241 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

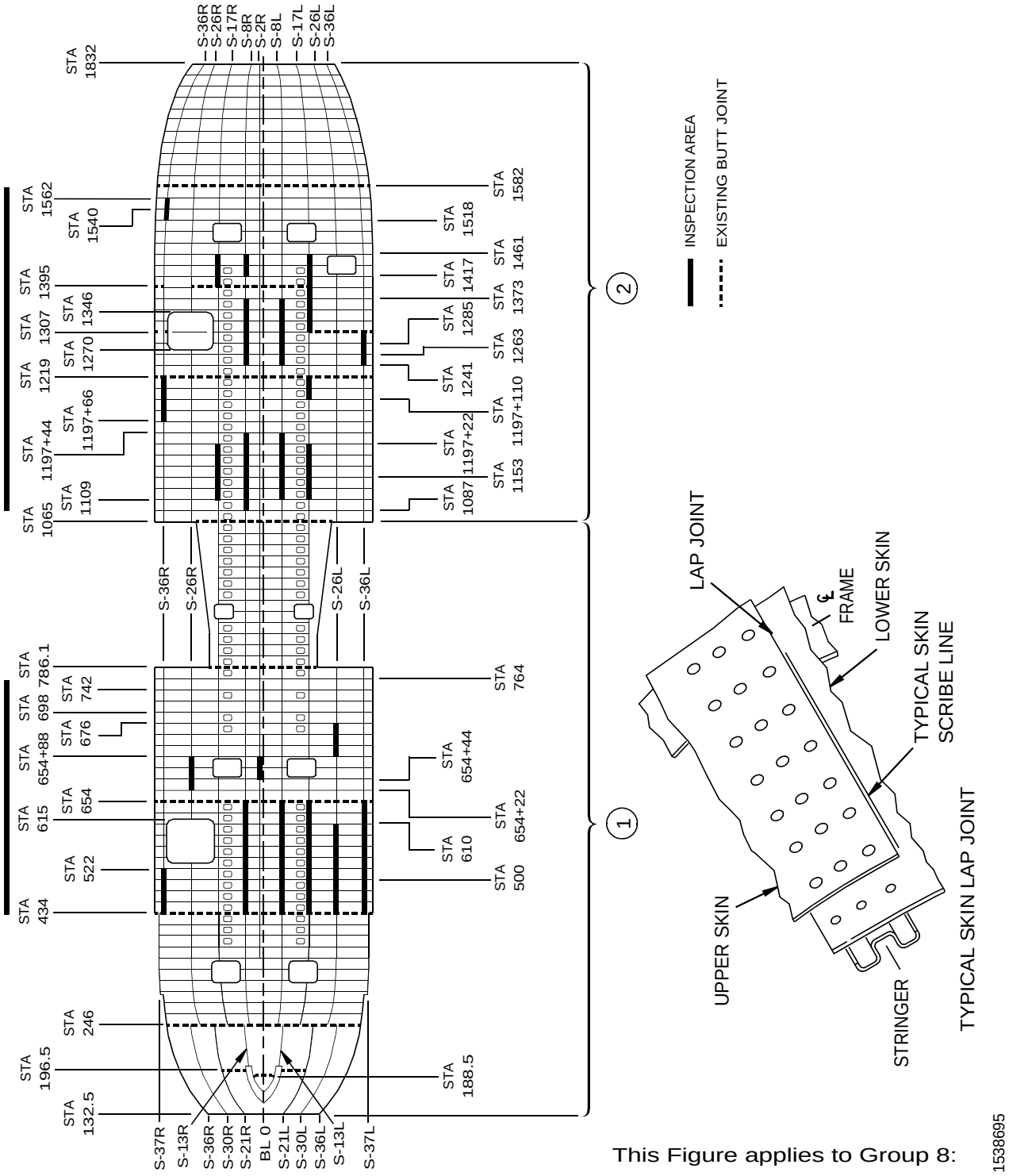
NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 19: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 7)
(SHEET 2 OF 2)

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FIGURE 20: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 8)



This Figure applies to Group 8:

1538695

FIGURE 20: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 8)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-36R, STA 434 To STA 522	-	(a)
			S-26R, STA 654+22 To STA 654+88		
			S-8R, STA 434 To STA 654		
			S-2R, STA 654+44 To STA 654+88		
			S-8L, STA 434 To STA 654		
			S-17L, STA 434 To STA 654		
			S-26L, STA 434 To STA 610		
			S-26L, STA 654+88 To STA 676		
			S-36L, STA 434 To STA 654		
2	Inspect	Lower Skin	S-36R, STA 1197+66 To STA 1219	-	(a)
			S-36R, STA 1518 To STA 1562		
			S-17R, STA 1109 To STA 1197+22		
			S-17R, STA 1395 To STA 1461		
			S-8R, STA 1087 To STA 1197+44		
			S-8R, STA 1241 To STA 1373		
			S-8R, STA 1417 To STA 1461		
			S-8L, STA 1109 To STA 1197+44		
			S-8L, STA 1241 To STA 1373		
			S-17L, STA 1109 To STA 1197+22		
			S-17L, STA 1197+110 To STA 1219		
			S-17L, STA 1307 To STA 1461		
			S-36L, STA 1241 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 20: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 8)

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FIGURE 21: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 9)

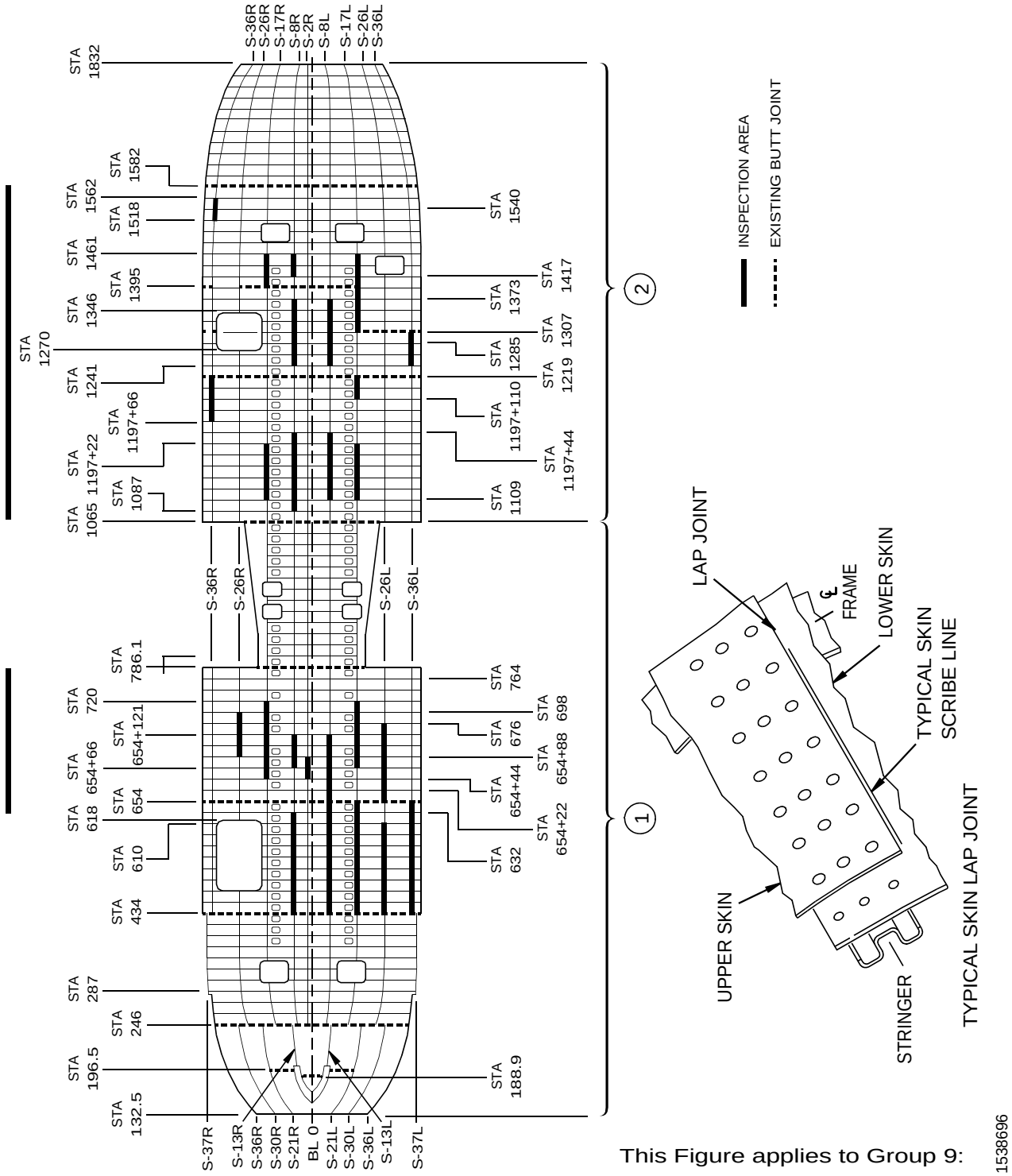


FIGURE 21: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 9)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-26R, STA 654+88 To STA 698	-	(a)
			S-17R, STA 654+44 To STA 720		
			S-8R, STA 434 To STA 632		
			S-8R, STA 654+66 To STA 654+121		
			S-2R, STA 654+44 To STA 654+88		
			S-8L, STA 434 To STA 654+121		
			S-17L, STA 434 To STA 654		
			S-17L, STA 654+66 To STA 720		
			S-26L, STA 434 To STA 610		
			S-26L, STA 654 To STA 676		
			S-36L, STA 434 To STA 654		
2	Inspect	Lower Skin	S-36R, STA 1197+66 To STA 1219	-	(a)
			S-36R, STA 1518 To STA 1562		
			S-17R, STA 1109 To STA 1197+22		
			S-17R, STA 1395 To STA 1461		
			S-8R, STA 1087 To STA 1197+44		
			S-8R, STA 1241 To STA 1373		
			S-8R, STA 1417 To STA 1461		
			S-8L, STA 1109 To STA 1197+44		
			S-8L, STA 1241 To STA 1373		
			S-17L, STA 1109 To STA 1197+22		
			S-17L, STA 1197+110 To STA 1219		
			S-17L, STA 1307 To STA 1461		
			S-36L, STA 1241 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 21: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 9)
(SHEET 2 OF 2)

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FIGURE 22: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 10)

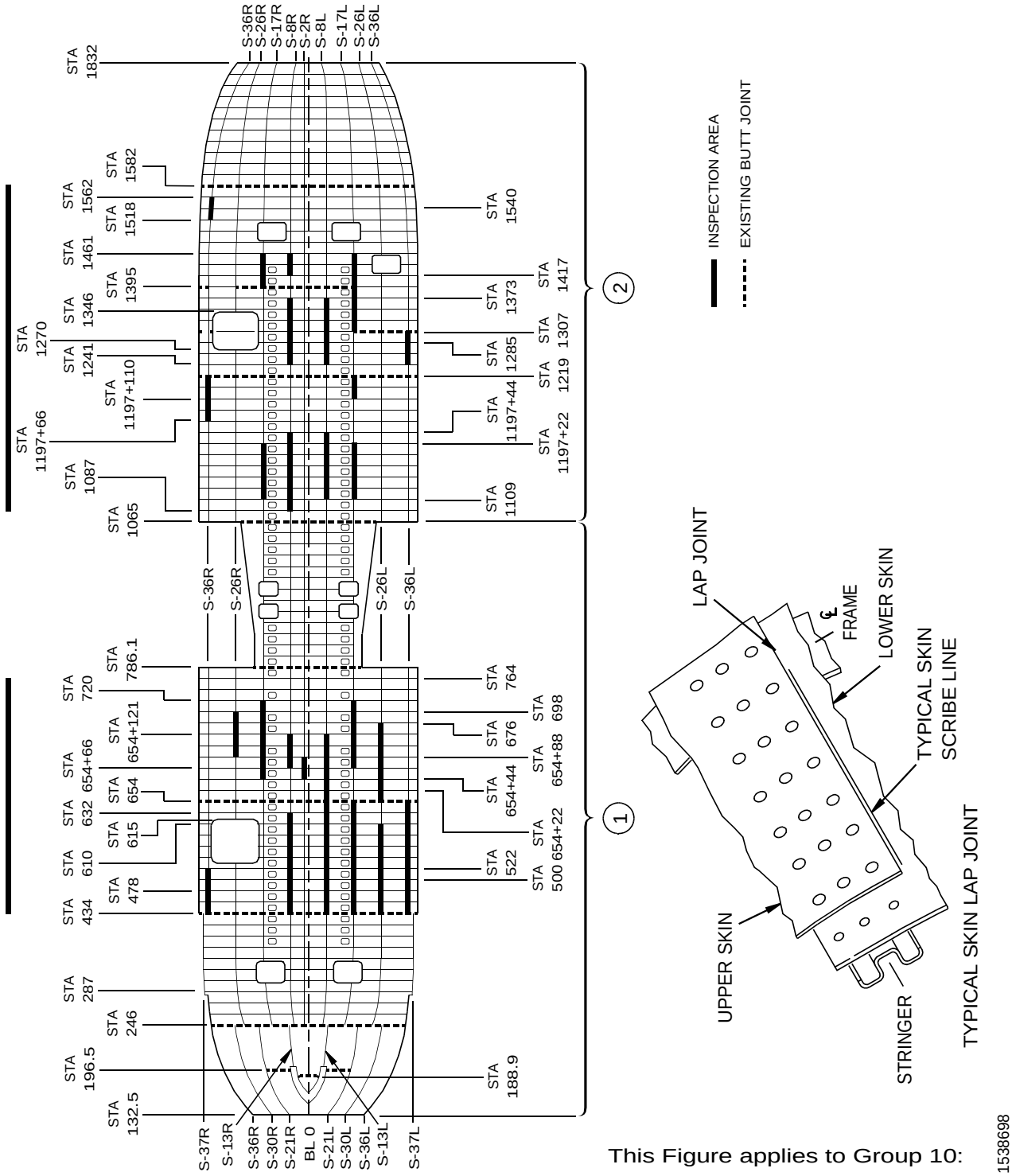


FIGURE 22: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 10)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-36R, STA 434 To STA 522	-	(a)
			S-26R, STA 654+88 To STA 698		
			S-17R, STA 654+44 To STA 720		
			S-8R, STA 434 To STA 632		
			S-8R, STA 654+66 To STA 654+121		
			S-2R, STA 654+44 To STA 654+88		
			S-8L, STA 434 To STA 654+121		
			S-17L, STA 434 To STA 654		
			S-17L, STA 654+66 To STA 720		
			S-26L, STA 434 To STA 610		
			S-26L, STA 654 To STA 676		
			S-36L, STA 434 To STA 654		
2	Inspect	Lower Skin	S-36R, STA 1197+66 To STA 1219	-	(a)
			S-36R, STA 1518 To STA 1562		
			S-17R, STA 1109 To STA 1197+22		
			S-17R, STA 1395 To STA 1461		
			S-8R, STA 1087 To STA 1197+44		
			S-8R, STA 1241 To STA 1373		
			S-8R, STA 1417 To STA 1461		
			S-8L, STA 1109 To STA 1197+44		
			S-8L, STA 1241 To STA 1373		
			S-17L, STA 1109 To STA 1197+22		
			S-17L, STA 1197+110 To STA 1219		
			S-17L, STA 1307 To STA 1461		
			S-36L, STA 1241 To STA 1307		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 22: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 10)
(SHEET 2 OF 2)

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FIGURE 23: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 11)

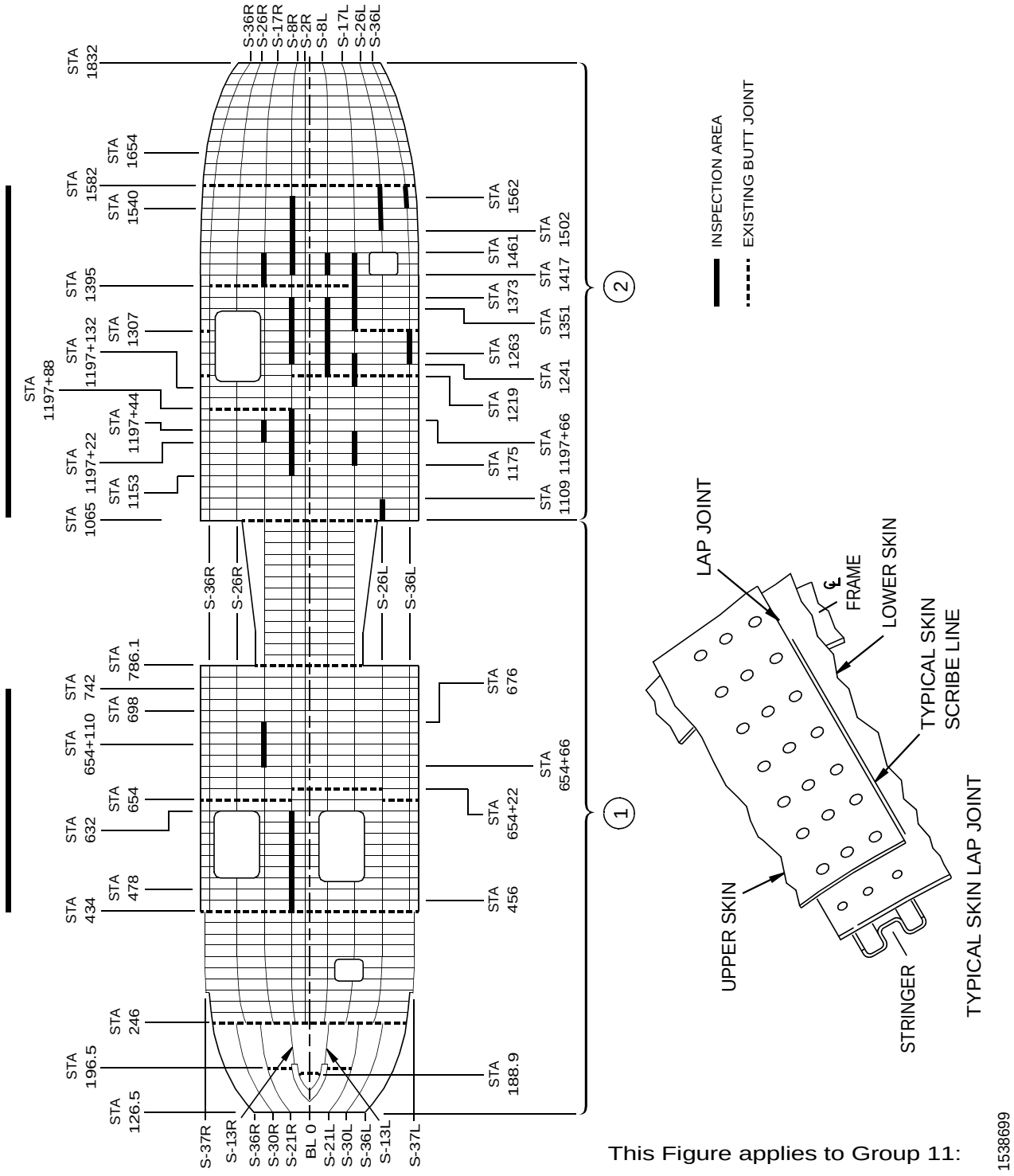


FIGURE 23: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 11)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-17R, STA 654+66 To STA 676	-	(a)
			S-8R, STA 434 To STA 632		
2	Inspect	Lower Skin	S-17R, STA 1197+22 To STA 1197+66	-	(a)
			S-17R, STA 1395 To STA 1461		
			S-8R, STA 1153 To STA 1197+88		
			S-8R, STA 1241 To STA 1373		
			S-8R, STA 1417 To STA 1562		
			S-8L, STA 1219 To STA 1373		
			S-8L, STA 1417 To STA 1461		
			S-17L, STA 1175 To STA 1194+44		
			S-17L, STA 1197+132 To STA 1263		
			S-17L, STA 1307 To STA 1461		
			S-26L, STA 1065 To STA 1109		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1241 To STA 1307		
			S-36L, STA 1540 To STA 1582		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 23: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 11)
(SHEET 2 OF 2)

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FIGURE 24: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 12)

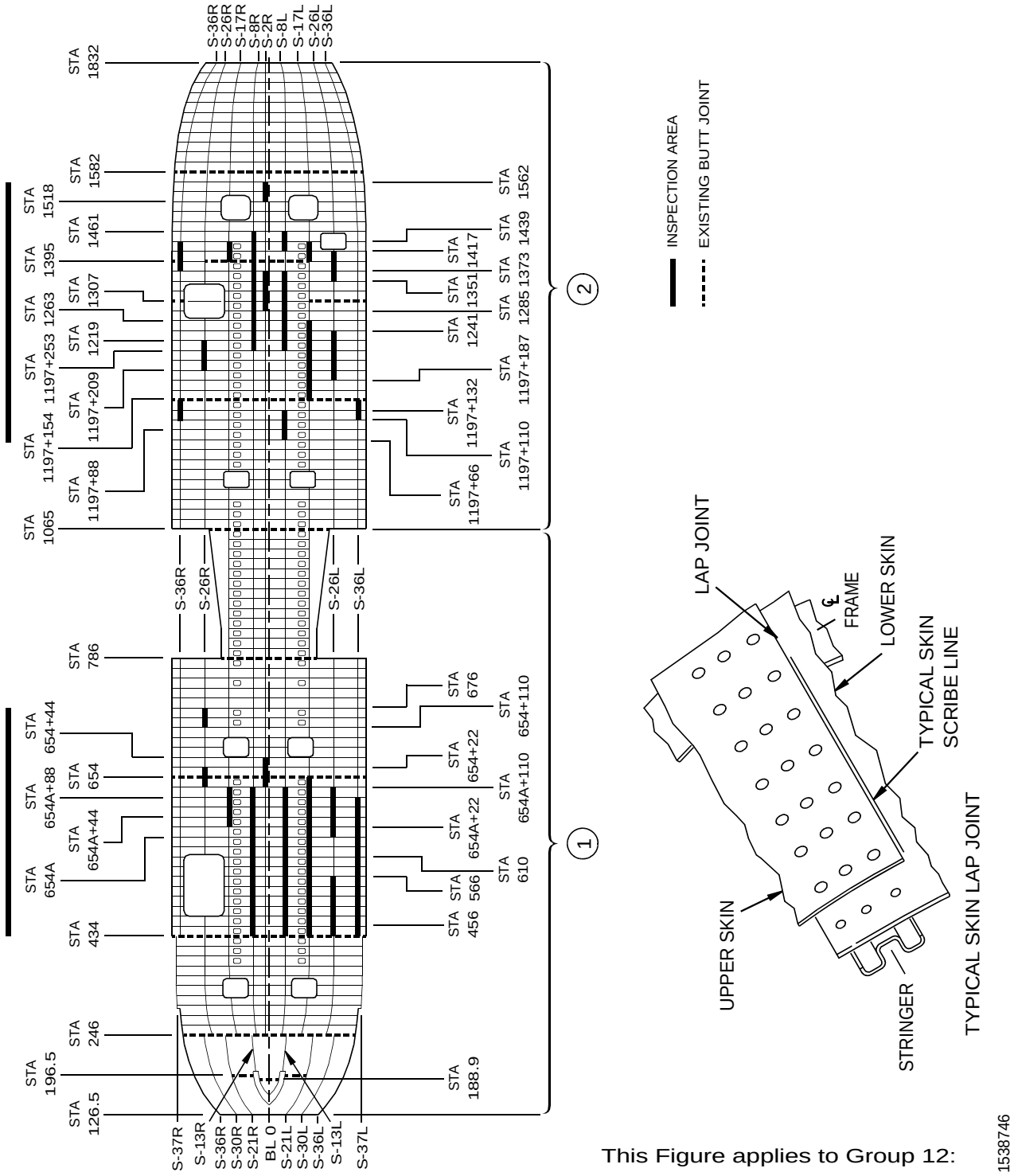


FIGURE 24: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 12)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-26R, STA 654A+110 To STA 654+22	-	(a)
			S-26R, STA 654+110 To STA 676		
			S-17R, STA 654A+22 To STA 654A+110		
			S-8R, STA 434 To STA 654A+110		
			S-2R, STA 654A+110 To STA 654+44		
			S-8L, STA 434 To STA 654A+110		
			S-17L, STA 434 To STA 654		
			S-26L, STA 434 To STA 566		
			S-26L, STA 654A To STA 654A+110		
			S-36L, STA 434 To STA 654A+88		
2	Inspect	Lower Skin	S-36R, STA 1197+110 To STA 1197+154	-	(a)
			S-36R, STA 1373 To STA 1439		
			S-26R, STA 1197+209 To STA 1219		
			S-17R, STA 1395 To STA 1439		
			S-8R, STA 1197+253 To STA 1461		
			S-2R, STA 1285 To STA 1373		
			S-2R, STA 1518 To STA 1562		
			S-8L, STA 1197+66 To STA 1197+132		
			S-8L, STA 1197+253 To STA 1373		
			S-8L, STA 1417 To STA 1461		
			S-17L, STA 1197+154 To STA 1263		
			S-17L, STA 1395 To STA 1439		
			S-26L, STA 1197+187 To STA 1241		
			S-26L, STA 1351 To STA 1417		
			S-36L, STA 1197+110 To STA 1197+154		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 24: FUSELAGE - SKIN LAP JOINT - ZONE 2 INSPECTION (GROUP 12)
(SHEET 2 OF 2)

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FIGURE 25: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 1)

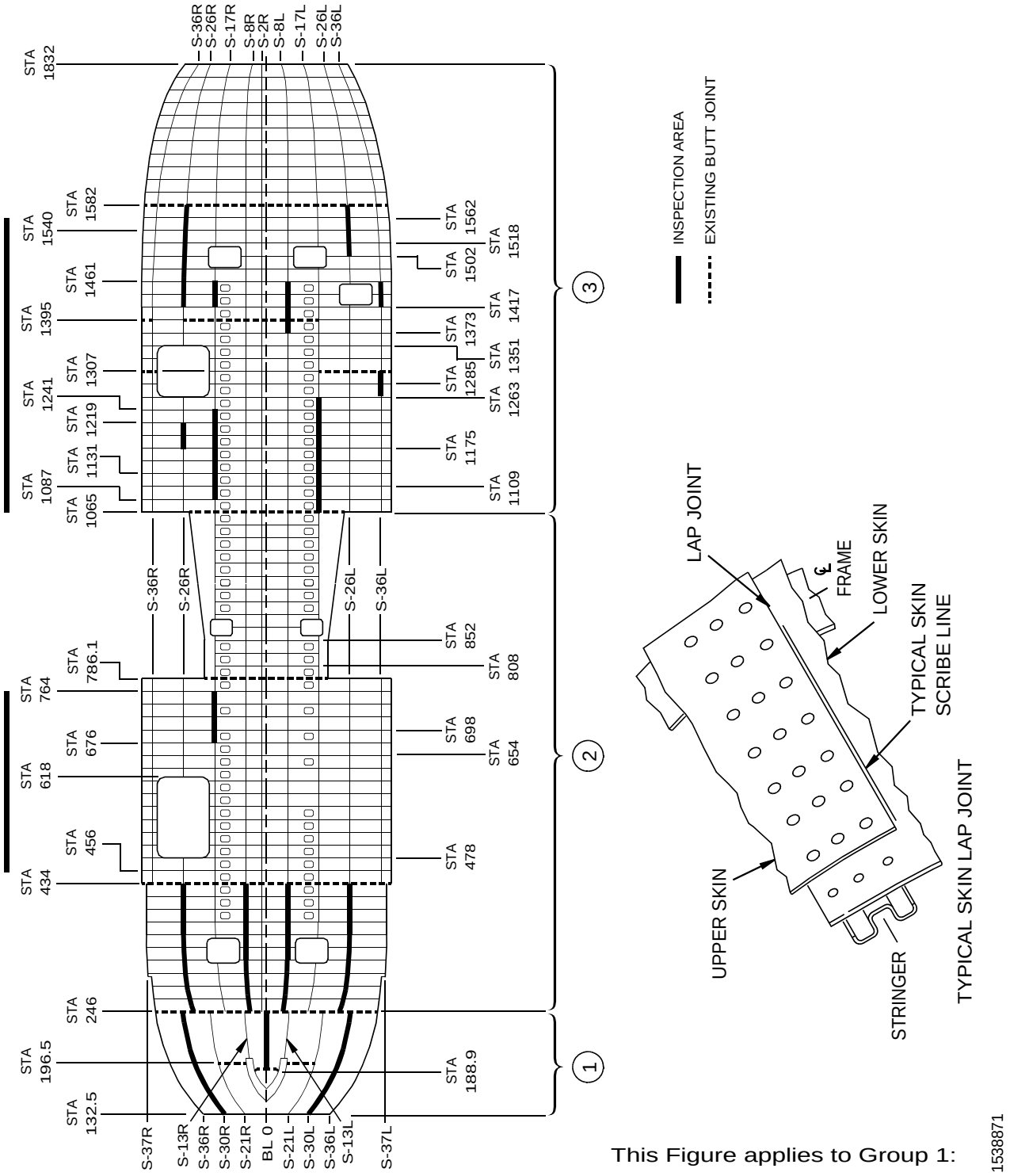


FIGURE 25: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 1)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-26R, STA 246 To STA 434	-	(a)
			S-17R, STA 676 To STA 764		
			S-8R, STA 246 To STA 434		
			S-8L, STA 246 To STA 434		
			S-26L, STA 246 To STA 434		
3	Inspect	Lower Skin	S-26R, STA 1175 To STA 1219	-	(a)
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1087 To STA 1241		
			S-17R, STA 1417 To STA 1461		
			S-8L, STA 1373 To STA 1461		
			S-17L, STA 1065 To STA 1263		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1263 To STA 1307		
			S-36L, STA 1417 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 25: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 1)

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FIGURE 26: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 2)

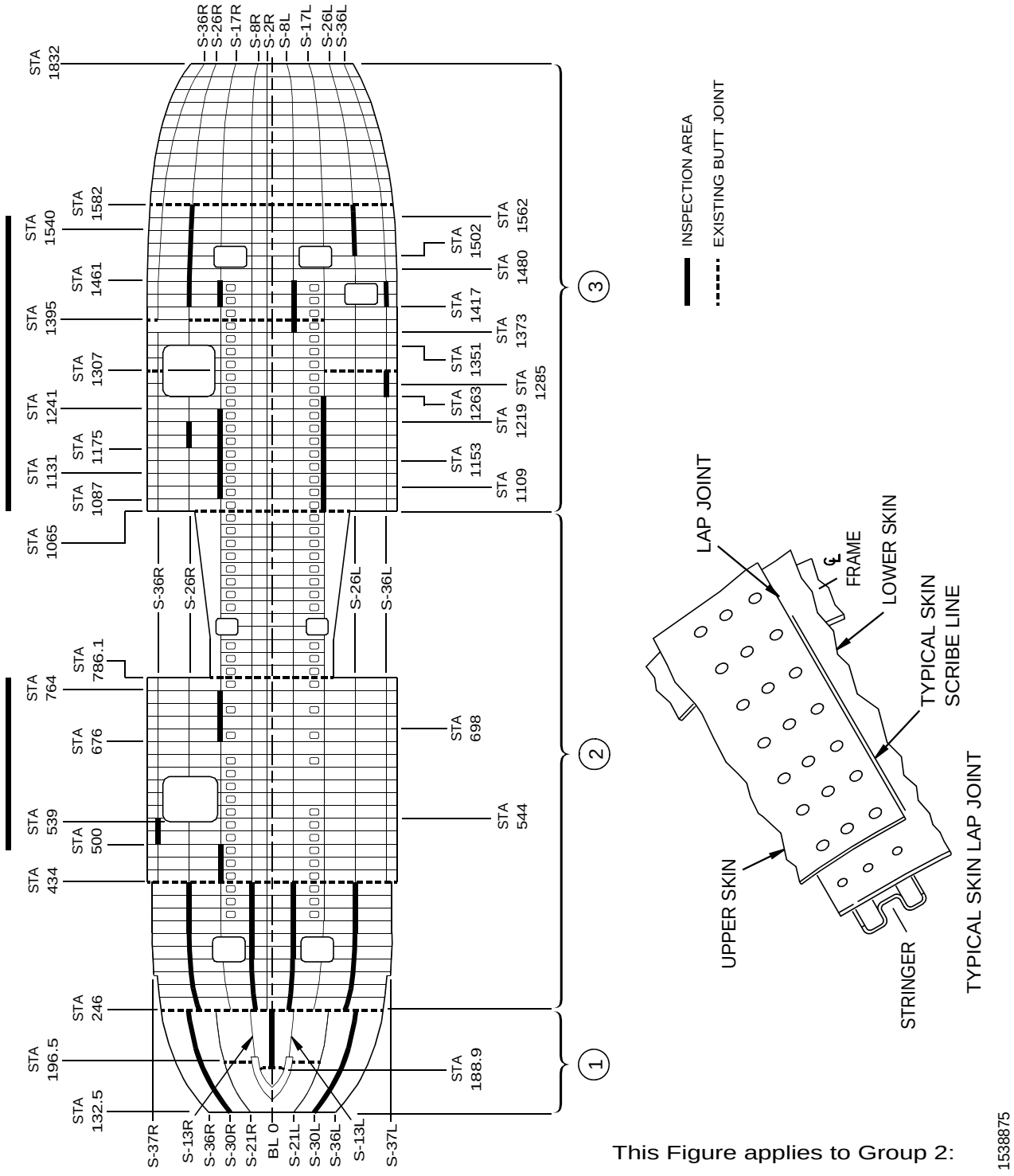


FIGURE 26: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 2)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-36R, STA 500 To STA 544	-	(a)
			S-26R, STA 246 To STA 434		
			S-17R, STA 434 To STA 500		
			S-17R, STA 676 To STA 764		
			S-8R, STA 246 To STA 434		
			S-8L, STA 246 To STA 434		
			S-26L, STA 246 To STA 434		
3	Inspect	Lower Skin	S-26R, STA 1175 To STA 1219	-	(a)
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1087 To STA 1241		
			S-17R, STA 1417 To STA 1461		
			S-8L, STA 1373 To STA 1461		
			S-17L, STA 1065 To STA 1263		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1263 To STA 1307		
			S-36L, STA 1417 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 26: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 2)

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FIGURE 27: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 3)

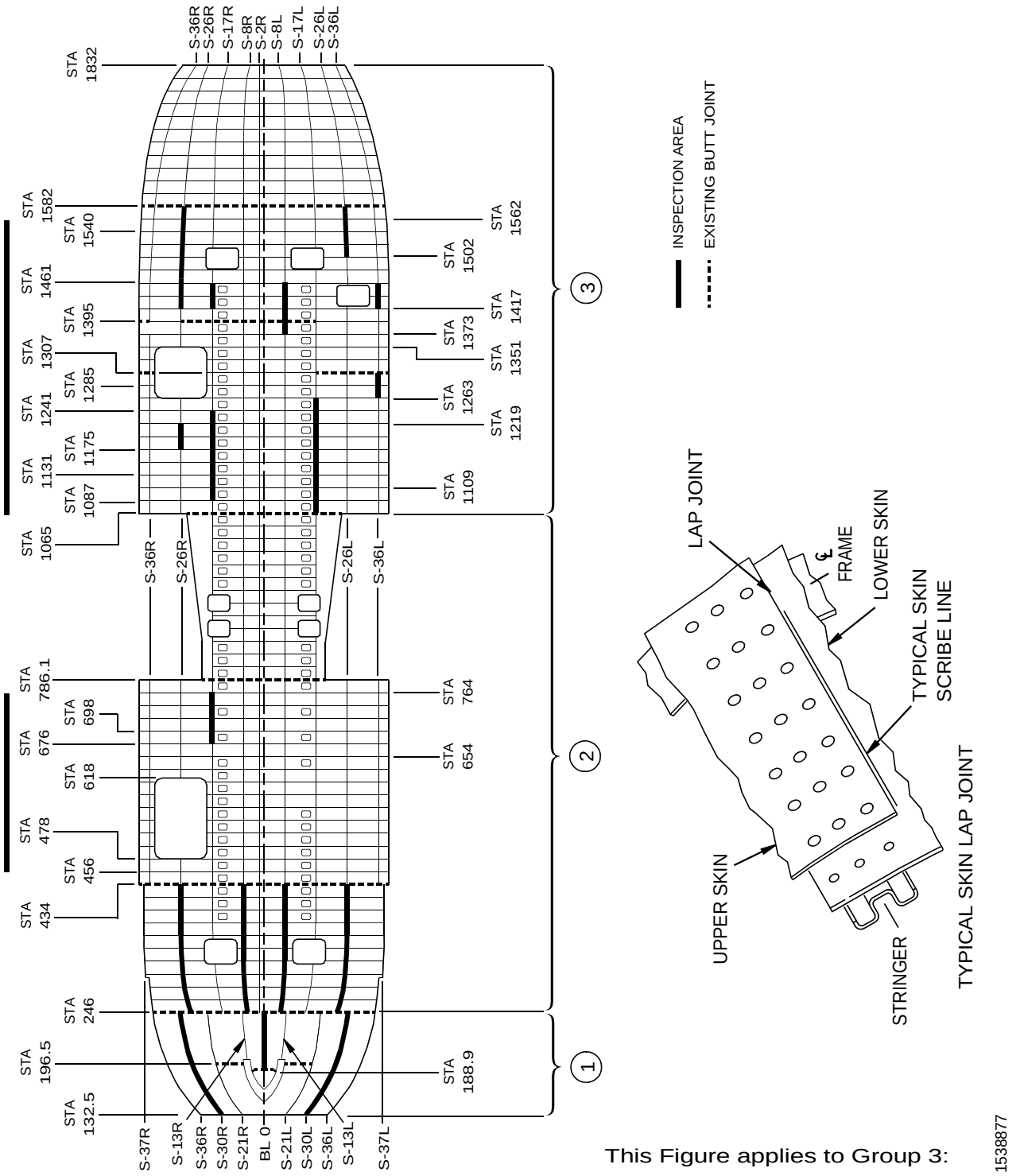


FIGURE 27: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 3)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-26R, STA 246 To STA 434	-	(a)
			S-17R, STA 676 To STA 764		
			S-8R, STA 246 To STA 434		
			S-8L, STA 246 To STA 434		
			S-26L, STA 246 To STA 434		
3	Inspect	Lower Skin	S-26R, STA 1175 To STA 1219	-	(a)
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1087 To STA 1241		
			S-17R, STA 1417 To STA 1461		
			S-8L, STA 1373 To STA 1461		
			S-17L, STA 1065 To STA 1263		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1263 To STA 1307		
			S-36L, STA 1417 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 27: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 3)

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FIGURE 28: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 4)

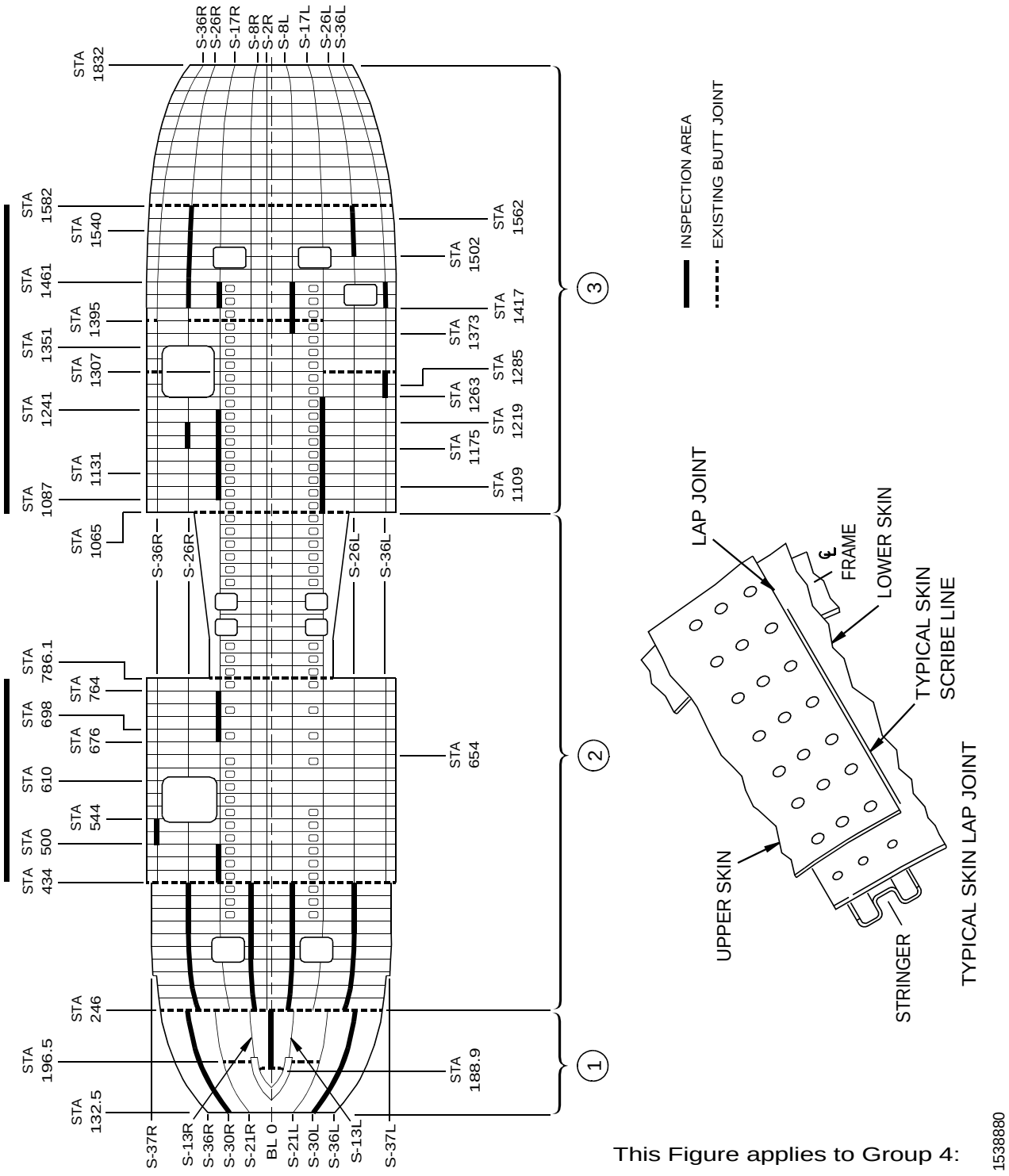


FIGURE 28: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 4)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-36R, STA 500 To STA 544	-	(a)
			S-26R, STA 246 To STA 434		
			S-17R, STA 434 To STA 500		
			S-17R, STA 676 To STA 764		
			S-8R, STA 246 To STA 434		
			S-8L, STA 246 To STA 434		
			S-26L, STA 246 To STA 434		
3	Inspect	Lower Skin	S-26R, STA 1175 To STA 1219	-	(a)
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1087 To STA 1241		
			S-17R, STA 1417 To STA 1461		
			S-8L, STA 1373 To STA 1461		
			S-17L, STA 1065 To STA 1263		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1263 To STA 1307		
			S-36L, STA 1417 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 28: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 4)

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FIGURE 29: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 5)

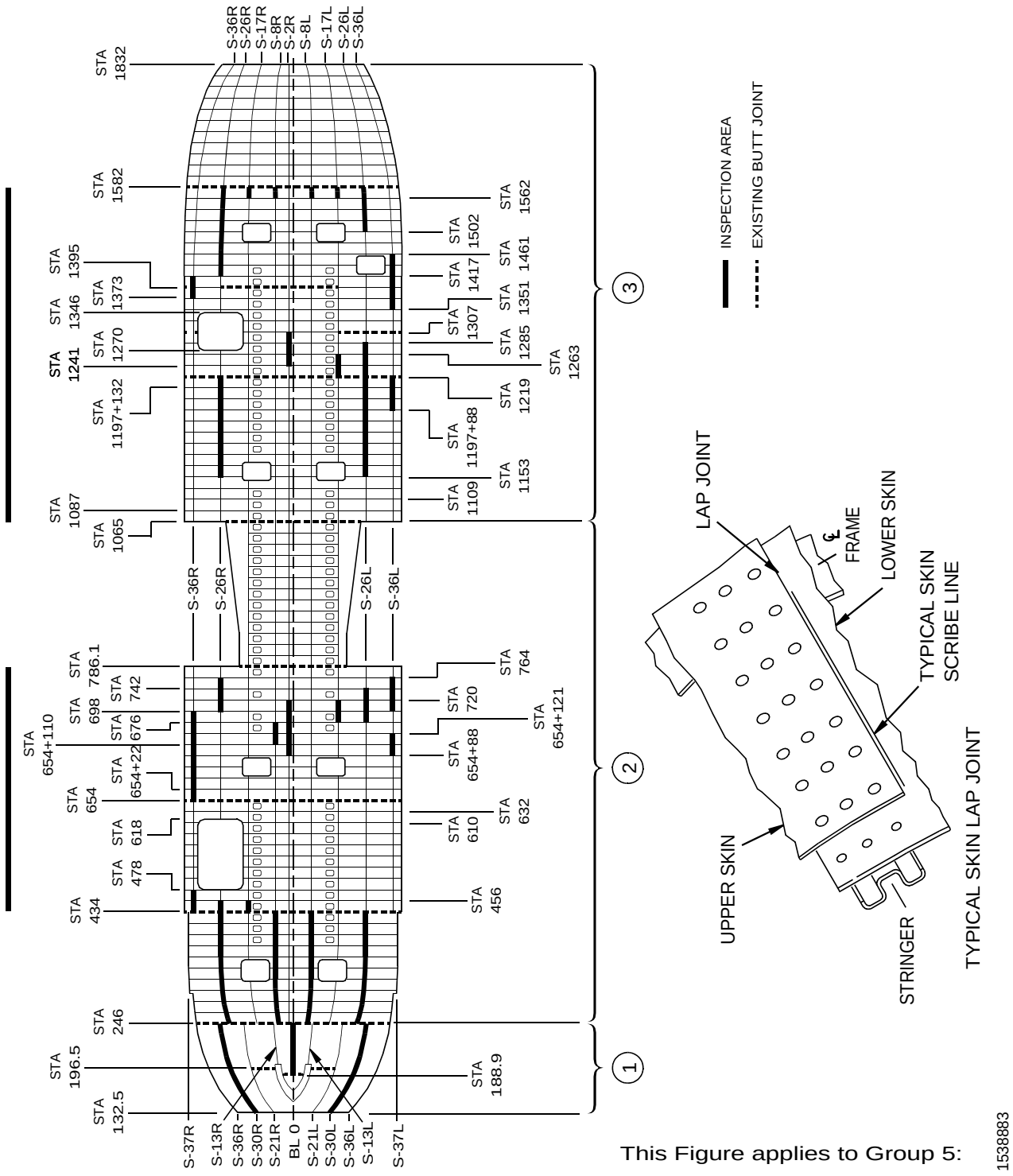


FIGURE 29: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 5)

(SHEET 1 OF 3)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-36R, STA 434 To STA 478	-	(a)
			S-36R, STA 654 To STA 698		
			S-26R, STA 246 To STA 456		
			S-26R, STA 698 To STA 764		
			S-17R, STA 434 To STA 456		
			S-8R, STA 246 To STA 434		
			S-8R, STA 654+110 To STA 676		
			S-2R, STA 654+88 To STA 720		
			S-8L, STA 246 To STA 434		
			S-17L, STA 676 To STA 720		
			S-26L, STA 246 To STA 434		
			S-26L, STA 676 To STA 742		
			S-36L, STA 654+88 To STA 654+121		
			S-36L, STA 698 To STA 764		

FIGURE 29: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 5)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
3	Inspect	Lower Skin	S-36R, STA 1373 To STA 1417	-	(a)
			S-26R, STA 1153 To STA 1219		
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1562 To STA 1582		
			S-8R, STA 1562 To STA 1582		
			S-2R, STA 1241 To STA 1307		
			S-8L, STA 1562 To STA 1582		
			S-17L, STA 1219 To STA 1263		
			S-17L, STA 1562 To STA 1582		
			S-26L, STA 1153 To STA 1285		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1197+88 To STA 1219		
			S-36L, STA 1351 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 29: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 5)
(SHEET 3 OF 3)

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FIGURE 30: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 6)

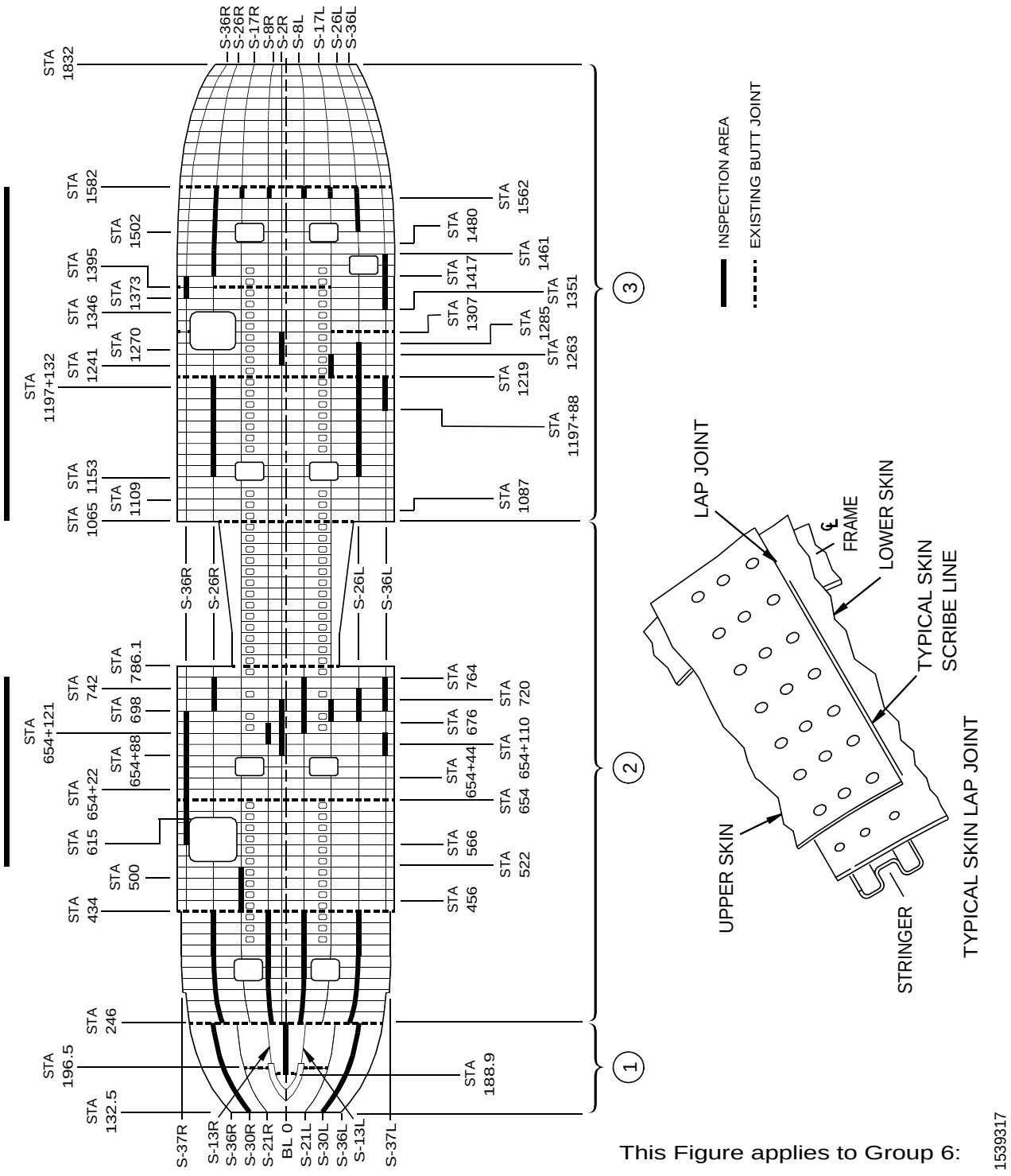


FIGURE 30: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 6)

(SHEET 1 OF 3)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-36R, STA 566 To STA 698	-	(a)
			S-26R, STA 246 To STA 434		
			S-26R, STA 698 To STA 764		
			S-17R, STA 434 To STA 522		
			S-8R, STA 246 To STA 434		
			S-8R, STA 654+110 To STA 676		
			S-2R, STA 654+88 To STA 720		
			S-8L, STA 246 To STA 434		
			S-8L, STA 654+121 To STA 764		
			S-17L, STA 676 To STA 720		
			S-26L, STA 246 To STA 434		
			S-26L, STA 676 To STA 742		
			S-36L, STA 654+88 To STA 654+121		
			S-36L, STA 698 To STA 764		

FIGURE 30: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 6)

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ALERT **ALERT**

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
3	Inspect	Lower Skin	S-36R, STA 1373 To STA 1417	-	(a)
			S-26R, STA 1153 To STA 1219		
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1562 To STA 1582		
			S-8R, STA 1562 To STA 1582		
			S-2R, STA 1241 To STA 1307		
			S-8L, STA 1562 To STA 1582		
			S-17L, STA 1219 To STA 1263		
			S-17L, STA 1562 To STA 1582		
			S-26L, STA 1153 To STA 1285		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1197+88 To STA 1219		
			S-36L, STA 1351 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 30: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 6)
(SHEET 3 OF 3)

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FIGURE 31: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 7)

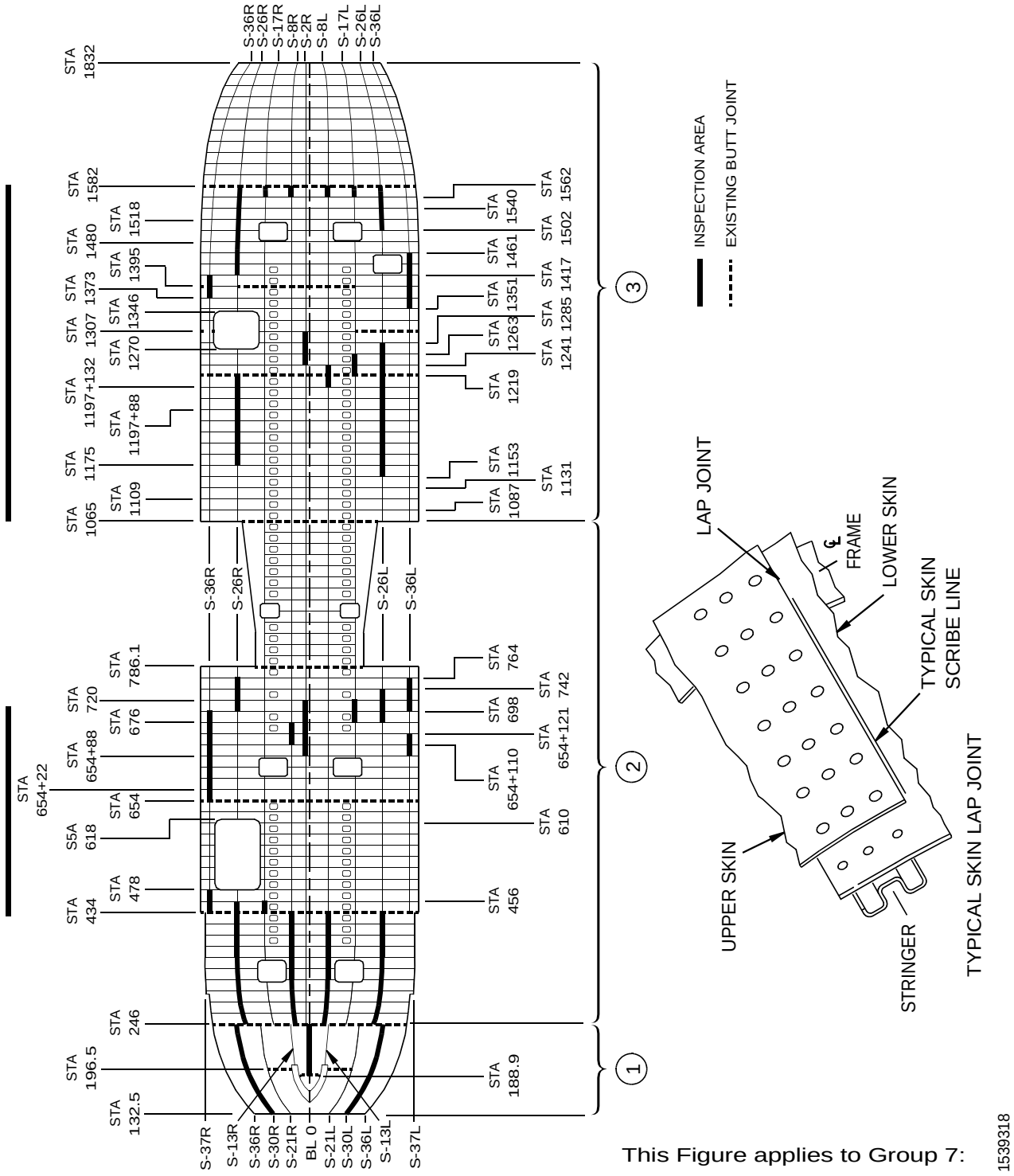


FIGURE 31: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 7)

(SHEET 1 OF 3)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-36R, STA 434 To STA 478	-	(a)
			S-36R, STA 654 To STA 698		
			S-26R, STA 246 To STA 456		
			S-26R, STA 698 To STA 764		
			S-17R, STA 434 To STA 456		
			S-8R, STA 246 To STA 434		
			S-8R, STA 654+110 To STA 676		
			S-2R, STA 654+88 To STA 720		
			S-8L, STA 246 To STA 434		
			S-17L, STA 676 To STA 720		
			S-26L, STA 246 To STA 434		
			S-26L, STA 676 To STA 742		
			S-36L, STA 654+88 To STA 654+121		
			S-36L, STA 698 To STA 764		

FIGURE 31: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 7)

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ALERT **ALERT**

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
3	Inspect	Lower Skin	S-36R, STA 1373 To STA 1417	-	(a)
			S-26R, STA 1175 To STA 1219		
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1562 To STA 1582		
			S-8R, STA 1562 To STA 1582		
			S-2R, STA 1241 To STA 1307		
			S-8L, STA 1197+132 To STA 1241		
			S-8L, STA 1562 To STA 1582		
			S-17L, STA 1219 To STA 1263		
			S-17L, STA 1562 To STA 1582		
			S-26L, STA 1153 To STA 1285		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1351 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 31: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 7)
(SHEET 3 OF 3)

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FIGURE 32: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 8)

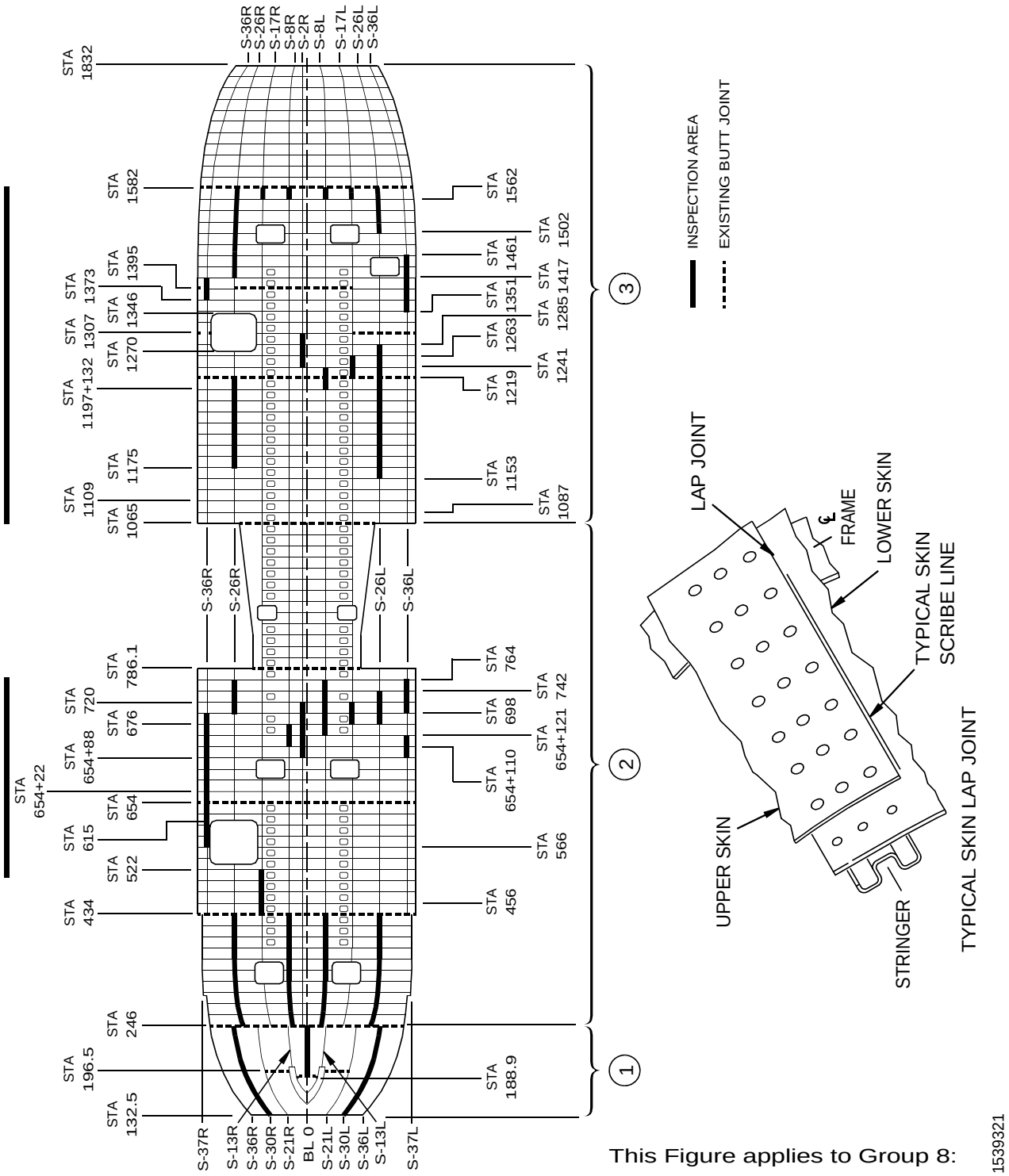


FIGURE 32: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 8)

(SHEET 1 OF 3)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-36R, STA 566 To STA 698	-	(a)
			S-26R, STA 246 To STA 434		
			S-26R, STA 698 To STA 764		
			S-17R, STA 434 To STA 522		
			S-8R, STA 246 To STA 434		
			S-8R, STA 654+110 To STA 676		
			S-2R, STA 654+88 To STA 720		
			S-8L, STA 246 To STA 434		
			S-8L, STA 654+121 To STA 764		
			S-17L, STA 676 To STA 720		
			S-26L, STA 246 To STA 434		
			S-26L, STA 676 To STA 742		
			S-36L, STA 654+88 To STA 654+121		
			S-36L, STA 698 To STA 764		

FIGURE 32: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 8)
(SHEET 2 OF 3)

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ALERT **ALERT**

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
3	Inspect	Lower Skin	S-36R, STA 1373 To STA 1417	-	(a)
			S-26R, STA 1175 To STA 1219		
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1562 To STA 1582		
			S-8R, STA 1562 To STA 1582		
			S-2R, STA 1241 To STA 1307		
			S-8L, STA 1197+132 To STA 1241		
			S-8L, STA 1562 To STA 1582		
			S-17L, STA 1219 To STA 1263		
			S-17L, STA 1562 To STA 1582		
			S-26L, STA 1153 To STA 1285		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1351 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 32: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 8)
(SHEET 3 OF 3)

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FIGURE 33: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 9)

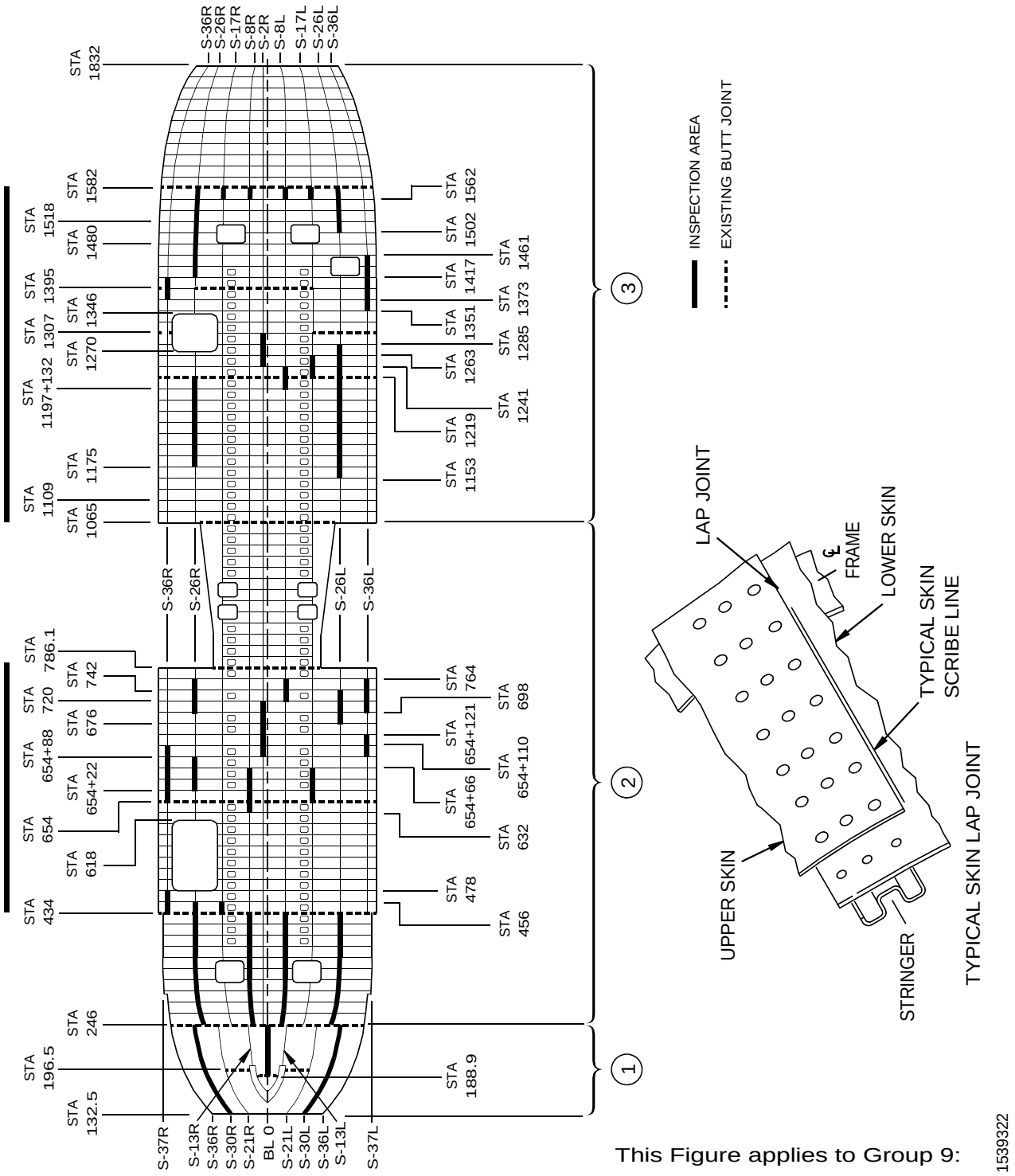


FIGURE 33: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 9)

(SHEET 1 OF 3)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-36R, STA 434 To STA 478	-	(a)
			S-36R, STA 654 To STA 654+110		
			S-26R, STA 246 To STA 456		
			S-26R, STA 654+22 To STA 654+88		
			S-26R, STA 698 To STA 764		
			S-17R, STA 434 To STA 456		
			S-8R, STA 246 To STA 434		
			S-8R, STA 632 To STA 654+66		
			S-2R, STA 654+88 To STA 720		
			S-8L, STA 246 To STA 434		
			S-8L, STA 720 To STA 764		
			S-17L, STA 654 To STA 654+66		
			S-26L, STA 246 To STA 434		
			S-26L, STA 676 To STA 742		
			S-36L, STA 654+88 To STA 654+121		
			S-36L, STA 698 To STA 764		

FIGURE 33: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 9)

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ALERT **ALERT**

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
3	Inspect	Lower Skin	S-36R, STA 1373 To STA 1417	-	(a)
			S-26R, STA 1175 To STA 1219		
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1562 To STA 1582		
			S-8R, STA 1562 To STA 1582		
			S-2R, STA 1241 To STA 1307		
			S-8L, STA 1197+132 To STA 1241		
			S-8L, STA 1562 To STA 1582		
			S-17L, STA 1219 To STA 1263		
			S-17L, STA 1562 To STA 1582		
			S-26L, STA 1153 To STA 1285		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1351 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 33: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 9)
(SHEET 3 OF 3)

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ALERT **ALERT**

FIGURE 34: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 10)

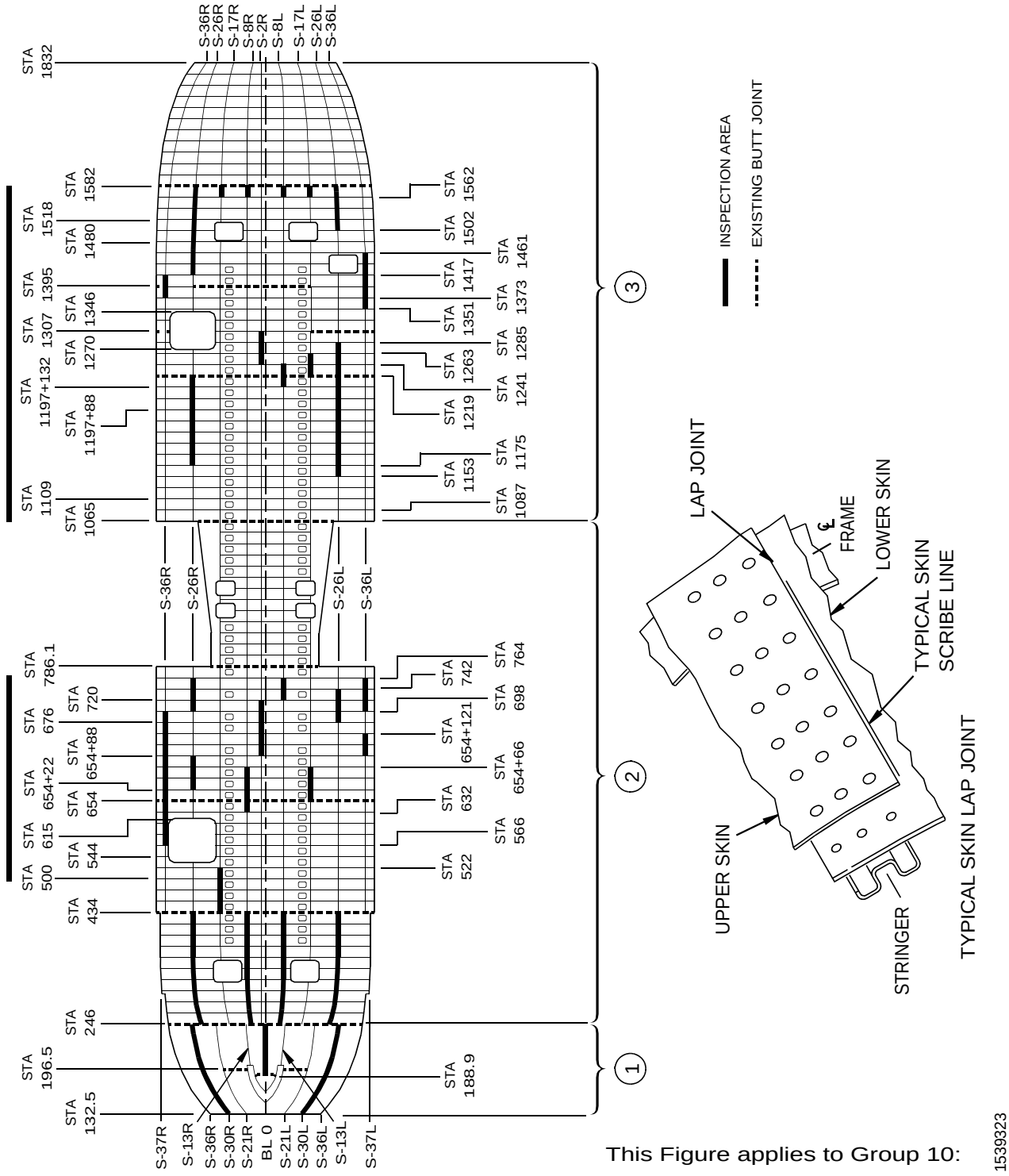


FIGURE 34: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 10)

(SHEET 1 OF 3)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-36R, STA 566 To STA 698	-	(a)
			S-26R, STA 246 To STA 434		
			S-26R, STA 654+22 To STA 654+88		
			S-26R, STA 698 To STA 764		
			S-17R, STA 434 To STA 522		
			S-8R, STA 246 To STA 434		
			S-8R, STA 632 To STA 654+66		
			S-2R, STA 654+88 To STA 720		
			S-8L, STA 246 To STA 434		
			S-8L, STA 720 To STA 764		
			S-17L, STA 654 To STA 654+66		
			S-26L, STA 246 To STA 434		
			S-26L, STA 676 To STA 742		
			S-36L, STA 654+88 To STA 654+121		
			S-36L, STA 698 To STA 764		

FIGURE 34: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 10)
(SHEET 2 OF 3)

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ALERT **ALERT**

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
3	Inspect	Lower Skin	S-36R, STA 1373 To STA 1417	-	(a)
			S-26R, STA 1175 To STA 1219		
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1562 To STA 1582		
			S-8R, STA 1562 To STA 1582		
			S-2R, STA 1241 To STA 1307		
			S-8L, STA 1197+132 To STA 1241		
			S-8L, STA 1562 To STA 1582		
			S-17L, STA 1219 To STA 1263		
			S-17L, STA 1562 To STA 1582		
			S-26L, STA 1153 To STA 1285		
			S-26L, STA 1502 To STA 1582		
			S-36L, STA 1351 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

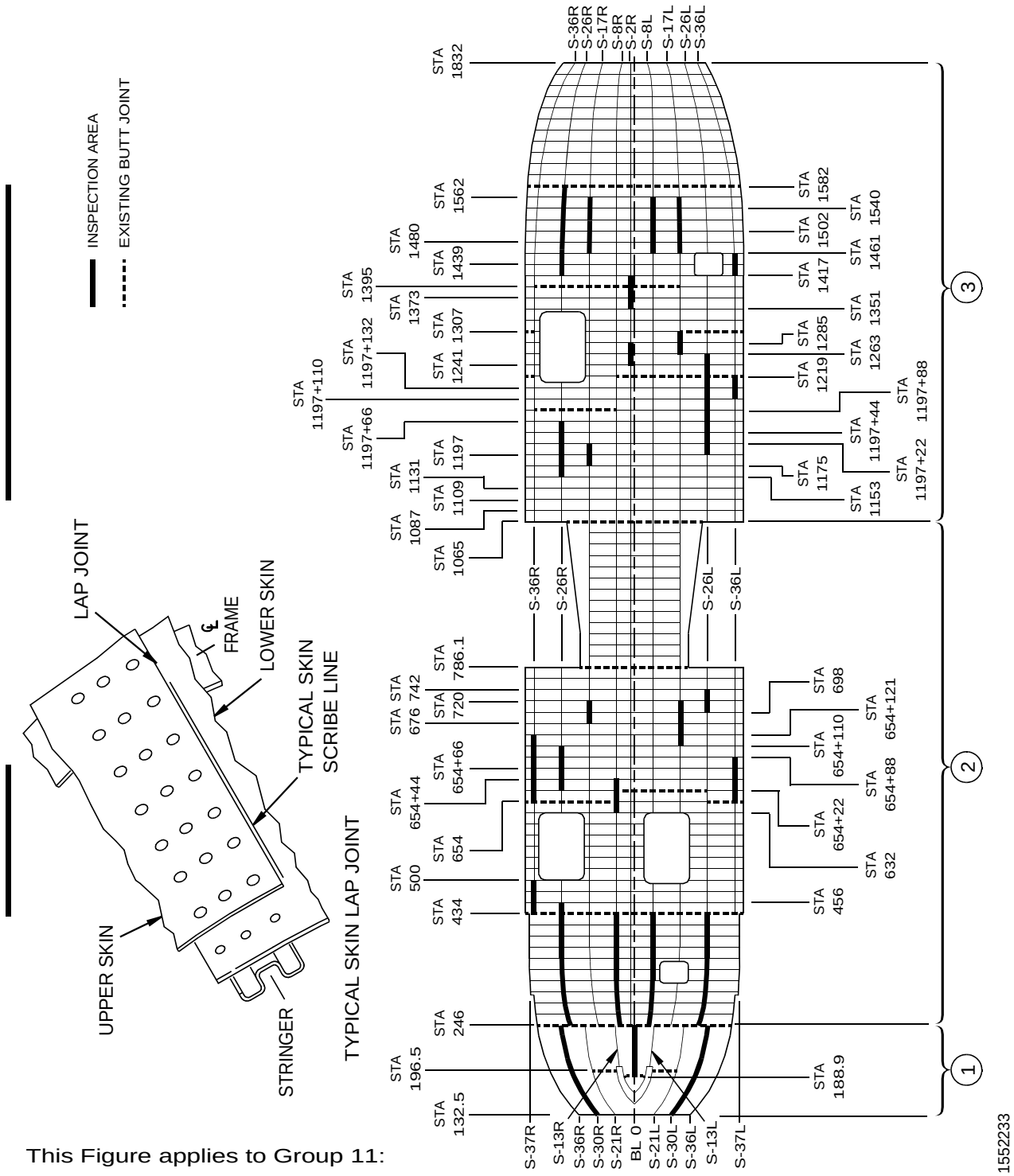
NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 34: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 10)
(SHEET 3 OF 3)

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FIGURE 35: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 11)



This Figure applies to Group 11:

FIGURE 35: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 11)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-36R, STA 434 To STA 500	-	(a)
			S-36R, STA 654 To STA 654+121		
			S-26R, STA 246 To STA 456		
			S-26R, STA 654+22 To STA 654+110		
			S-17R, STA 676 To STA 720		
			S-8R, STA 246 To STA 434		
			S-8R, STA 632 To STA 654+44		
			S-8L, STA 246 To STA 434		
			S-17L, STA 654+110 To STA 720		
			S-26L, STA 246 To STA 434		
			S-26L, STA 698 To STA 742		
			S-36L, STA 654 To STA 654+88		
3	Inspect	Lower Skin	S-26R, STA 1153 To STA 1197+66	-	(a)
			S-26R, STA 1417 To STA 1582		
			S-17R, STA 1175 To STA 1197+22		
			S-17R, STA 1461 To STA 1562		
			S-2R, STA 1241 To STA 1285		
			S-2R, STA 1351 To STA 1417		
			S-8L, STA 1461 To STA 1562		
			S-17L, STA 1263 To STA 1307		
			S-17L, STA 1461 To STA 1562		
			S-26L, STA 1197 To STA 1263		
			S-36L, STA 1197+110 To STA 1219		
			S-36L, STA 1417 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

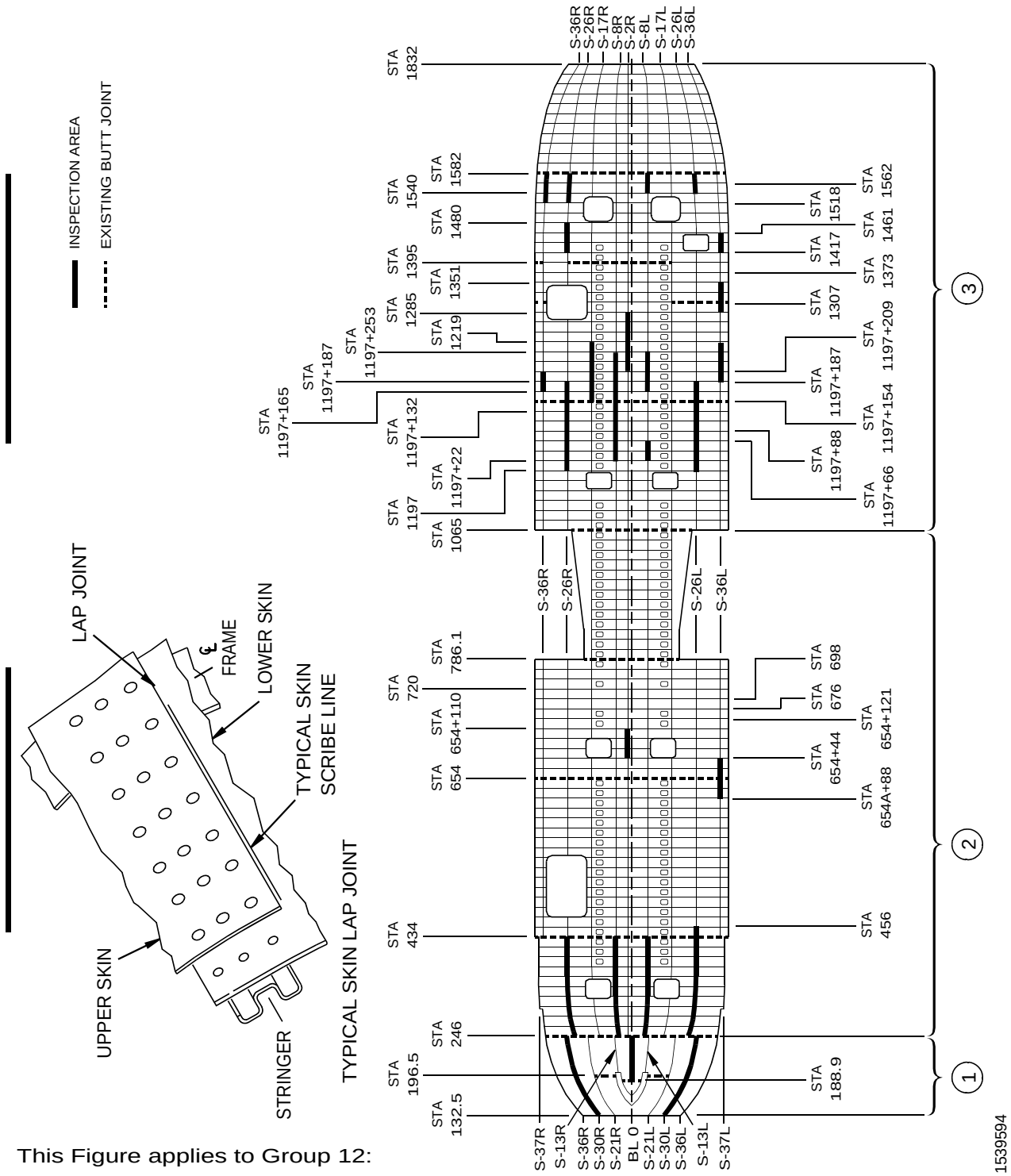
NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 35: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 11)
(SHEET 2 OF 2)

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FIGURE 36: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 12)



This Figure applies to Group 12:

FIGURE 36: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 12)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Lower Skin	S-30R, STA 132.5 To STA 246	-	(a)
			BL 0, STA 188.9 To STA 246		
			S-30L, STA 132.5 To STA 246		
2	Inspect	Lower Skin	S-26R, STA 246 To STA 434	-	(a)
			S-8R, STA 246 To STA 434		
			S-2R, STA 654+44 To STA 654+110		
			S-8L, STA 246 To STA 434		
			S-26L, STA 246 To STA 434		
			S-36L, STA 654A+88 To STA 654+44		
3	Inspect	Lower Skin	S-36R, STA 1197+165 To STA 1197+209	-	(a)
			S-36R, STA 1518 To STA 1582		
			S-26R, STA 1197 To STA 1197+187		
			S-26R, STA 1417 To STA 1480		
			S-26R, STA 1518 To STA 1582		
			S-17R, STA 1197+154 To STA 1219		
			S-8R, STA 1197+22 To STA 1197+253		
			S-2R, STA 1197+209 To STA 1285		
			S-8L, STA 1197+22 To STA 1197+66		
			S-8L, STA 1197+165 To STA 1197+253		
			S-8L, STA 1540 To STA 1582		
			S-26L, STA 1197 To STA 1197+187		
			S-26L, STA 1540 To STA 1582		
			S-36L, STA 1197+187 To STA 1219		
			S-36L, STA 1285 To STA 1351		
			S-36L, STA 1417 To STA 1461		

(a) Do a detailed inspection of the fuselage skin for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas near lap joints, scribe lines normally run parallel to the lap joint in the lower skin along the edge of the upper skin. These scribe lines are typically within 0.25 inch of the lower edge of the upper skin. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the lower edge of the upper skin. The ends of these scribe lines sometimes may also turn slightly away from the lap joint.

FIGURE 36: FUSELAGE - SKIN LAP JOINT - ZONE 3 INSPECTION (GROUP 12)
(SHEET 2 OF 2)

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FIGURE 37: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 1)

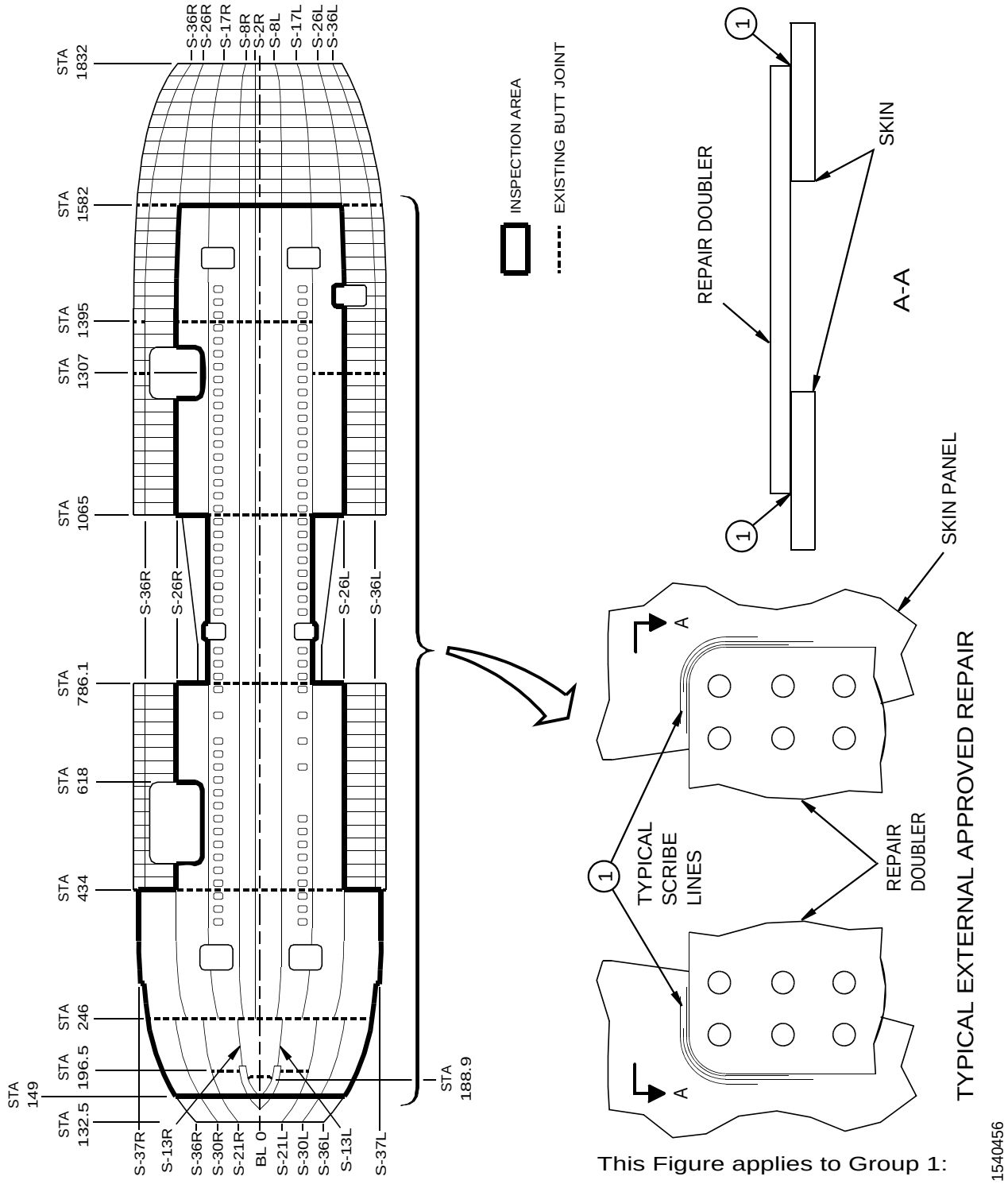


FIGURE 37: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 1)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 37: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 1)

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FIGURE 38: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 2)

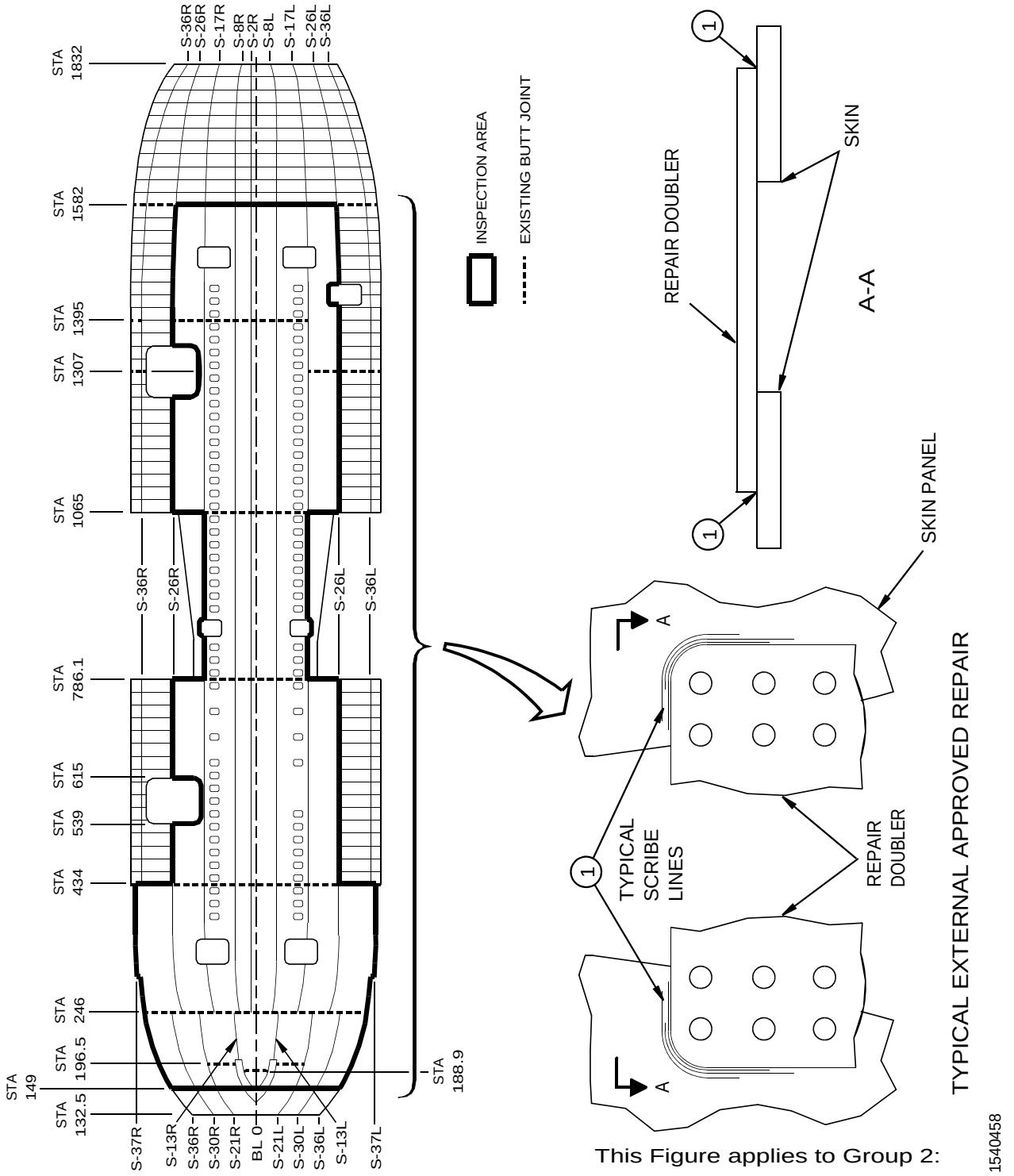


FIGURE 38: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 2)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 38: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 2)

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FIGURE 39: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 3)

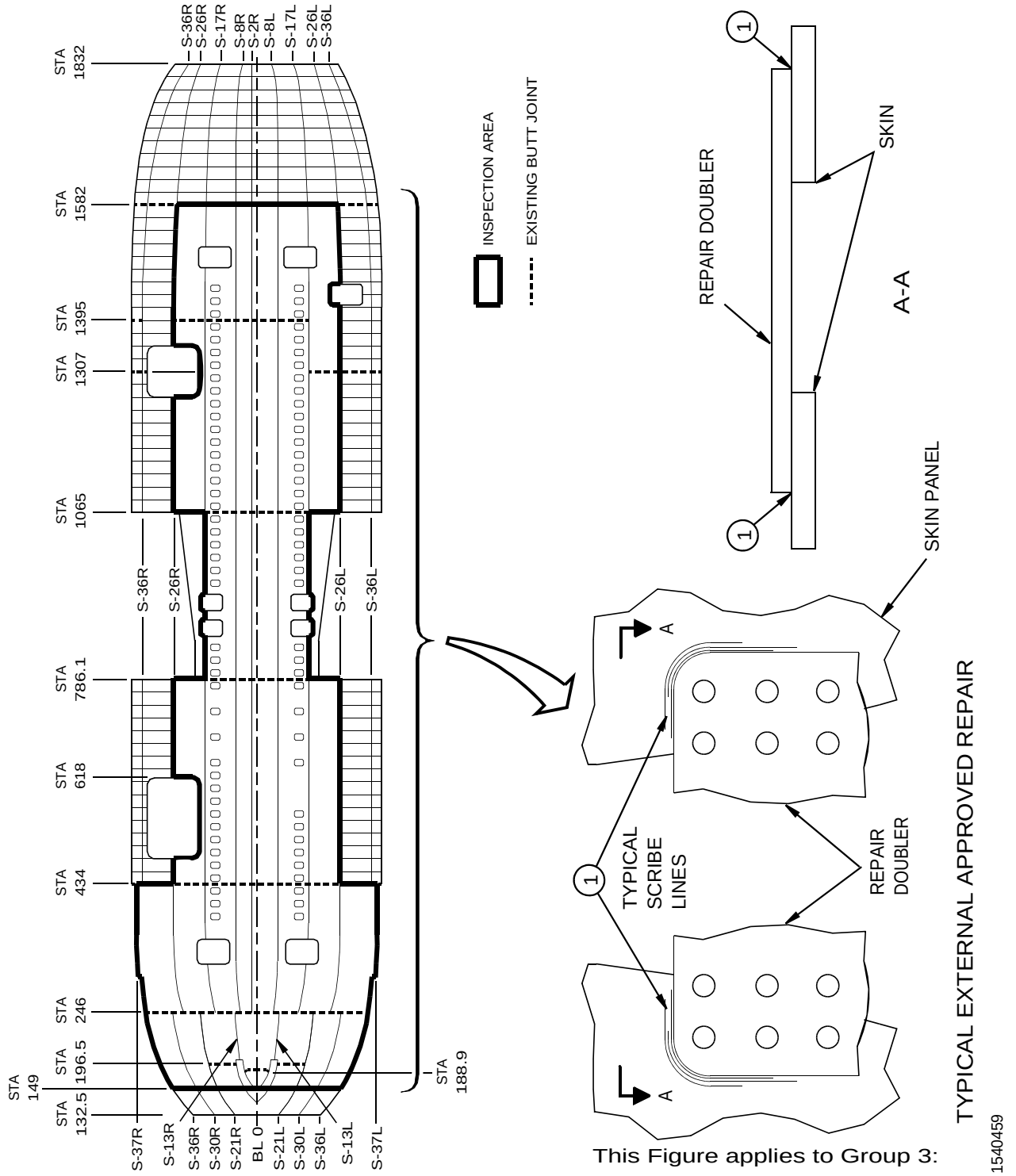


FIGURE 39: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 3)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 39: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 3)

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FIGURE 40: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 4)

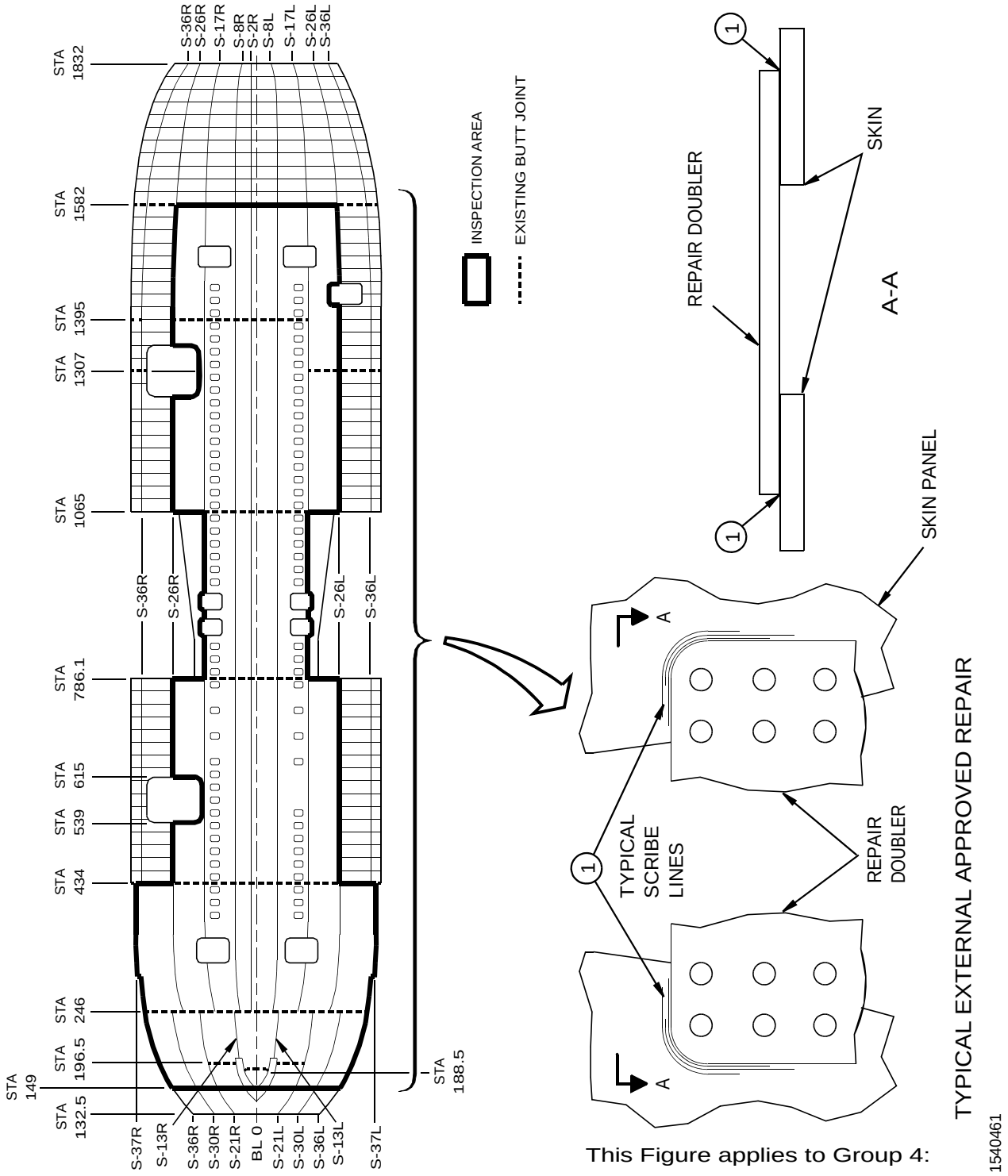


FIGURE 40: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 4)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 40: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 4)

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FIGURE 41: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 5)

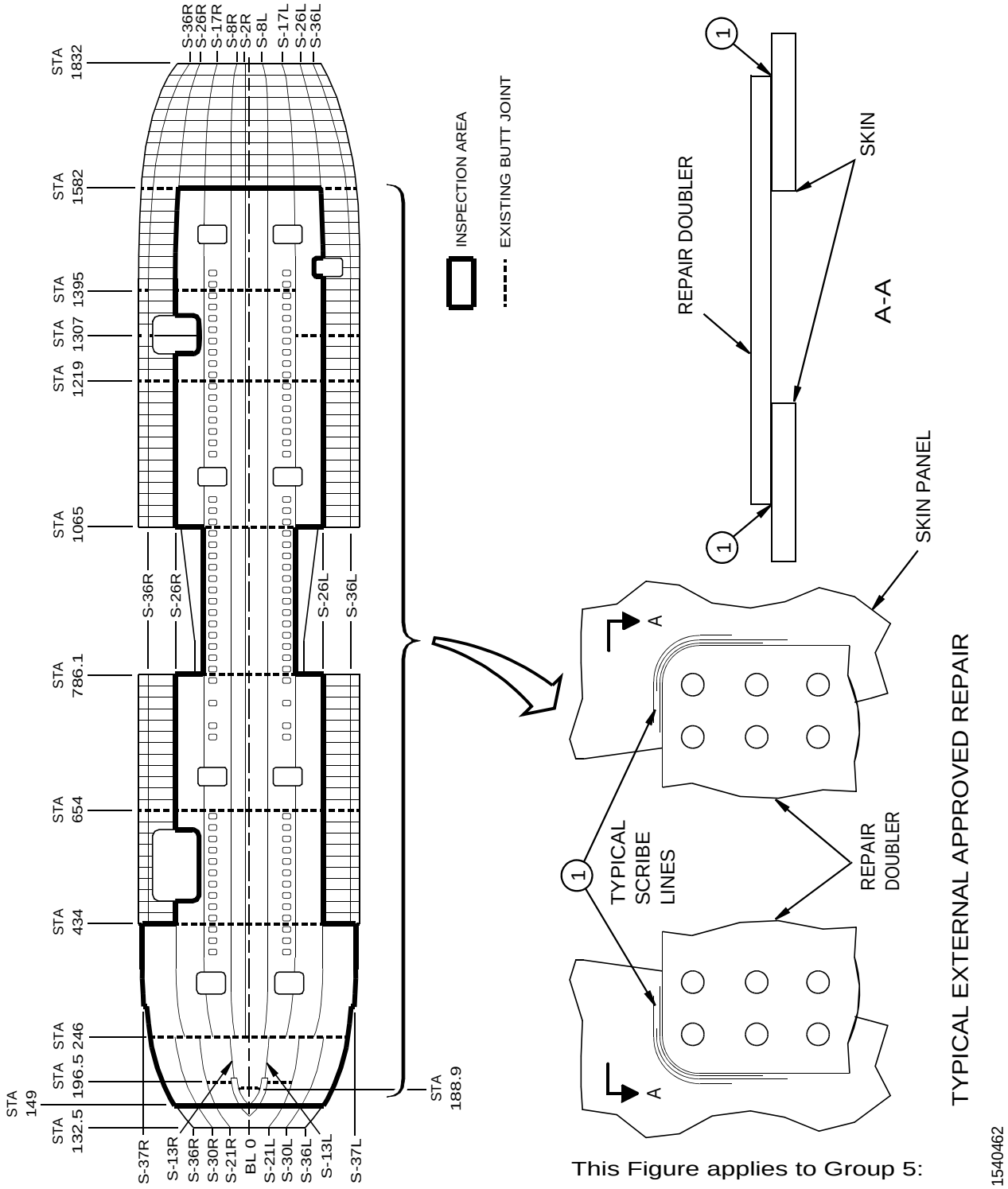


FIGURE 41: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 5)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 41: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 5)

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FIGURE 42: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 6)

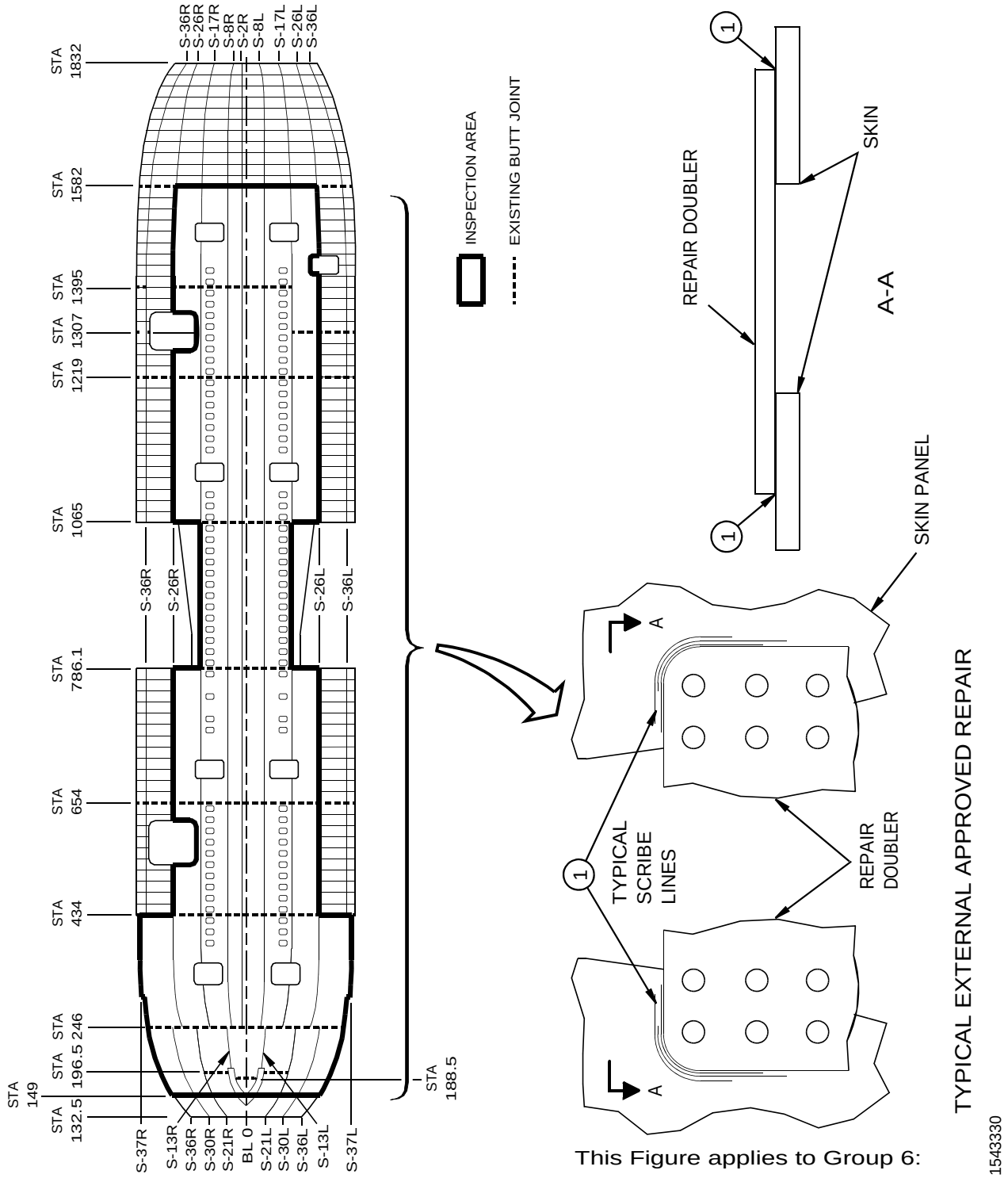


FIGURE 42: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 6)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 42: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 6)

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FIGURE 43: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 7)

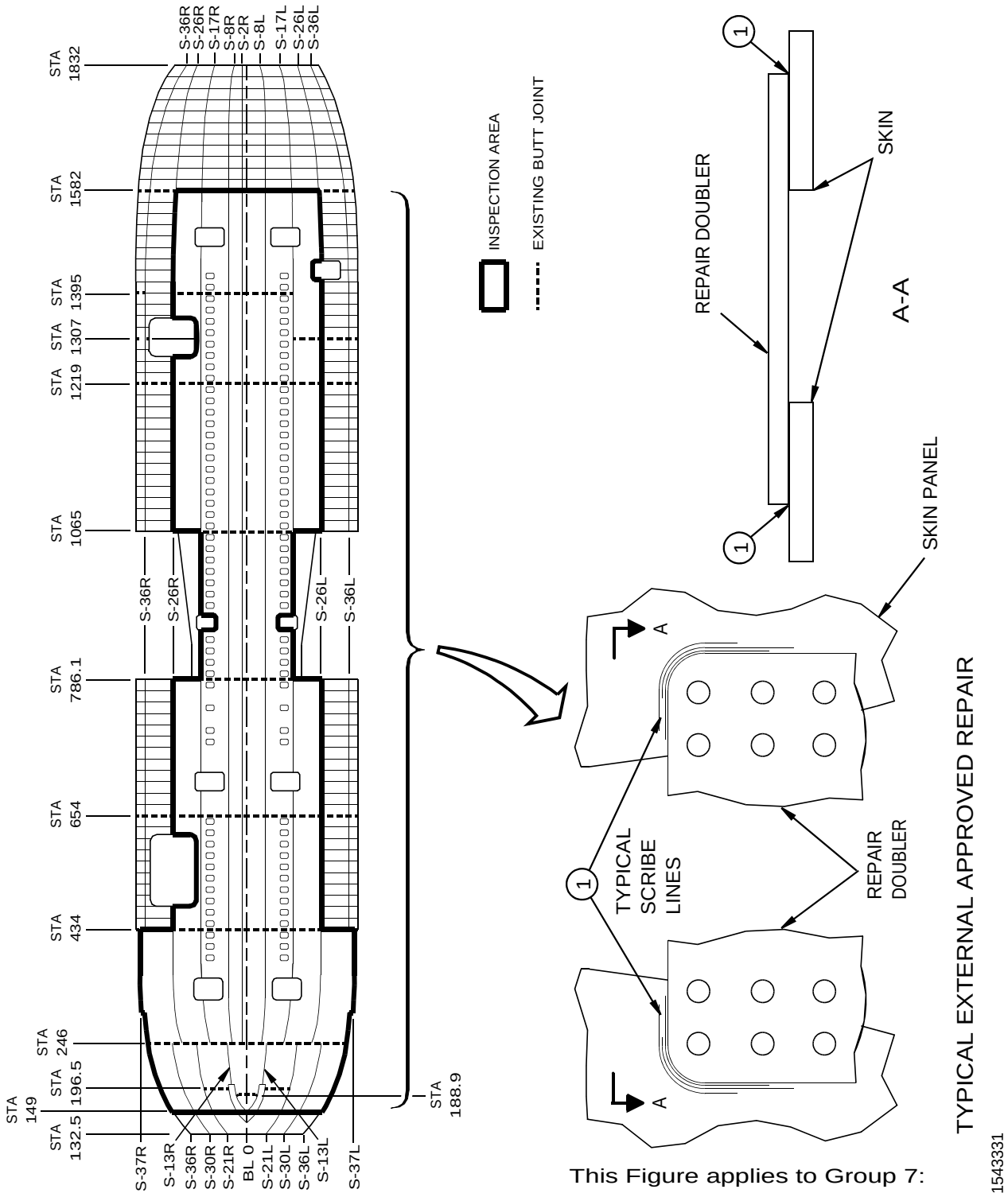


FIGURE 43: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 7)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 43: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 7)

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FIGURE 44: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 8)

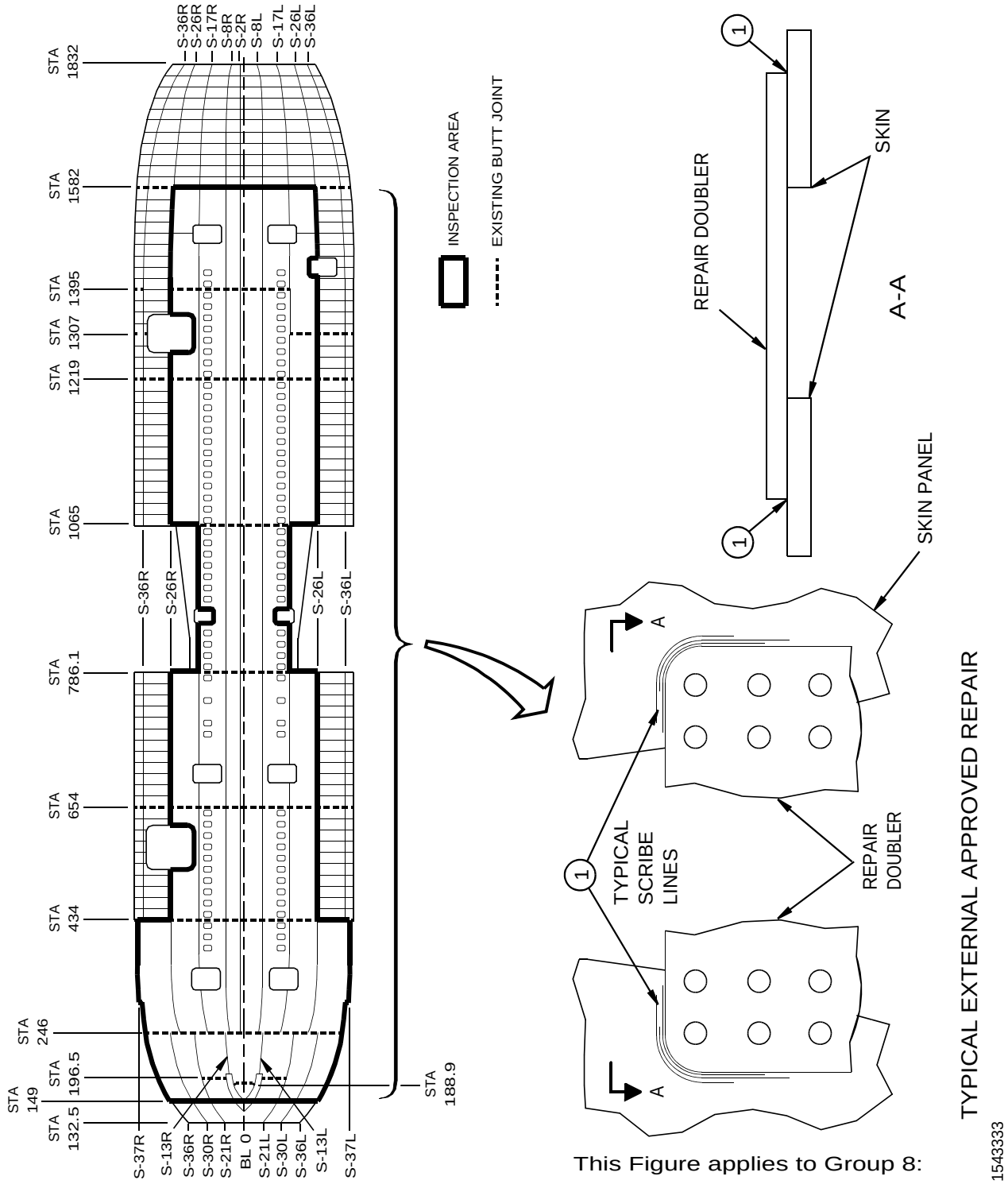


FIGURE 44: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 8)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 44: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 8)

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FIGURE 45: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 9)

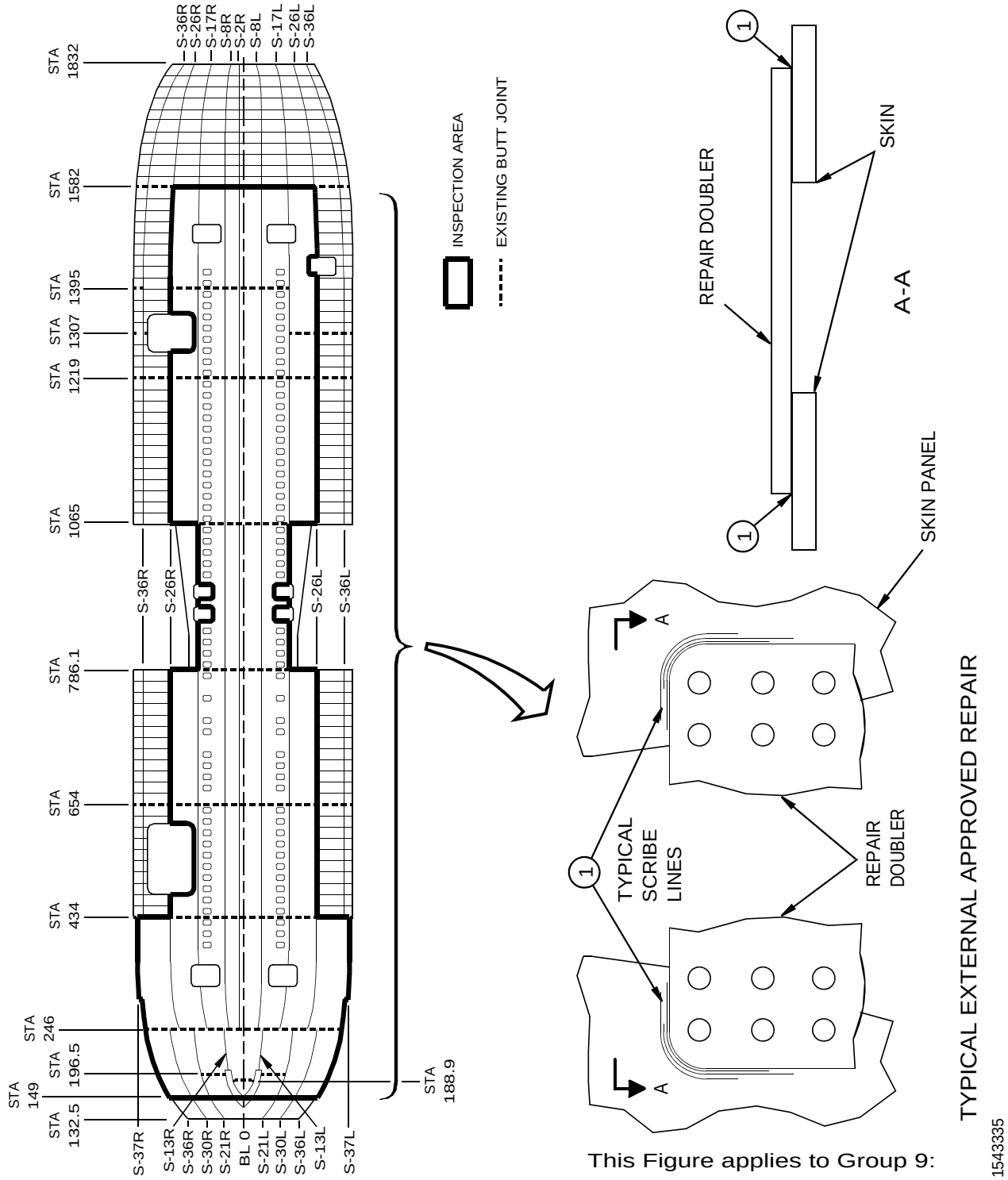


FIGURE 45: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 9)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 45: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 9)

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FIGURE 46: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 10)

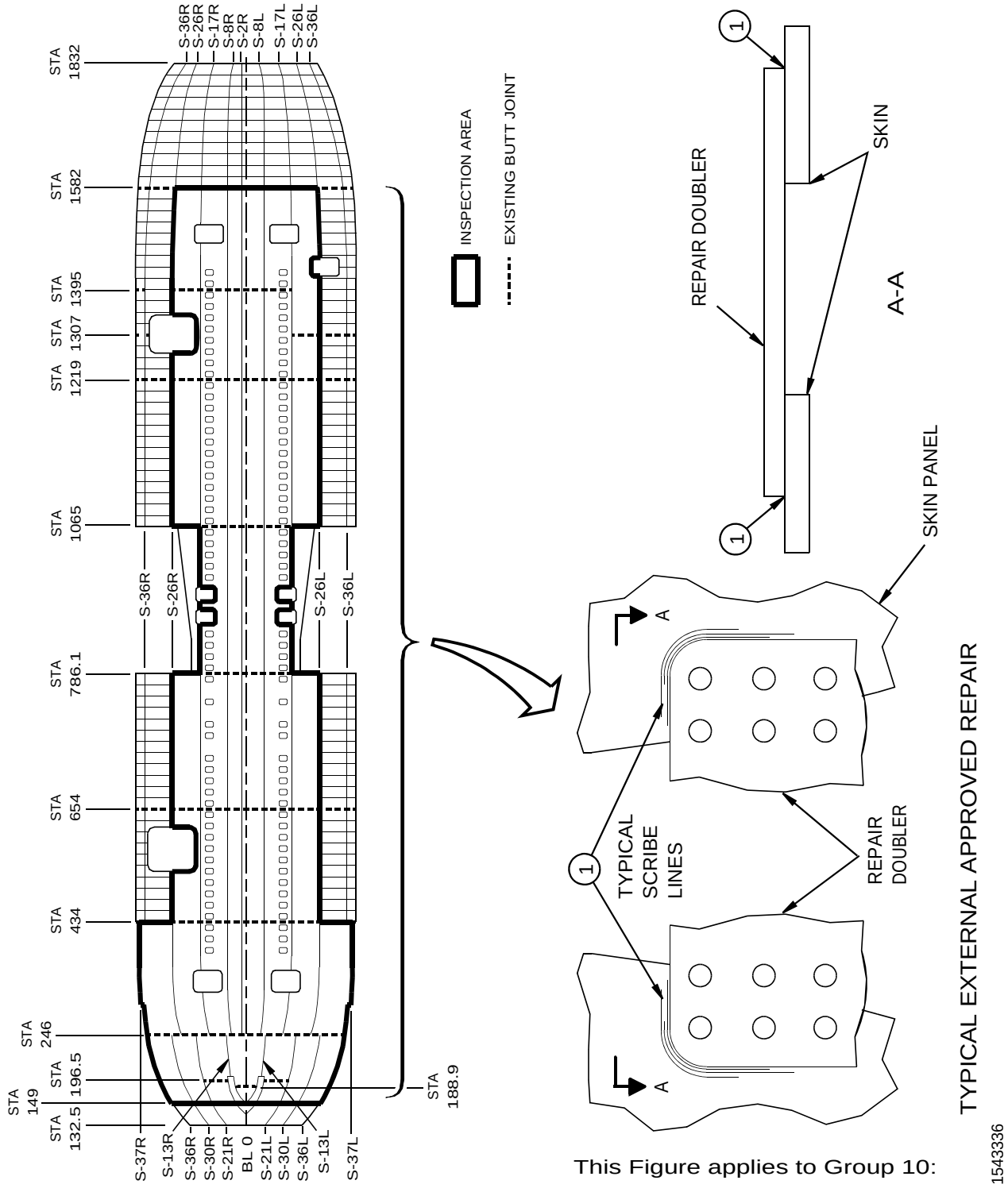


FIGURE 46: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 10)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 46: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 10)

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FIGURE 47: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 11)

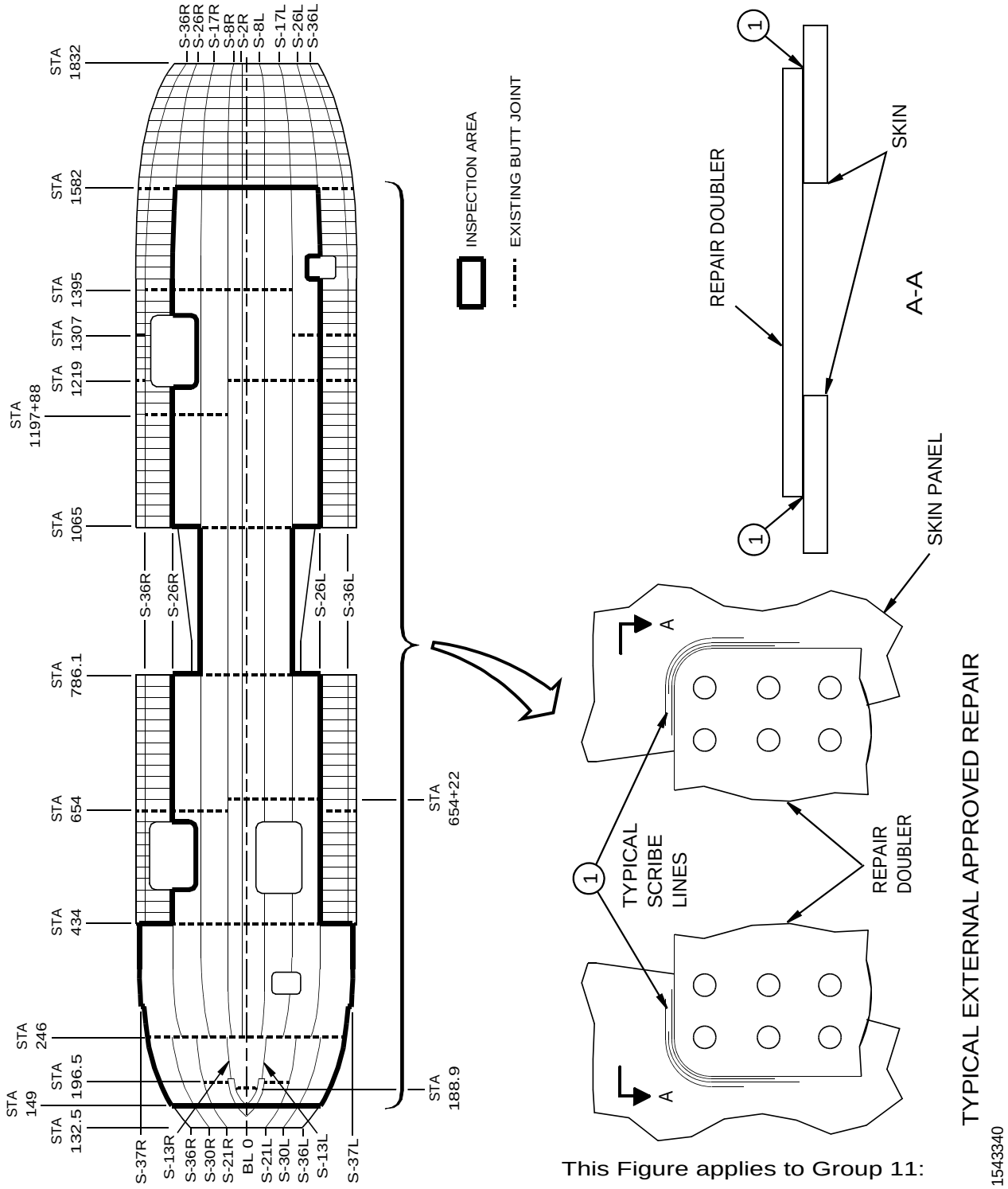


FIGURE 47: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 11)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 47: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 11)

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FIGURE 48: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 12)

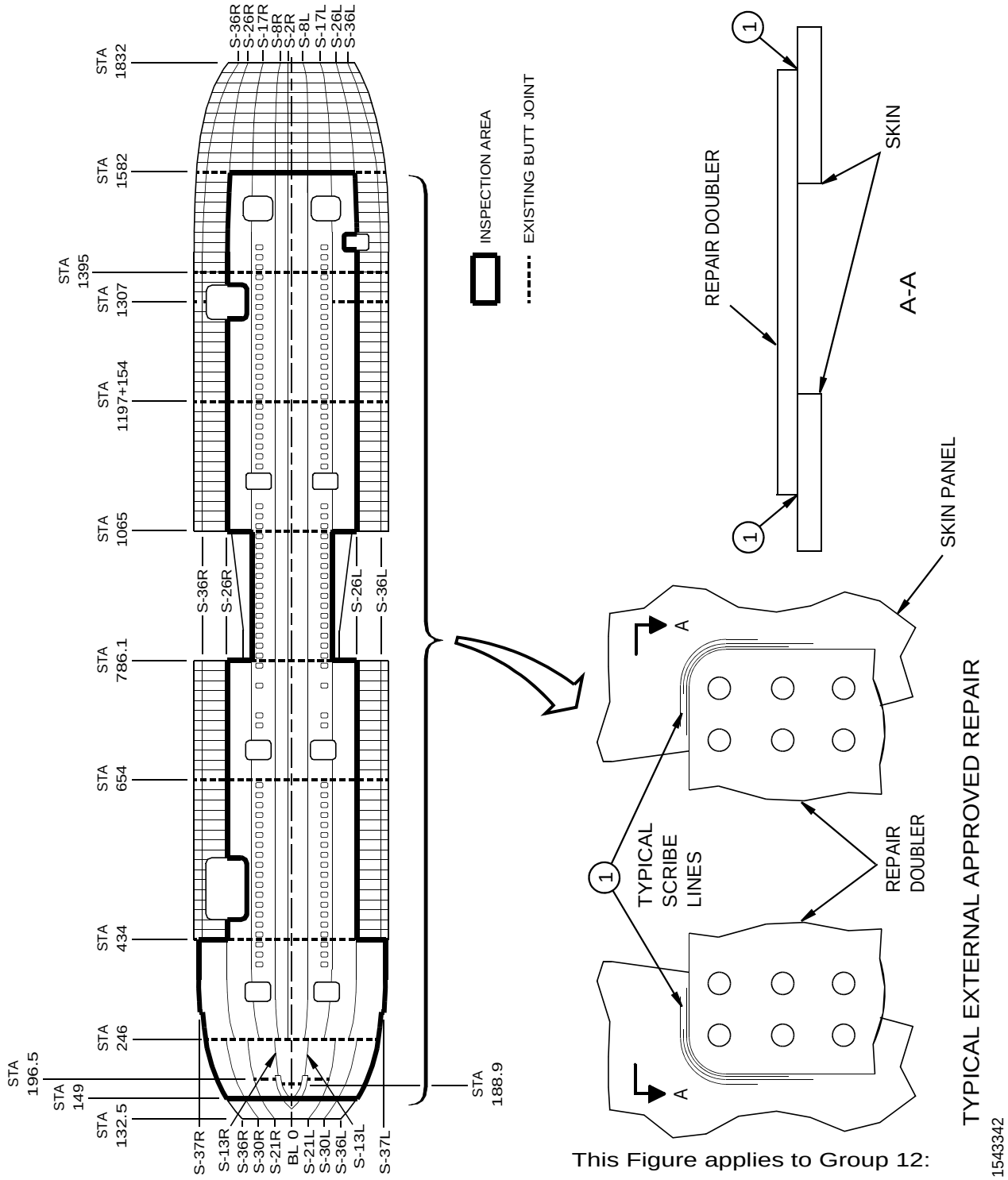


FIGURE 48: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 12)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Skin	STA 149 To STA 1582	-	(a)

(a) Do a detailed inspection of the fuselage skin around external approved repairs for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: Scribe lines normally run parallel to the external approved repair doubler along the edge of the repair. These scribe lines are typically within 0.25 inch of the doubler. In some cases, portions of the scribe lines may be directly adjacent to or slightly under the edge of the repair doubler.

FIGURE 48: FUSELAGE - EXTERNAL APPROVED REPAIRS - ZONE 1 INSPECTION (GROUP 12)

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FIGURE 49: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 1)

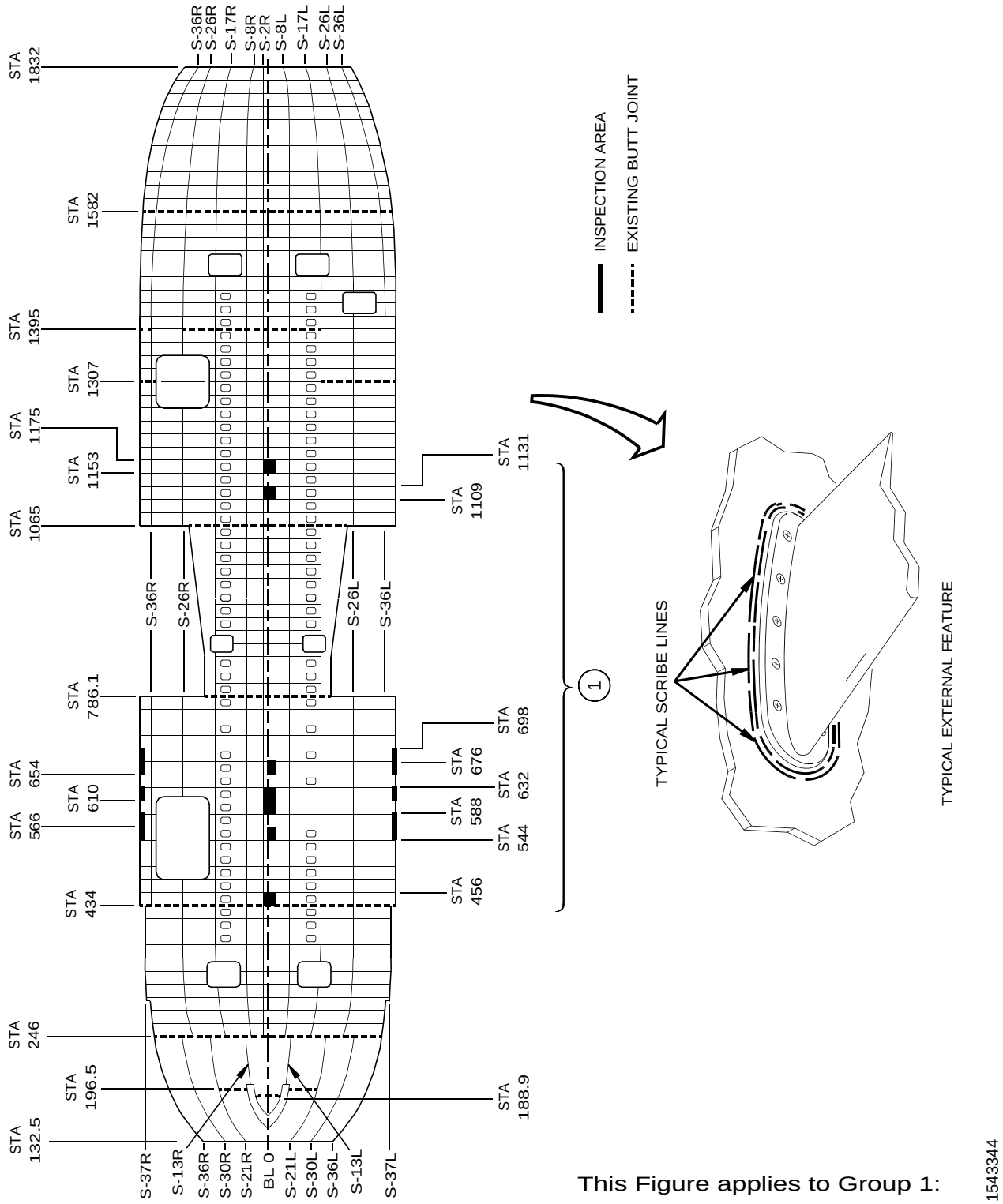


FIGURE 49: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 1)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 445	1	(a) (b)
		Upper Anti-Collision (Strobe) Light	S-1L-1R, STA 555	1	(a) (c)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (d)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (d)
		Very High Frequency (VHF) Antenna	S-1L-1R, STA 665	1	(a) (e)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (f)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (f)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (g)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 665	1	(a) (g)
		Fwd Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (h)
		Aft Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (h)
		Marker Beacon Antenna	Lower Fuselage C/L, STA 680	1	(a) (i)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 33-44-02.

(d) Refer to 767 AMM 34-58-02.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-57-03.

(g) Refer to 767 AMM 34-55-02.

(h) Refer to 767 AMM 34-33-02.

(i) Refer to 767 AMM 34-32-01.

FIGURE 49: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 1)
(SHEET 2 OF 2)

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FIGURE 50: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 2)

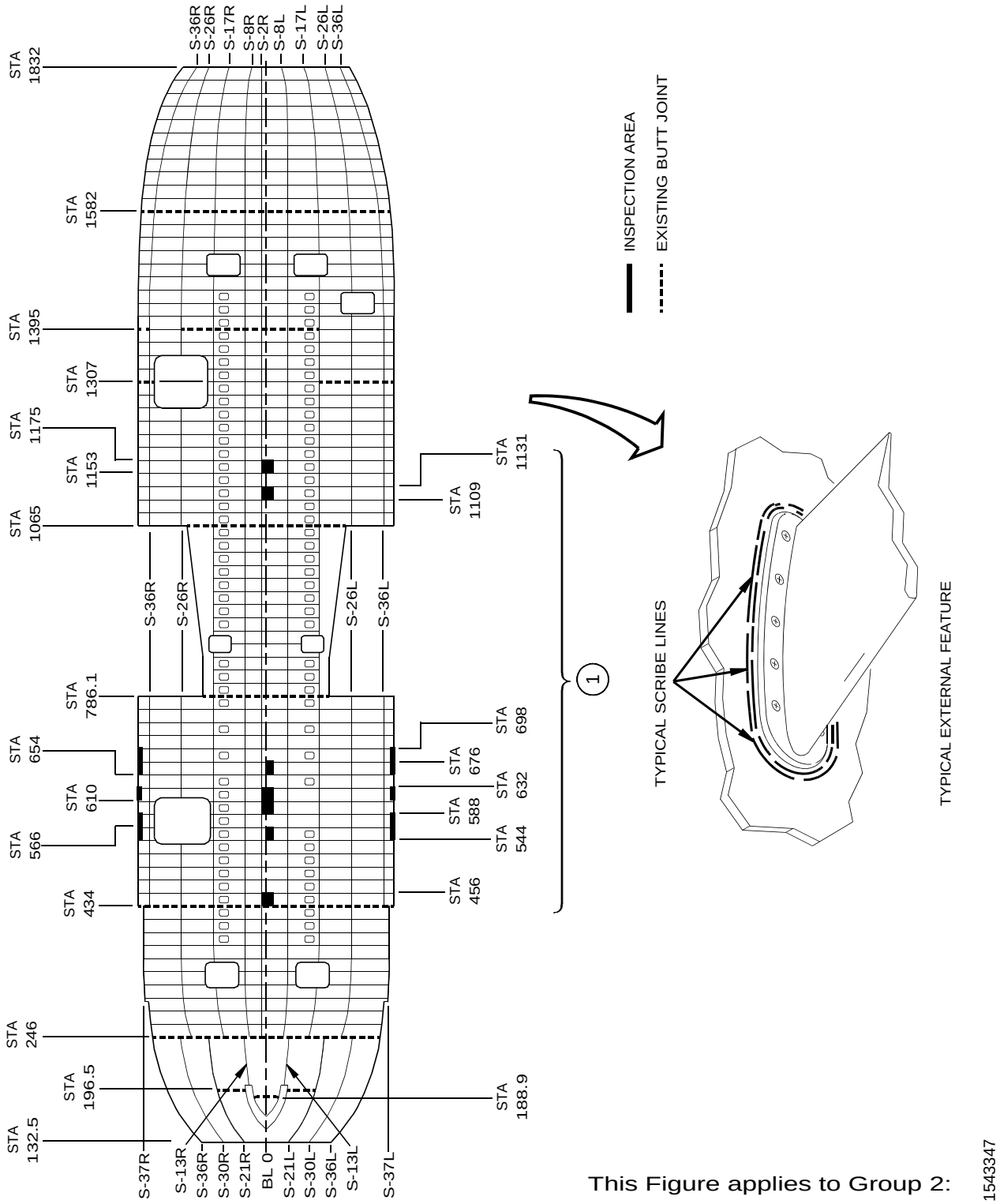


FIGURE 50: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 2)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 445	1	(a) (b)
		Upper Anti-Collision (Strobe) Light	S-1L-1R, STA 555	1	(a) (c)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (d)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (d)
		Very High Frequency (VHF) Antenna	S-1L-1R, STA 665	1	(a) (e)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (f)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (f)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (g)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 665	1	(a) (g)
		Fwd Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (h)
		Aft Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (h)
		Marker Beacon Antenna	Lower Fuselage C/L, STA 680	1	(a) (i)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 33-44-02.

(d) Refer to 767 AMM 34-58-02.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-57-03.

(g) Refer to 767 AMM 34-55-02.

(h) Refer to 767 AMM 34-33-02.

(i) Refer to 767 AMM 34-32-01.

FIGURE 50: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 2)
(SHEET 2 OF 2)

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FIGURE 51: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 3)

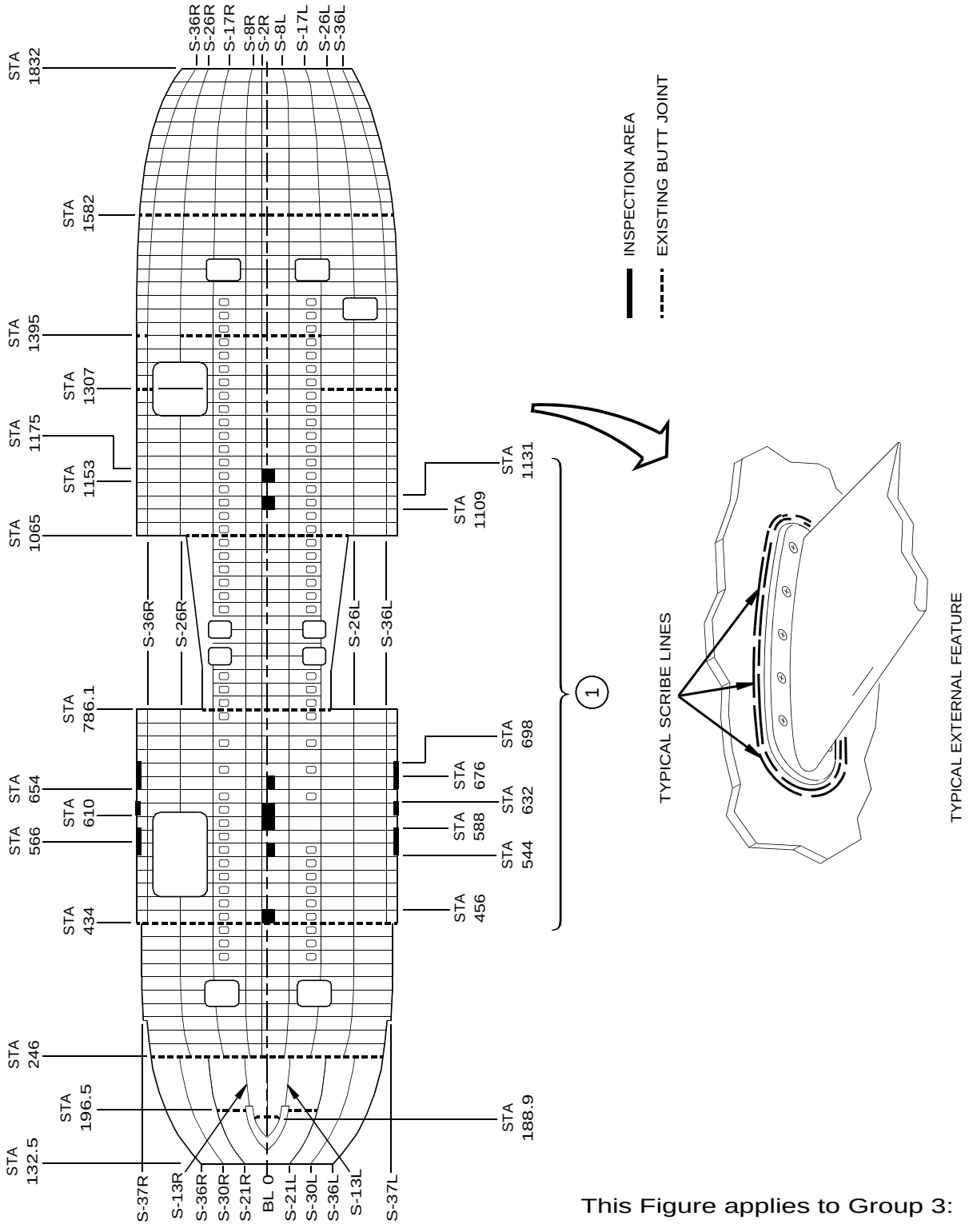


FIGURE 51: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 3)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 445	1	(a) (b)
		Upper Anti-Collision (Strobe) Light	S-1L-1R, STA 555	1	(a) (c)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (d)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (d)
		Very High Frequency (VHF) Antenna	S-1L-1R, STA 665	1	(a) (e)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (f)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (f)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (g)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 665	1	(a) (g)
		Fwd Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (h)
		Aft Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (h)
		Marker Beacon Antenna	Lower Fuselage C/L, STA 680	1	(a) (i)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 33-44-02.

(d) Refer to 767 AMM 34-58-02.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-57-03.

(g) Refer to 767 AMM 34-55-02.

(h) Refer to 767 AMM 34-33-02.

(i) Refer to 767 AMM 34-32-01.

FIGURE 51: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 3)
(SHEET 2 OF 2)

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FIGURE 52: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 4)

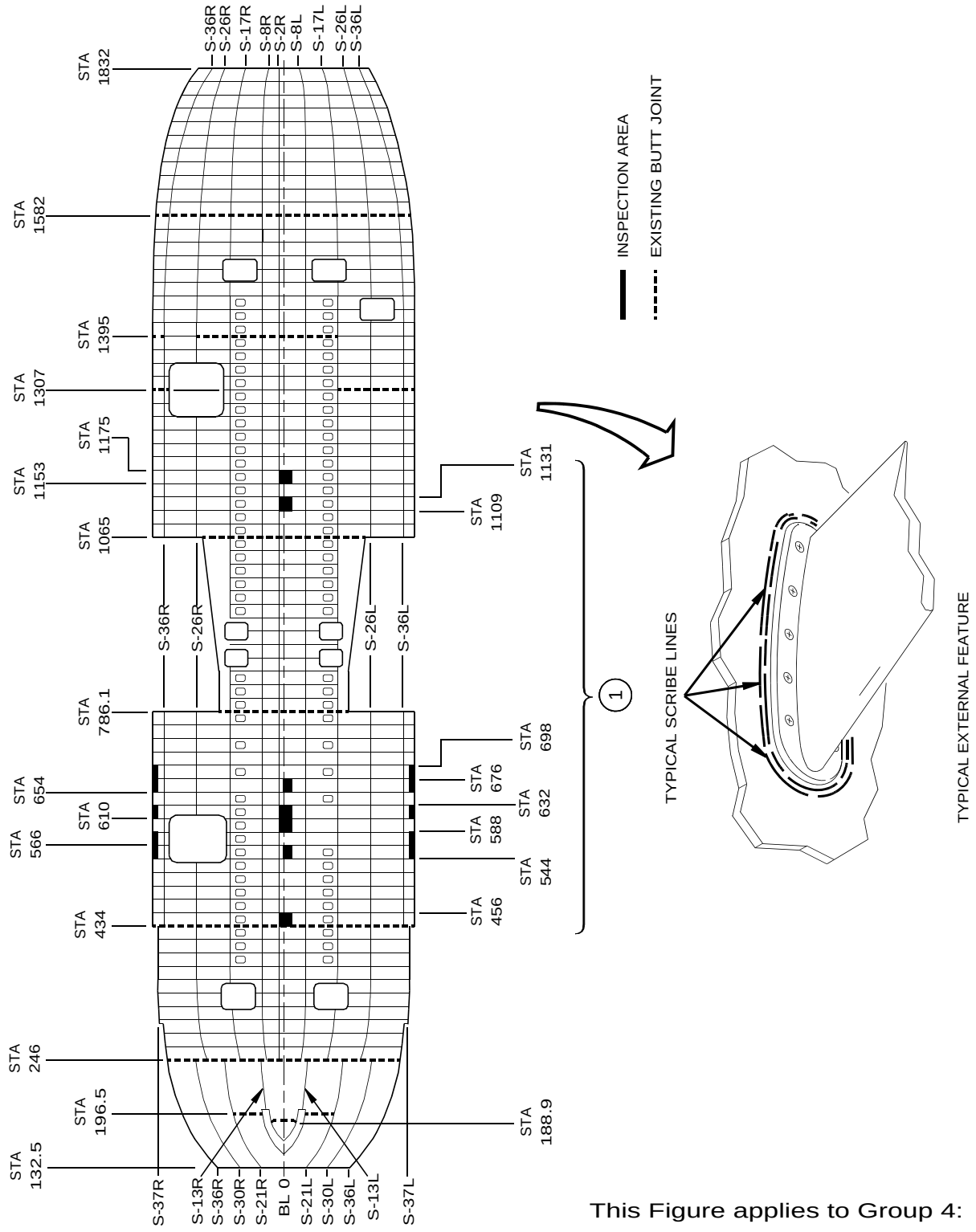


FIGURE 52: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 4)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 445	1	(a) (b)
		Upper Anti-Collision (Strobe) Light	S-1L-1R, STA 555	1	(a) (c)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (d)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (d)
		Very High Frequency (VHF) Antenna	S-1L-1R, STA 665	1	(a) (e)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (f)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (f)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (g)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 665	1	(a) (g)
		Fwd Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (h)
		Aft Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (h)
		Marker Beacon Antenna	Lower Fuselage C/L, STA 680	1	(a) (i)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 33-44-02.

(d) Refer to 767 AMM 34-58-02.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-57-03.

(g) Refer to 767 AMM 34-55-02.

(h) Refer to 767 AMM 34-33-02.

(i) Refer to 767 AMM 34-32-01.

FIGURE 52: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 4)
(SHEET 2 OF 2)

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FIGURE 53: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 5)

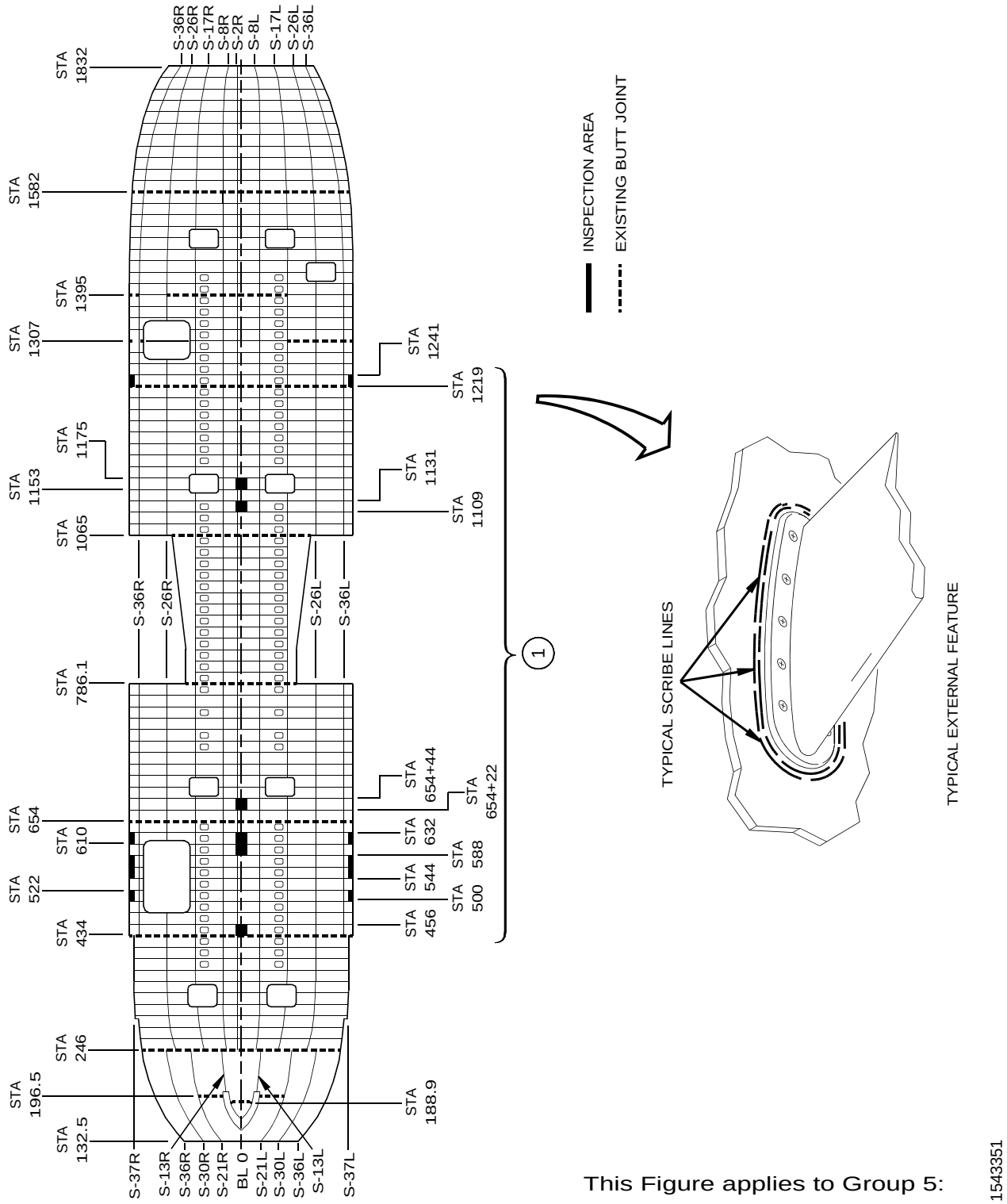


FIGURE 53: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 5)

(SHEET 1 OF 2)

ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 448	1	(a) (b)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (c)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (c)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (d)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (d)
		Upper Very High Frequency (VHF) Antenna	S-1L-1R, STA 654+33	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 513	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 1197+99	1	(a) (e)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (f)
		Fwd Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (g)
		Aft Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (g)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 34-58-02.

(d) Refer to 767 AMM 34-57-03.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-55-02.

(g) Refer to 767 AMM 34-33-02.

FIGURE 53: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 5)

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FIGURE 54: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 6)

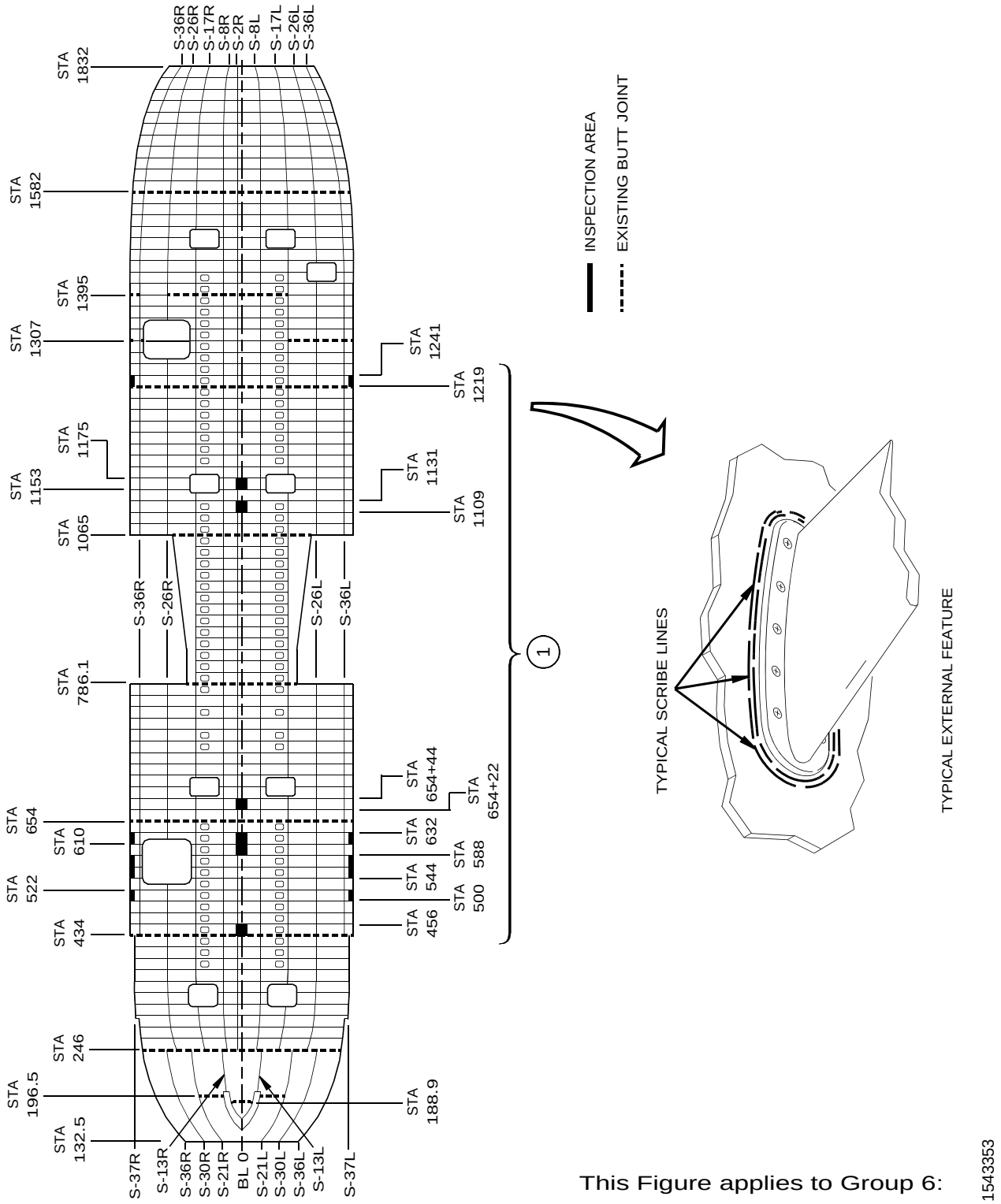


FIGURE 54: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 6)

(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 448	1	(a) (b)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (c)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (c)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (d)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (d)
		Upper Very High Frequency (VHF) Antenna	S-1L-1R, STA 654+33	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 513	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 1197+99	1	(a) (e)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (f)
		Fwd Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (g)
		Aft Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (g)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 34-58-02.

(d) Refer to 767 AMM 34-57-03.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-55-02.

(g) Refer to 767 AMM 34-33-02.

FIGURE 54: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 6)

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FIGURE 55: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 7)

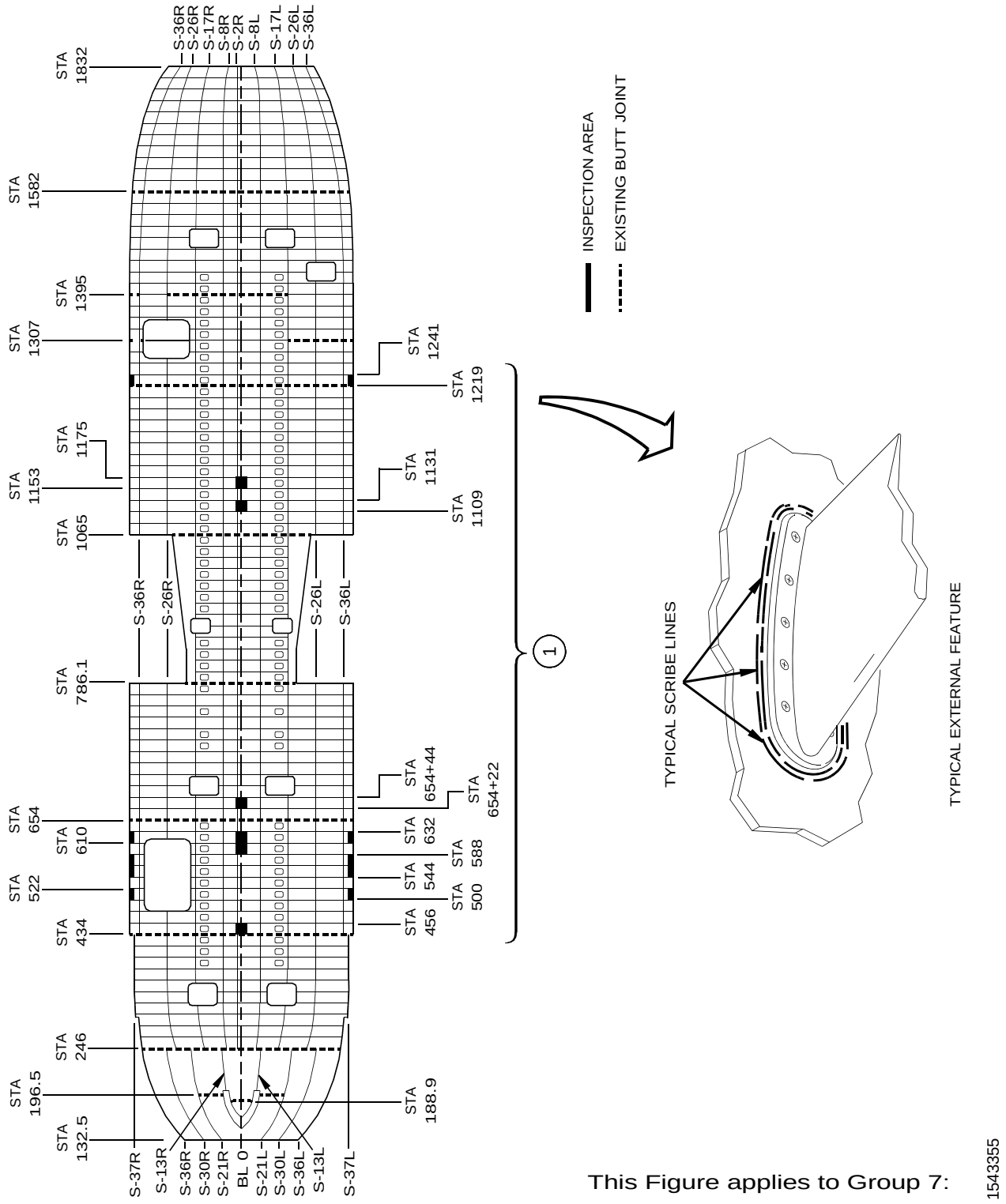


FIGURE 55: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 7)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 448	1	(a) (b)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (c)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (c)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (d)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (d)
		Upper Very High Frequency (VHF) Antenna	S-1L-1R, STA 654+33	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 513	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 1197+99	1	(a) (e)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (f)
		Fwd Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (g)
		Aft Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (g)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 34-58-02.

(d) Refer to 767 AMM 34-57-03.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-55-02.

(g) Refer to 767 AMM 34-33-02.

FIGURE 55: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 7)

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FIGURE 56: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 8)

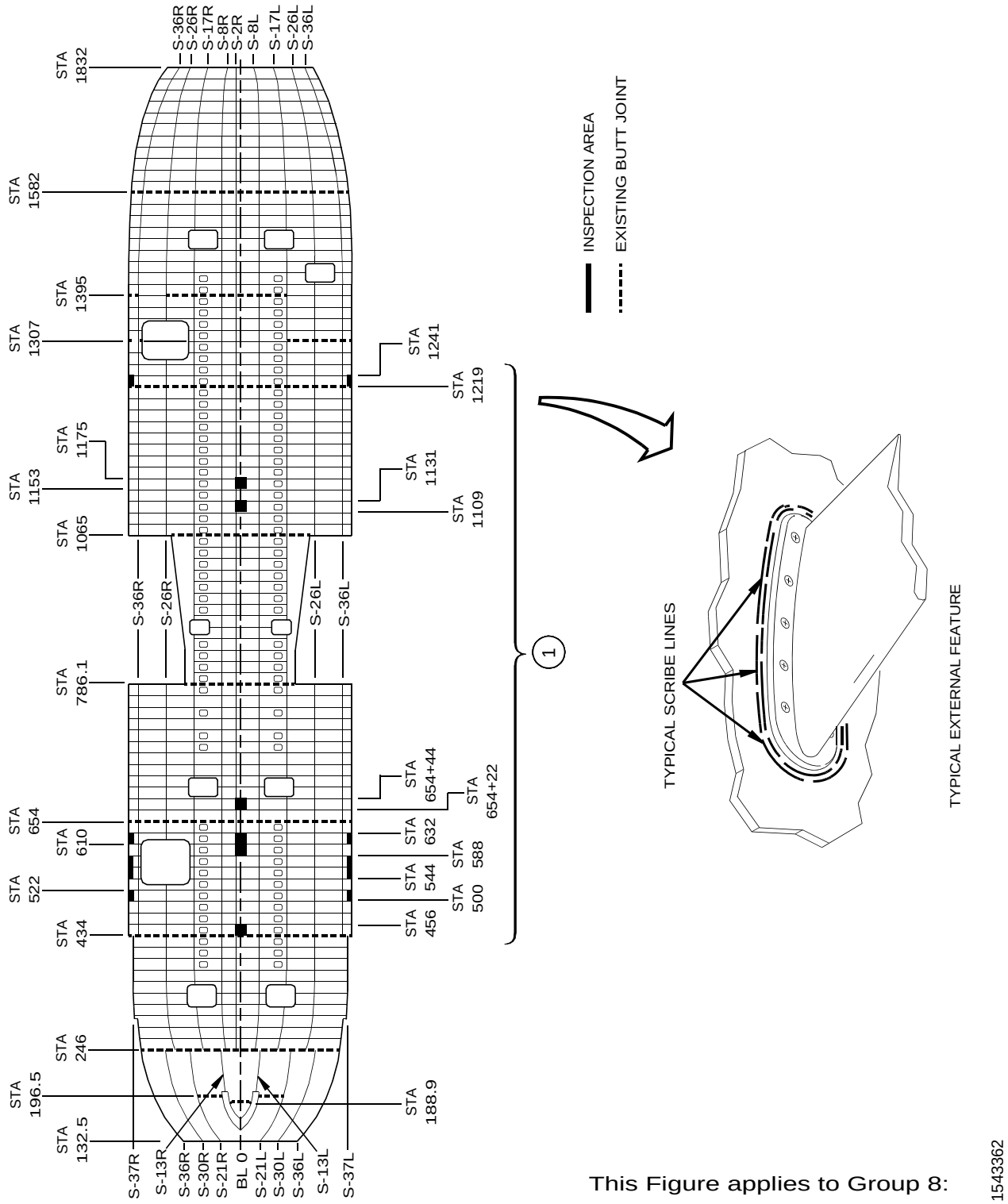


FIGURE 56: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 8)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 448	1	(a) (b)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (c)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (c)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (d)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (d)
		Upper Very High Frequency (VHF) Antenna	S-1L-1R, STA 654+33	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 513	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 1197+99	1	(a) (e)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (f)
		Fwd Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (g)
		Aft Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (g)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 34-58-02.

(d) Refer to 767 AMM 34-57-03.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-55-02.

(g) Refer to 767 AMM 34-33-02.

FIGURE 56: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 8)

(SHEET 2 OF 2)

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FIGURE 57: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 9)

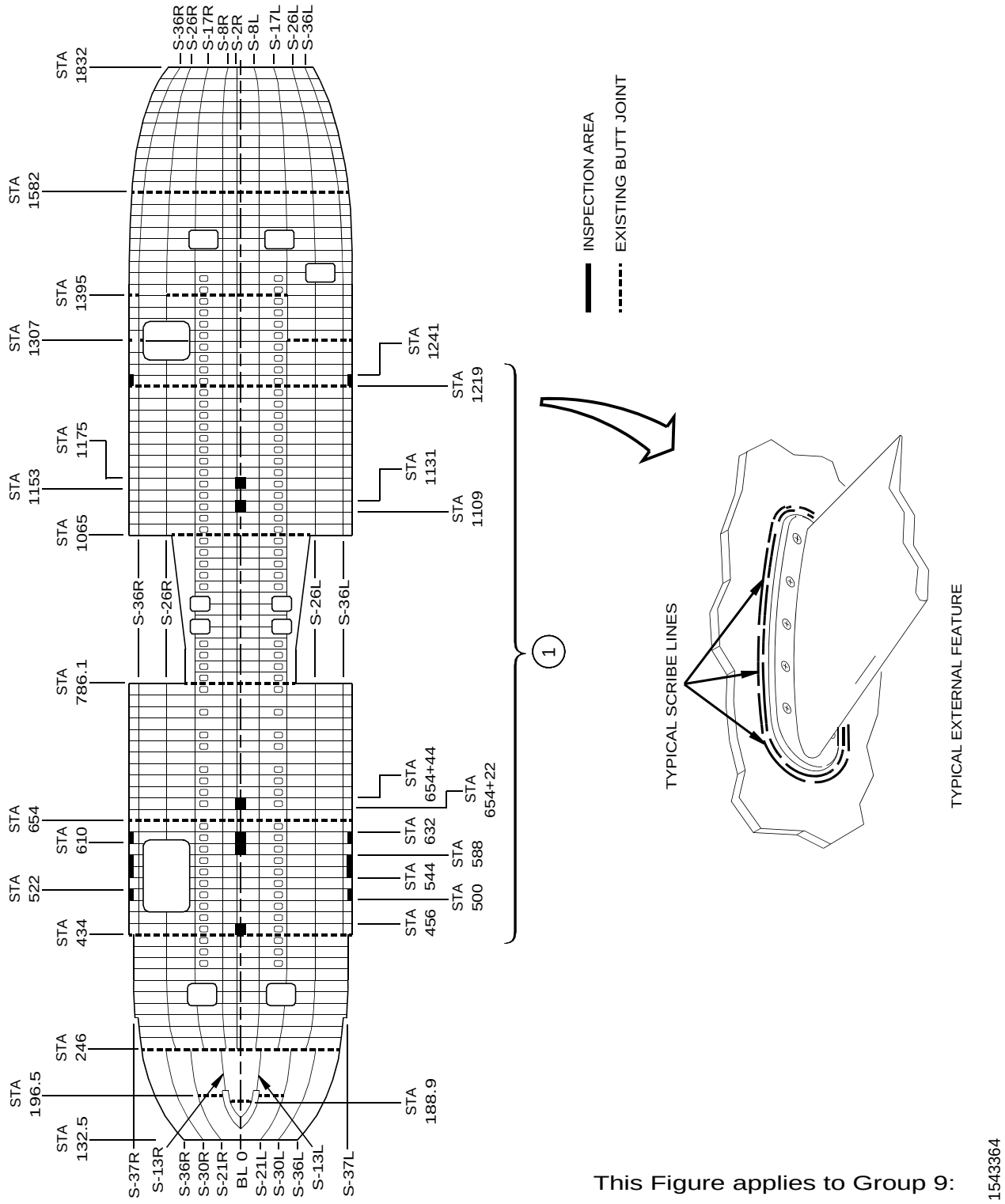


FIGURE 57: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 9)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 448	1	(a) (b)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (c)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (c)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (d)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (d)
		Upper Very High Frequency (VHF) Antenna	S-1L-1R, STA 654+33	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 513	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 1197+99	1	(a) (e)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (f)
		Fwd Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (g)
		Aft Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (g)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 34-58-02.

(d) Refer to 767 AMM 34-57-03.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-55-02.

(g) Refer to 767 AMM 34-33-02.

FIGURE 57: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 9)

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FIGURE 58: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 10)

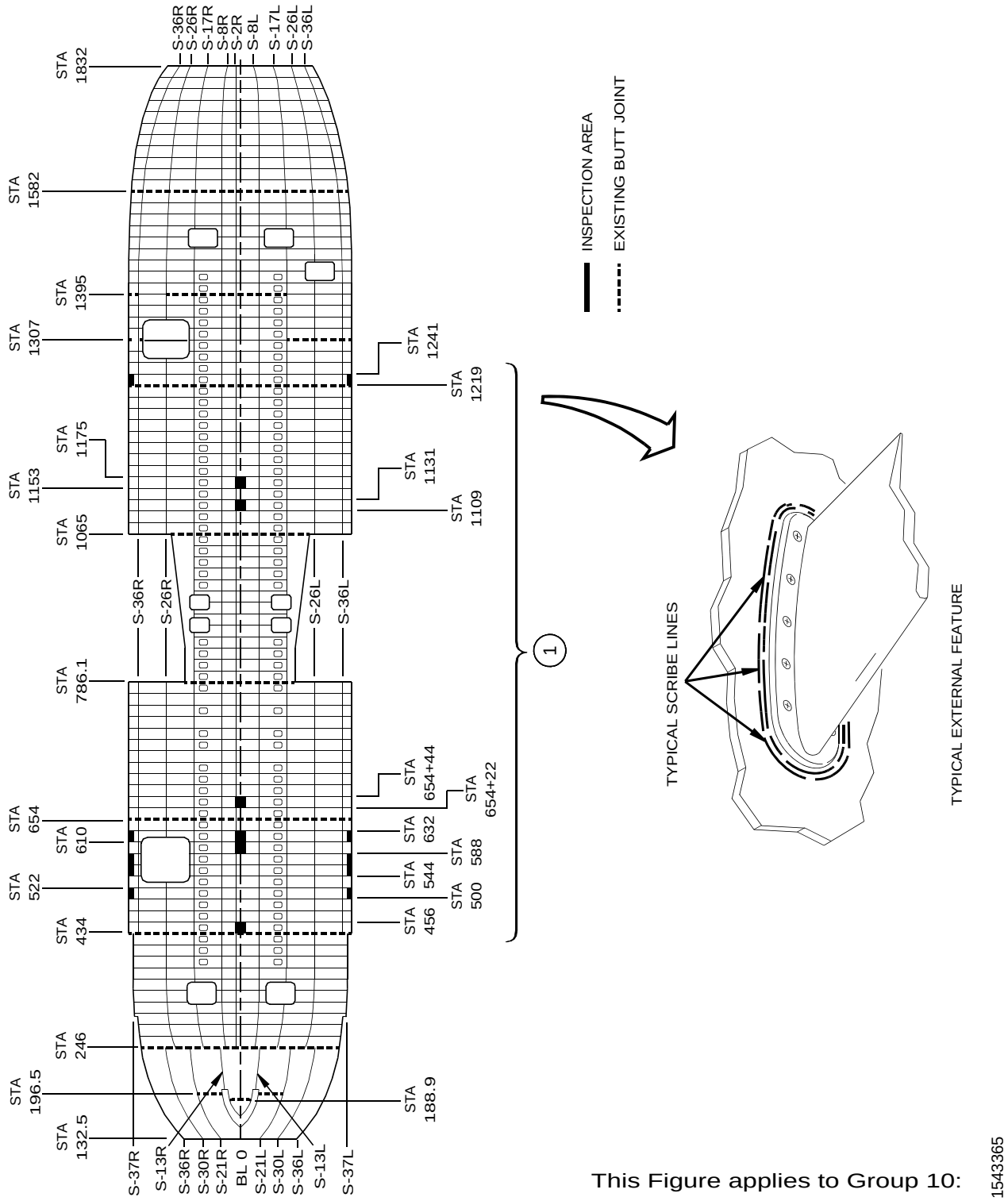


FIGURE 58: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 10)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 448	1	(a) (b)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (c)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (c)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (d)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (d)
		Upper Very High Frequency (VHF) Antenna	S-1L-1R, STA 654+33	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 513	1	(a) (e)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 1197+99	1	(a) (e)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (f)
		Fwd Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (g)
		Aft Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (g)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 34-58-02.

(d) Refer to 767 AMM 34-57-03.

(e) Refer to 767 AMM 23-12-03.

(f) Refer to 767 AMM 34-55-02.

(g) Refer to 767 AMM 34-33-02.

FIGURE 58: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 10)

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FIGURE 59: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 11)

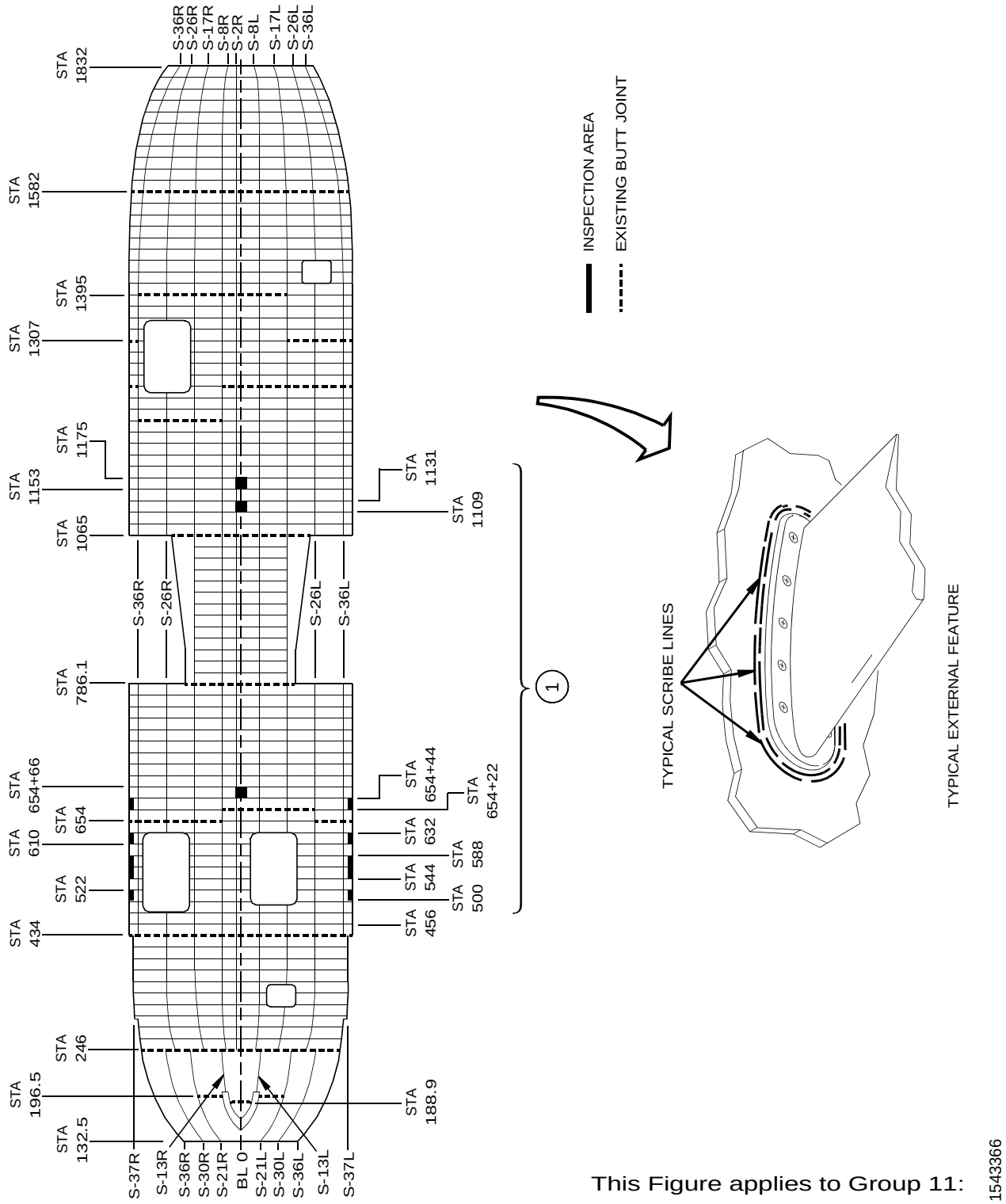


FIGURE 59: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 11)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1122	1	(a) (b)
		Automatic Direction Finder (ADF) Antenna	S-1L-1R, STA 1166	1	(a) (b)
		Upper Very High Frequency (VHF) Antenna	S-1L-1R, STA 654+33	1	(a) (c)
		Lower Very High Frequency (VHF) Antenna	Lower Fuselage C/L, STA 513	1	(a) (c)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (d)
		Fwd Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (e)
		Aft Radio Altimeter (RA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (e)
		Marker Beacon Antenna	Lower Fuselage C/L, STA 654+26	1	(a) (f)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-57-03.

(c) Refer to 767 AMM 23-12-03.

(d) Refer to 767 AMM 34-55-02.

(e) Refer to 767 AMM 34-33-02.

(f) Refer to 767 AMM 34-32-01.

FIGURE 59: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 11)

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FIGURE 60: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 12)

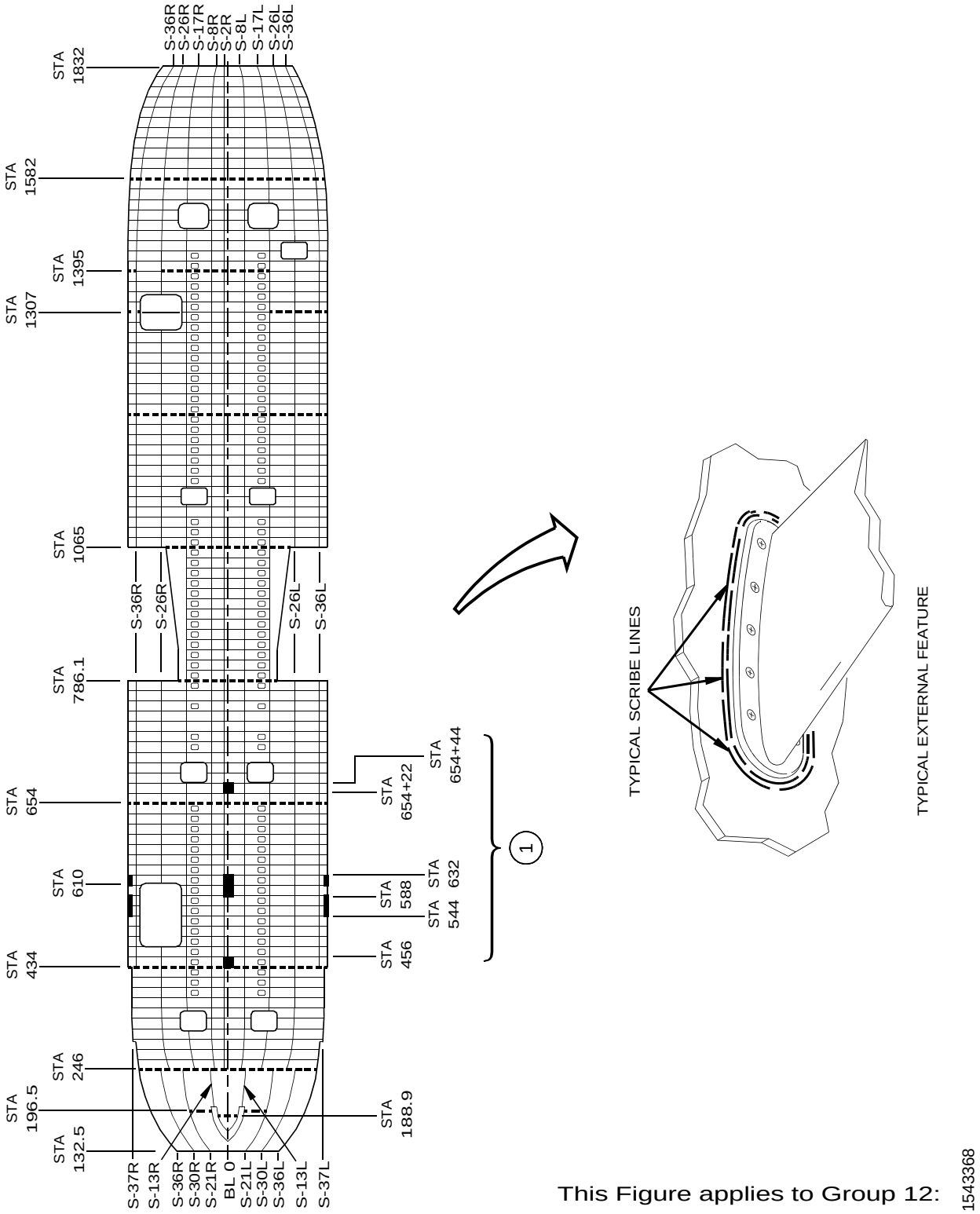


FIGURE 60: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 12)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Upper Air Traffic Control (ATC) Antenna	S-1L-1R, STA 448	1	(a) (b)
		Global Positioning System (GPS) Antenna Right	S-1L-1R, STA 600	1	(a) (c)
		Global Positioning System (GPS) Antenna Left	S-1L-1R, STA 622	1	(a) (c)
		Very High Frequency (VHF) Antenna	S-1L-1R, STA 654+33	1	(a) (d)
		Distance Measuring Equipment (DME) Antenna	Lower Fuselage C/L, STA 555	1	(a) (e)
		Fwd Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 577	3	(a) (f)
		Aft Low Range Radio Altimeter (LRRA) Antenna	Lower Fuselage C/L, STA 621	3	(a) (f)

(a) Do a detailed inspection of the fuselage skin around the external feature for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around external features, scribe lines normally follow the periphery of the external feature.

(b) Refer to 767 AMM 34-53-03.

(c) Refer to 767 AMM 34-58-02.

(d) Refer to 767 AMM 23-12-03.

(e) Refer to 767 AMM 34-55-02.

(f) Refer to 767 AMM 34-33-02.

FIGURE 60: FUSELAGE - EXTERNAL FEATURES - ZONE 2 INSPECTION (GROUP 12)

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FIGURE 61: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 1)

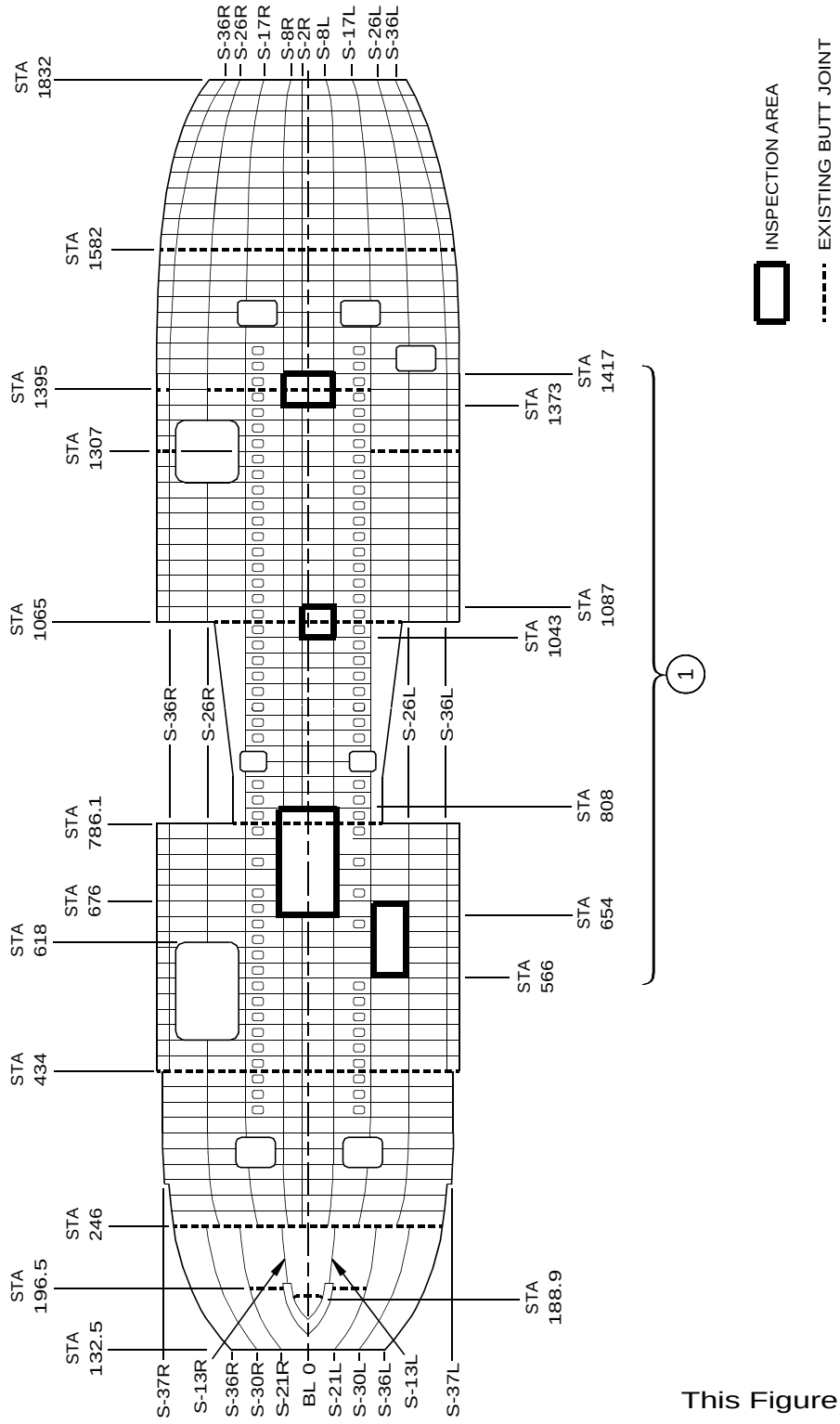


FIGURE 61: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 1)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 676	1	(a)
			S-8R To S-8L and STA 654 To STA 808	1	(a)
			S-2R To S-8L and STA 1043 To STA 1087	1	(a)
			S-8R To S-8L and STA 1373 To STA 1417	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

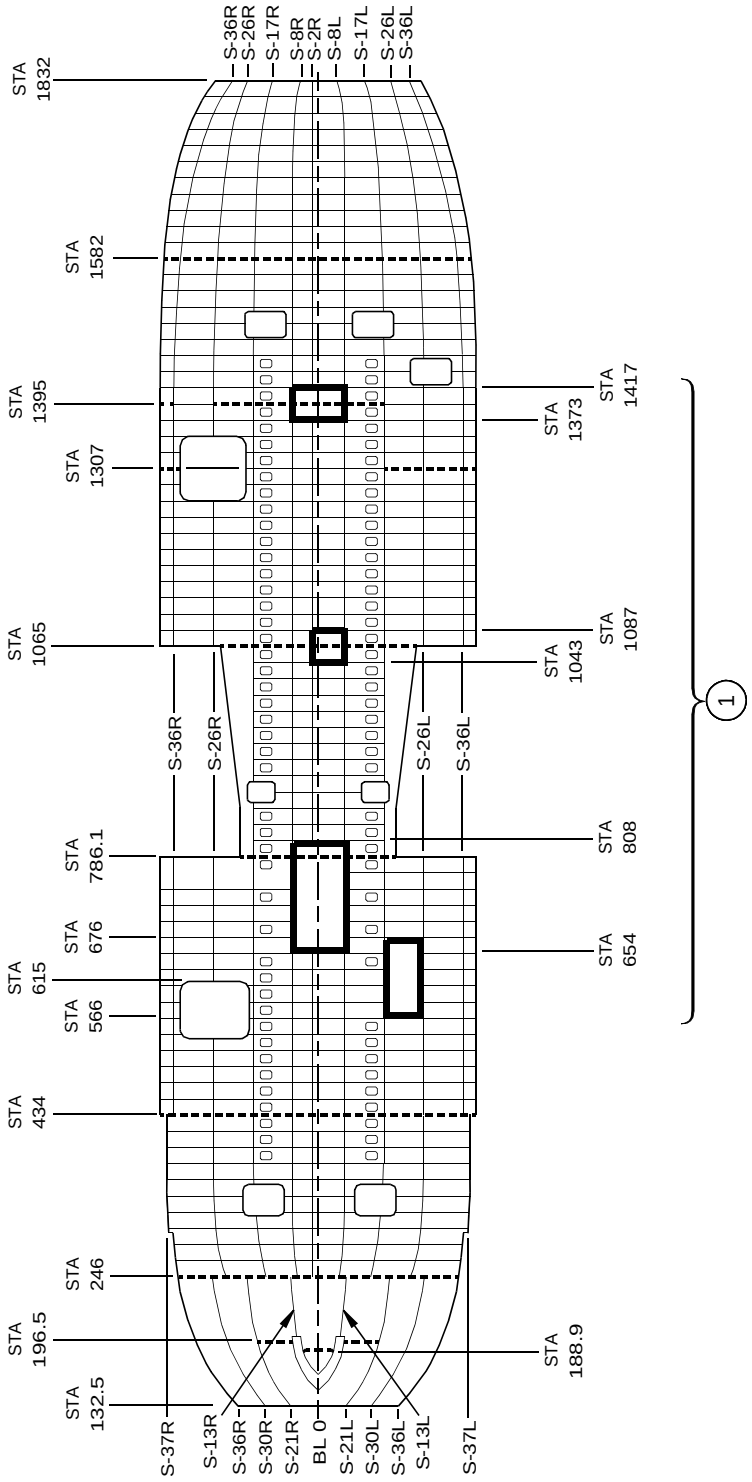
NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

FIGURE 61: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 1)
(SHEET 2 OF 2)

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FIGURE 62: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 2)



This Figure applies to Group 2:

1543374

FIGURE 62: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 2)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 676	1	(a)
			S-8R To S-8L and STA 654 To STA 808	1	(a)
			S-2R To S-8L and STA 1043 To STA 1087	1	(a)
			S-8R To S-8L and STA 1373 To STA 1417	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

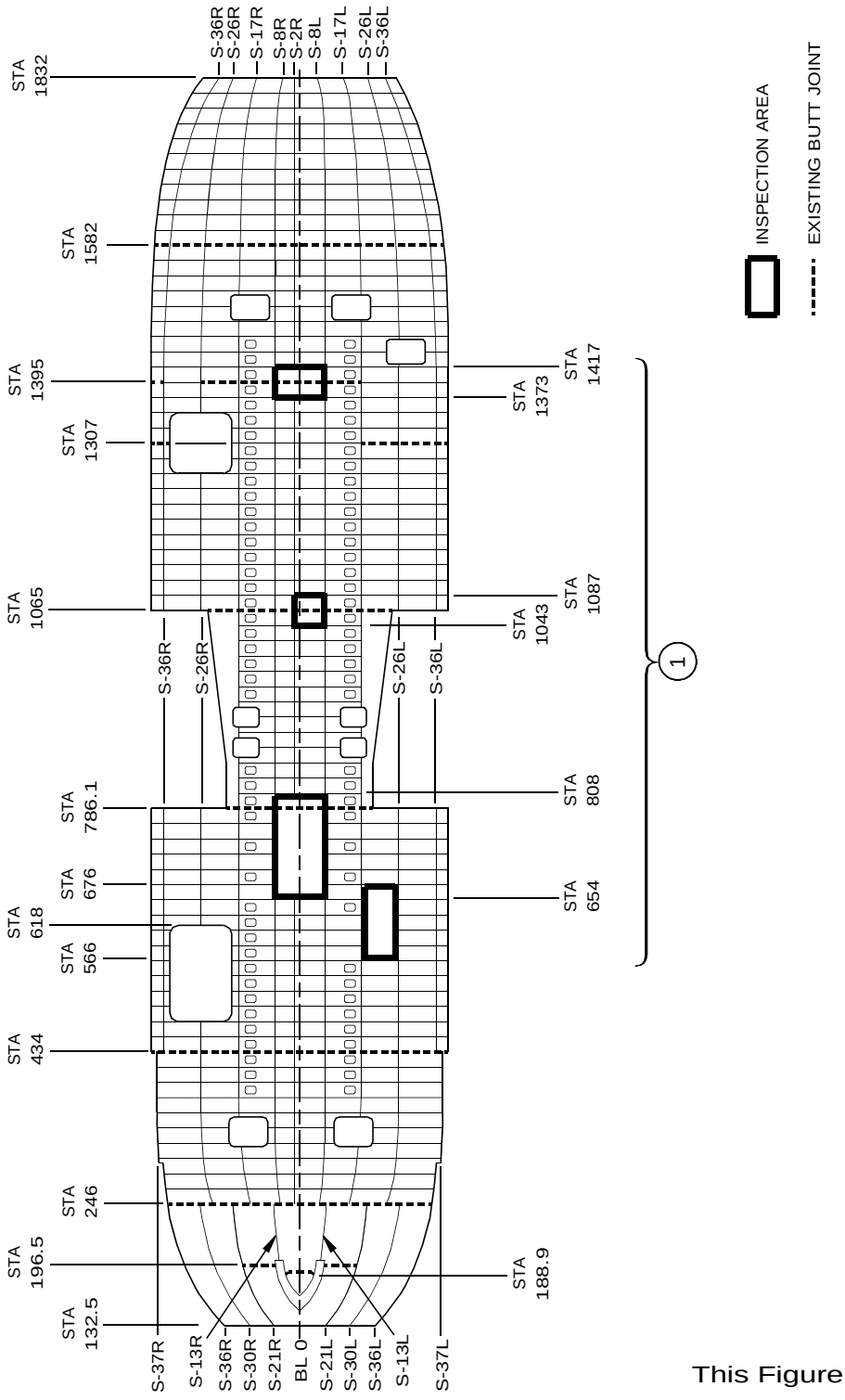
NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

FIGURE 62: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 2)
(SHEET 2 OF 2)

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FIGURE 63: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 3)



This Figure applies to Group 3:

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 676	1	(a)
			S-8R To S-8L and STA 654 To STA 808	1	(a)
			S-2R To S-8L and STA 1043 To STA 1087	1	(a)
			S-8R To S-8L and STA 1373 To STA 1417	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

FIGURE 63: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 3)
(SHEET 2 OF 2)

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FIGURE 64: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 4)

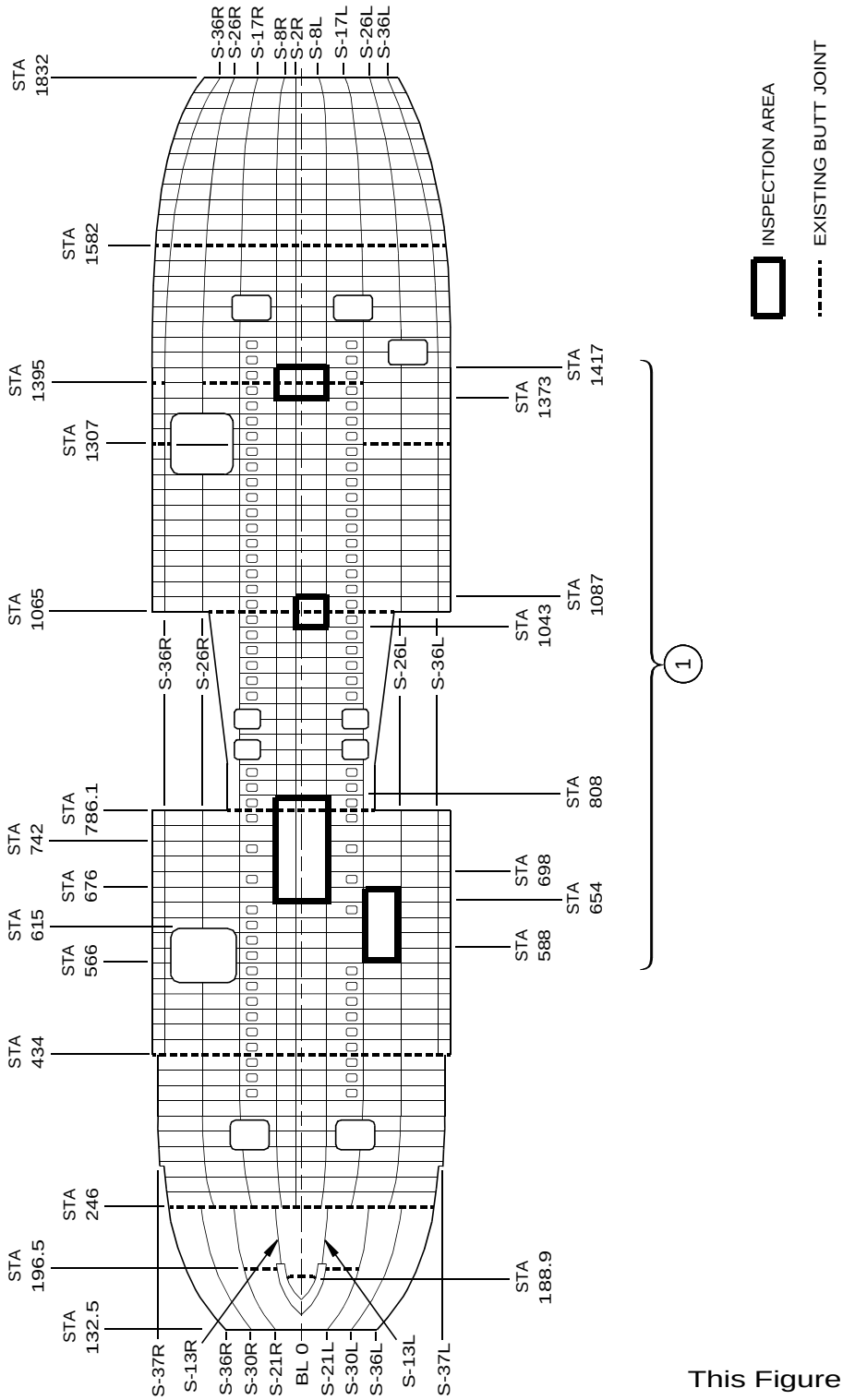


FIGURE 64: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 4)

(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 676	1	(a)
			S-8R To S-8L and STA 654 To STA 808	1	(a)
			S-2R To S-8L and STA 1043 To STA 1087	1	(a)
			S-8R To S-8L and STA 1373 To STA 1417	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

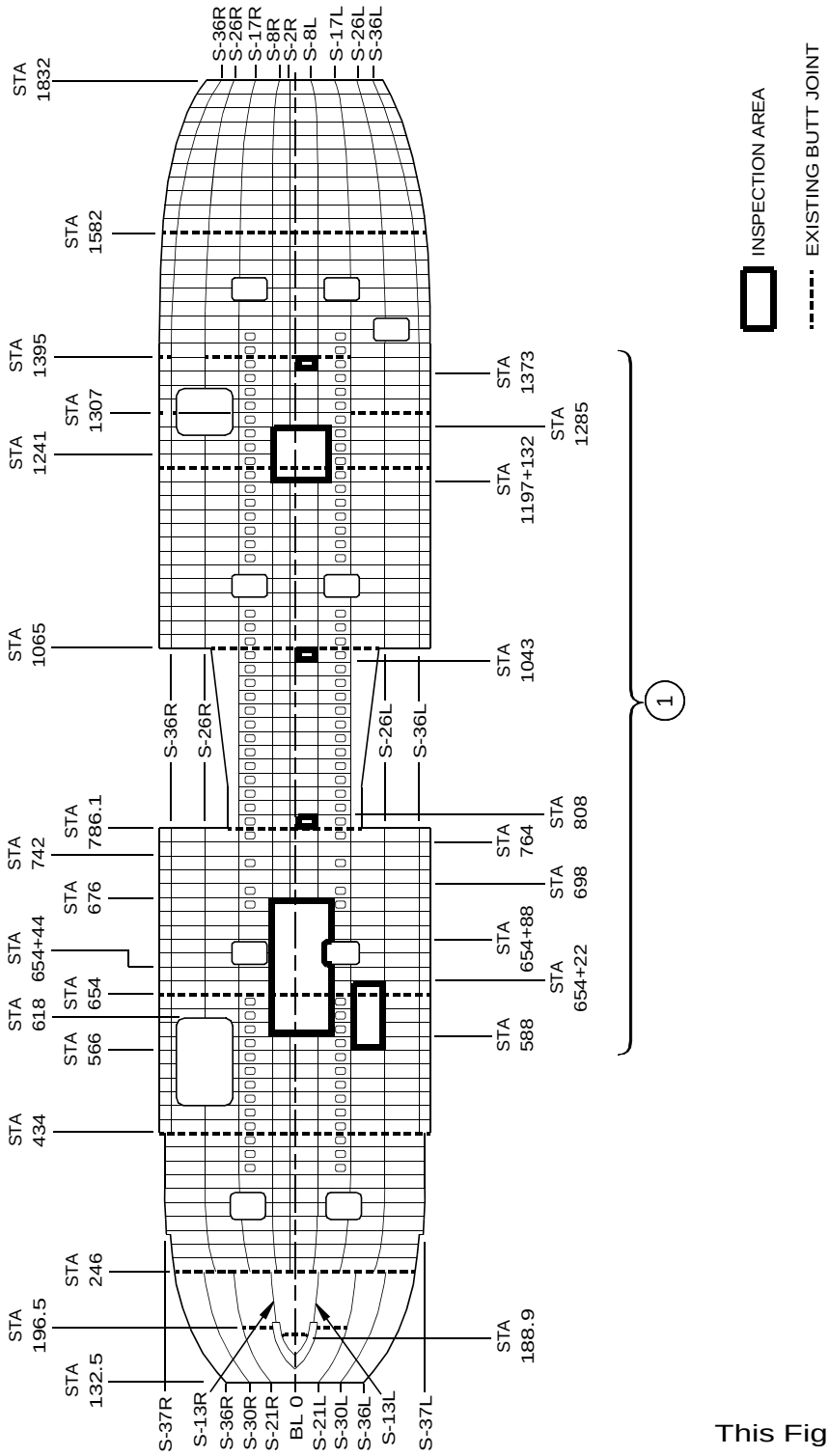
NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

FIGURE 64: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 4)
(SHEET 2 OF 2)

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FIGURE 65: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 5)



This Figure applies to Group 5:

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 654+22	1	(a)
			S-10R To S-13L and STA 588 To STA 676	1	(a)
			B/L 0 To S-8L and STA 786.1 To STA 808	1	(a)
			B/L 0 To S-8L and STA 1043 To STA 1065	1	(a)
			S-8R To S-12L and STA 1197+132 To STA 1285	1	(a)
			B/L 0 To S-8L and STA 1373 To STA 1395	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

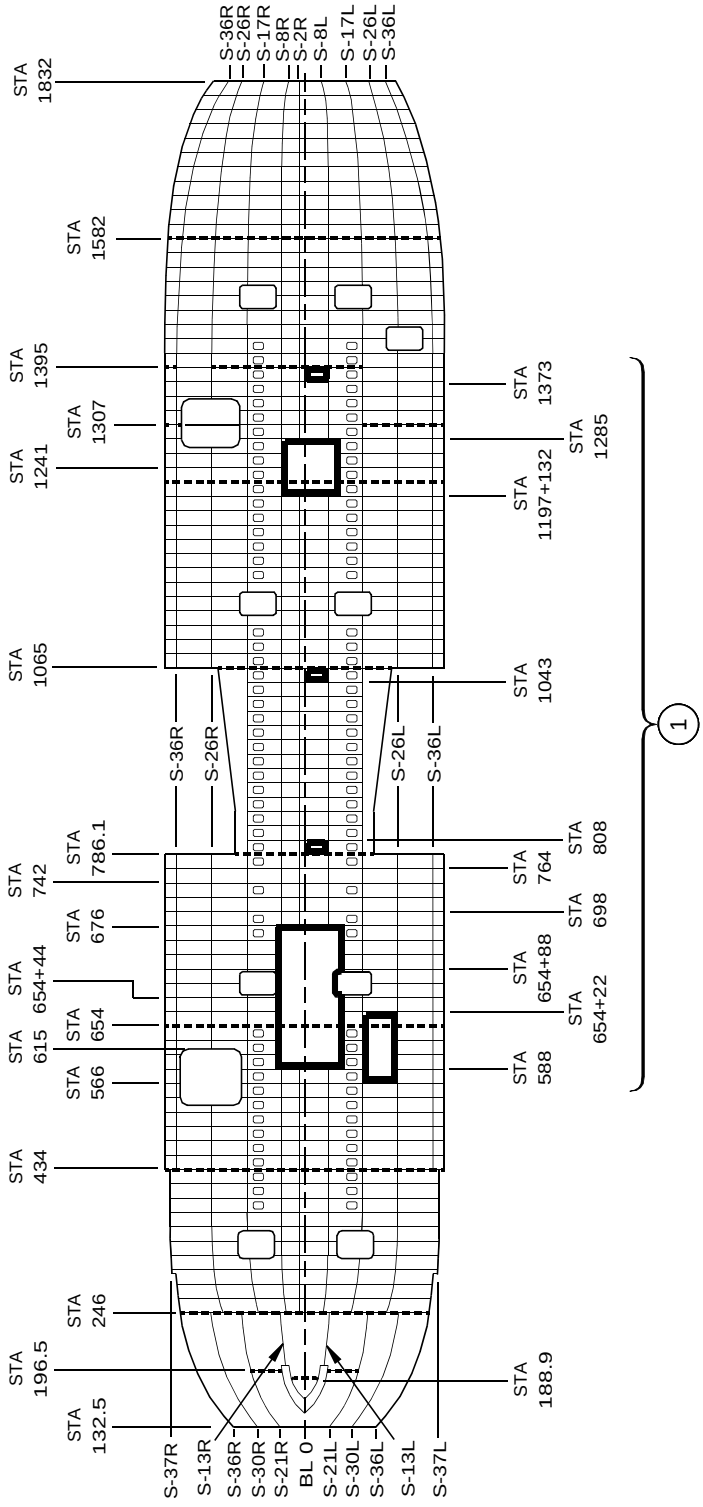
NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

FIGURE 65: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 5)
(SHEET 2 OF 2)

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ALERT **ALERT**

FIGURE 66: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 6)



This Figure applies to Group 6:

1543380

FIGURE 66: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 6)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 654+22	1	(a)
			S-10R To S-13L and STA 588 To STA 676	1	(a)
			B/L 0 To S-8L and STA 786.1 To STA 808	1	(a)
			B/L 0 To S-8L and STA 1043 To STA 1065	1	(a)
			S-8R To S-12L and STA 1197+132 To STA 1285	1	(a)
			B/L 0 To S-8L and STA 1373 To STA 1395	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

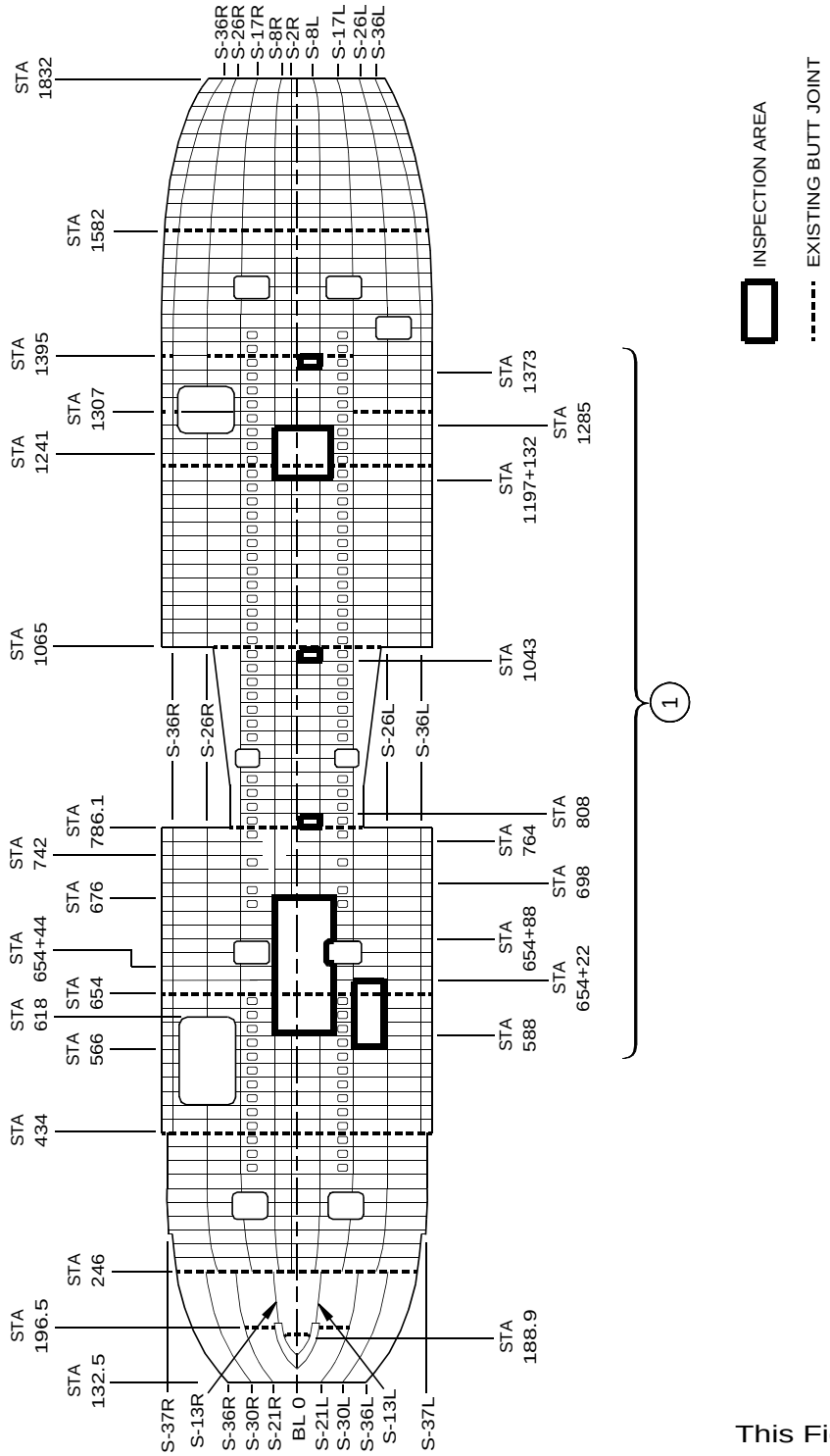
FIGURE 66: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 6)

(SHEET 2 OF 2)

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ALERT **ALERT**

FIGURE 67: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 7)



This Figure applies to Group 7:

1543383

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 654+22	1	(a)
			S-10R To S-13L and STA 588 To STA 676	1	(a)
			B/L 0 To S-8L and STA 786.1 To STA 808	1	(a)
			B/L 0 To S-8L and STA 1043 To STA 1065	1	(a)
			S-8R To S-12L and STA 1197+132 To STA 1285	1	(a)
			B/L 0 To S-8L and STA 1373 To STA 1395	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

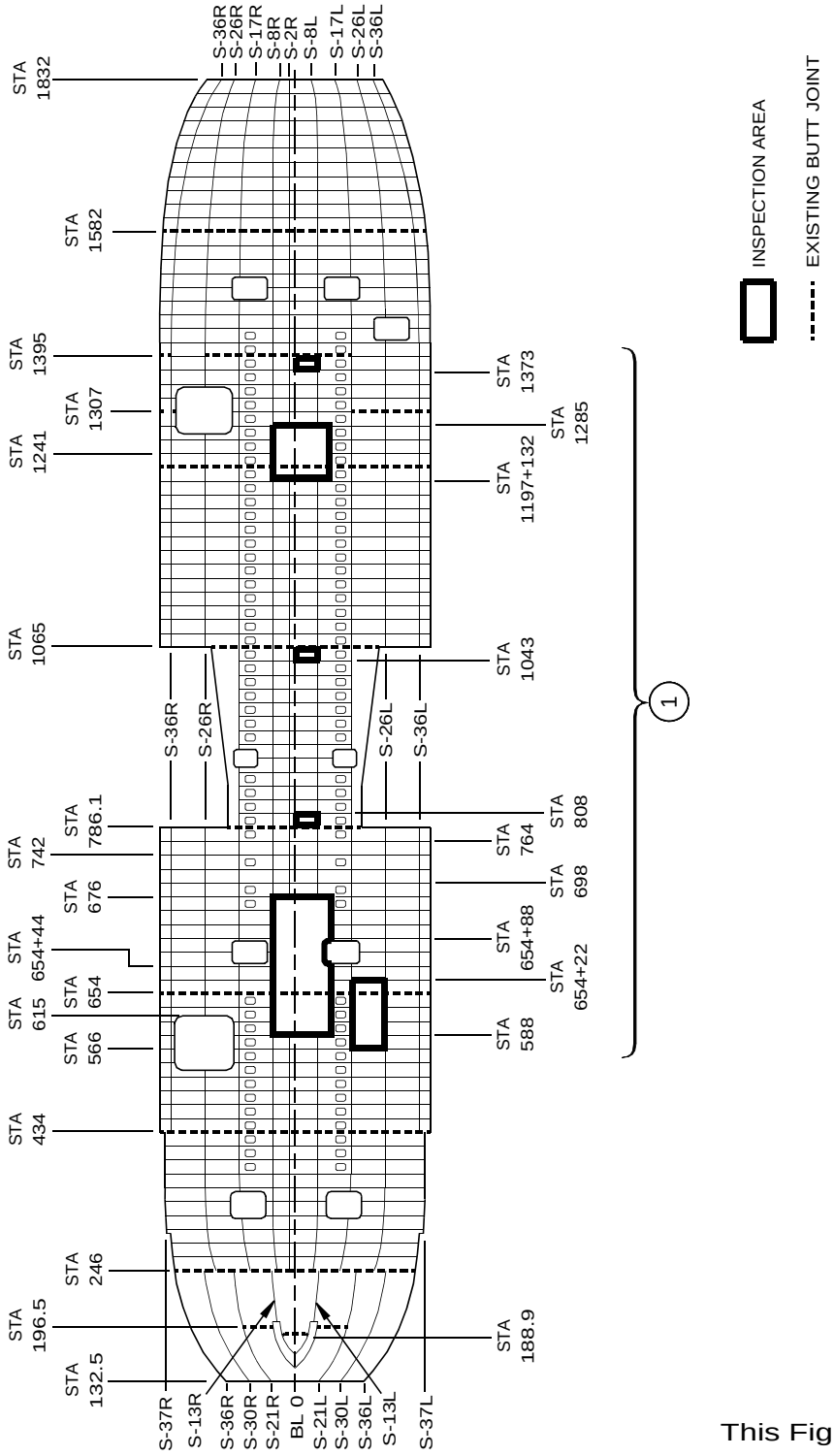
FIGURE 67: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 7)

(SHEET 2 OF 2)

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ALERT **ALERT**

FIGURE 68: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 8)



This Figure applies to Group 8:

1543384

FIGURE 68: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 8)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 654+22	1	(a)
			S-10R To S-13L and STA 588 To STA 676	1	(a)
			B/L 0 To S-8L and STA 786.1 To STA 808	1	(a)
			B/L 0 To S-8L and STA 1043 To STA 1065	1	(a)
			S-8R To S-12L and STA 1197+132 To STA 1285	1	(a)
			B/L 0 To S-8L and STA 1373 To STA 1395	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

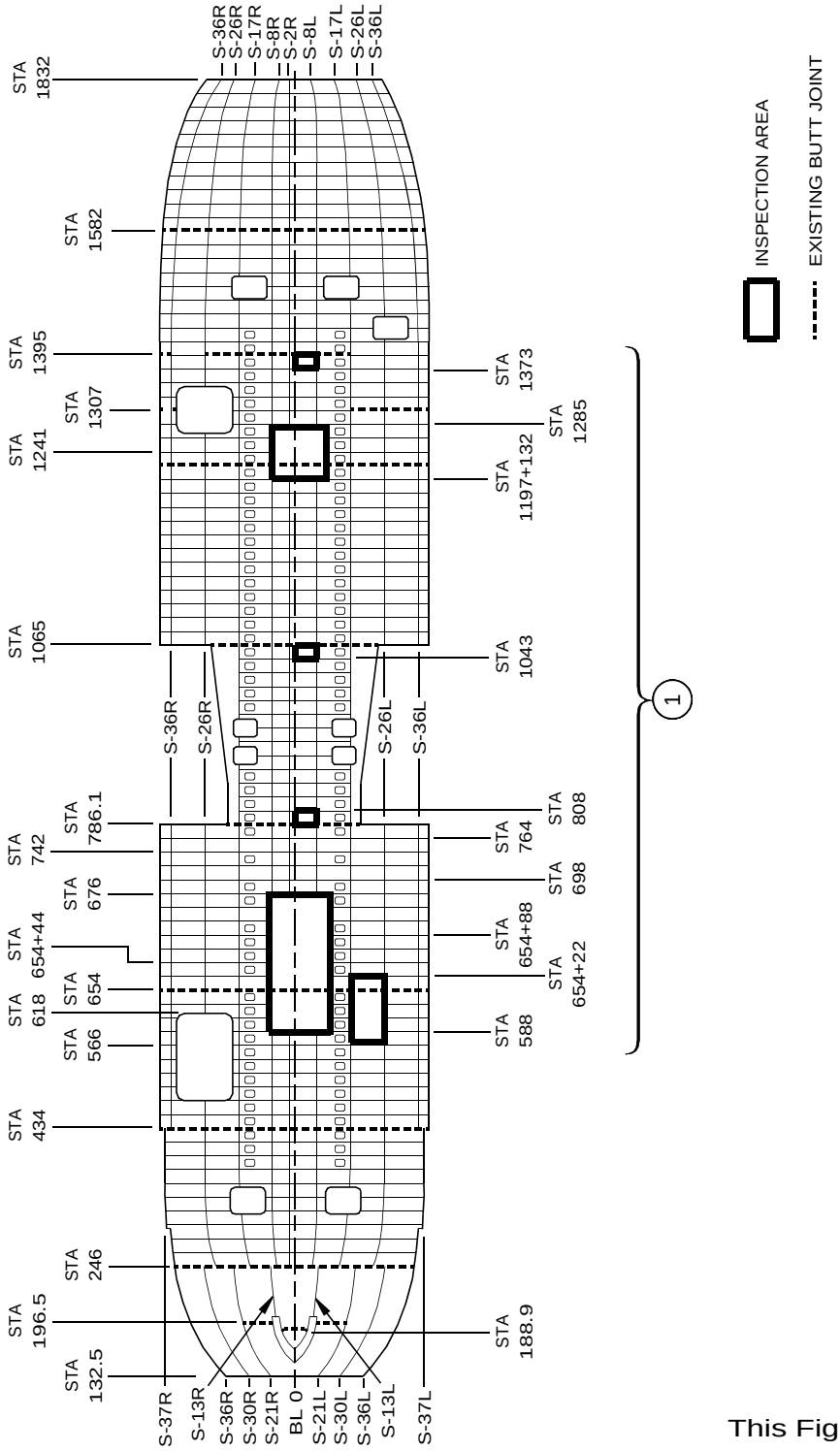
NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

FIGURE 68: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 8)
(SHEET 2 OF 2)

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ALERT **ALERT**

FIGURE 69: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 9)



This Figure applies to Group 9:

1543385

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 654+22	1	(a)
			S-10R To S-13L and STA 588 To STA 676	1	(a)
			B/L 0 To S-8L and STA 786.1 To STA 808	1	(a)
			B/L 0 To S-8L and STA 1043 To STA 1065	1	(a)
			S-8R To S-12L and STA 1197+132 To STA 1285	1	(a)
			B/L 0 To S-8L and STA 1373 To STA 1395	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

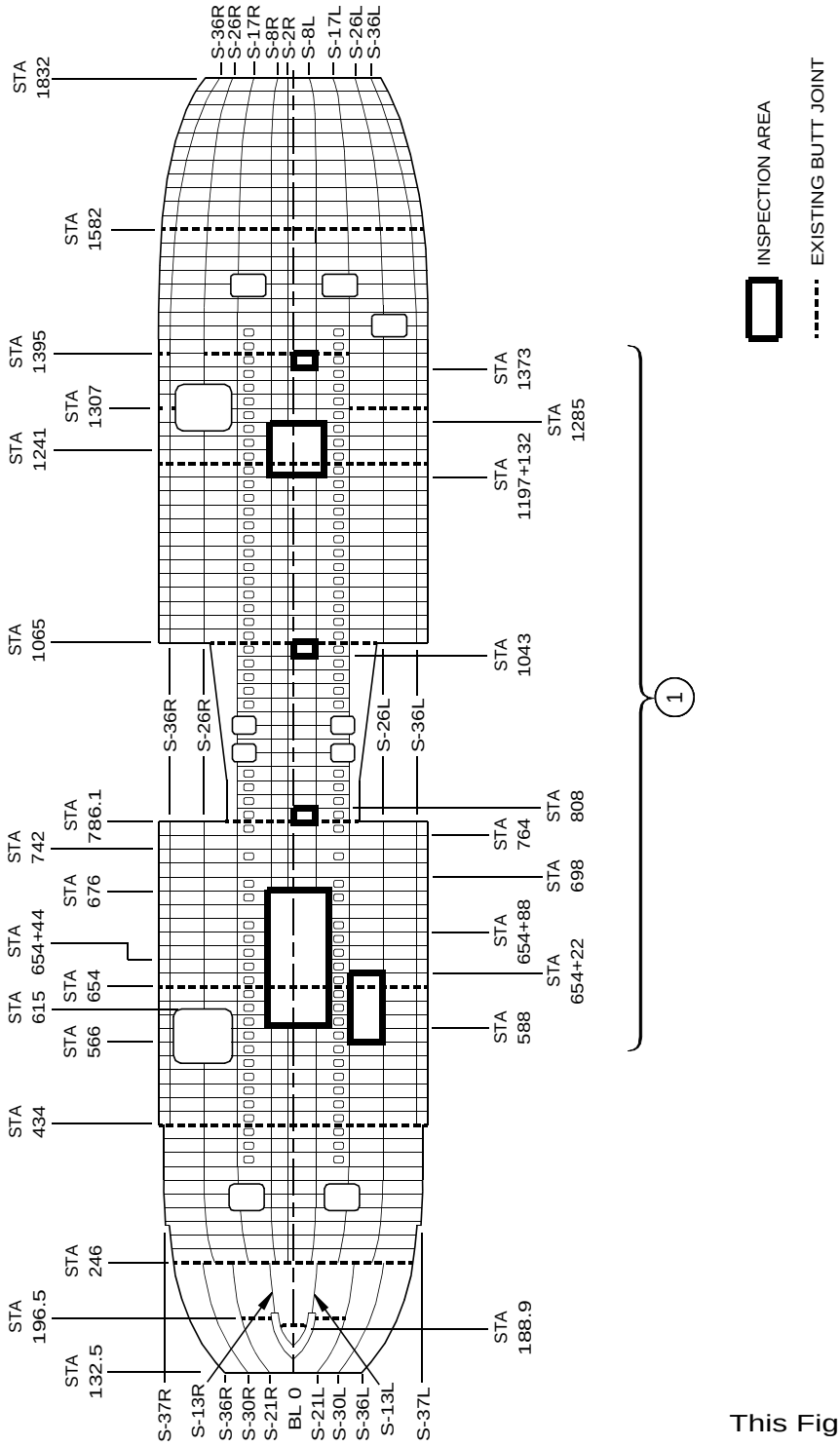
FIGURE 69: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 9)

(SHEET 2 OF 2)

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ALERT **ALERT**

FIGURE 70: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 10)



This Figure applies to Group 10:

1543387

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 654+22	1	(a)
			S-10R To S-13L and STA 588 To STA 676	1	(a)
			B/L 0 To S-8L and STA 786.1 To STA 808	1	(a)
			B/L 0 To S-8L and STA 1043 To STA 1065	1	(a)
			S-8R To S-12L and STA 1197+132 To STA 1285	1	(a)
			B/L 0 To S-8L and STA 1373 To STA 1395	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

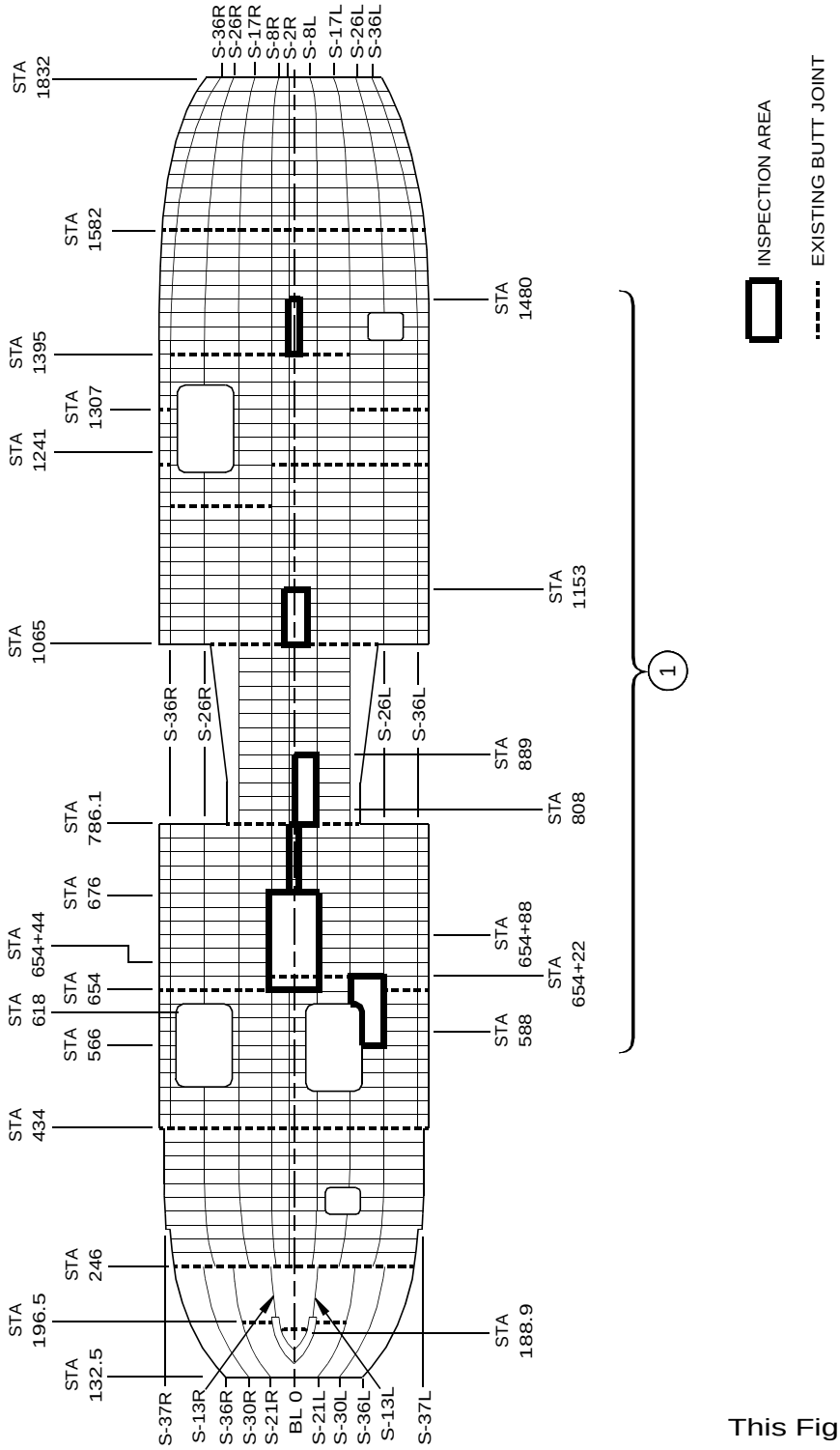
NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

FIGURE 70: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 10)

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FIGURE 71: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 11)



This Figure applies to Group 11:

1543388

FIGURE 71: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 11)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 654+22	1	(a)
			S-10R To S-10L and STA 654 To STA 676	1	(a)
			S-2R To S-2L and STA 676 To STA 786.1	1	(a)
			B/L 0 To S-8L and STA 786.1 To STA 889	1	(a)
			S-4R To S-6L and STA 1065 To STA 1153	1	(a)
			S-4R To S-6L and STA 1395 To STA 1480	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

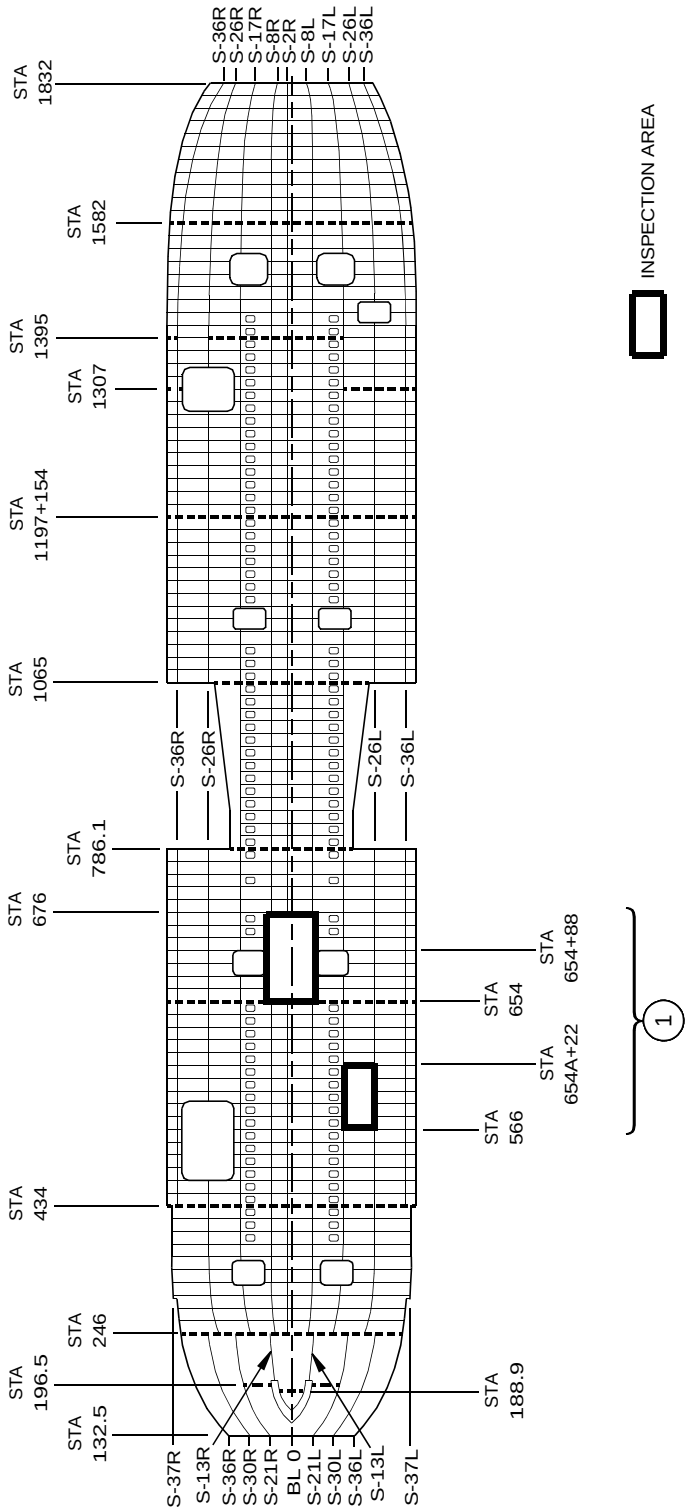
NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

FIGURE 71: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 11)

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ALERT **ALERT**

FIGURE 72: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 12)



This Figure applies to Group 12:

1543391

FIGURE 72: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 12)
(SHEET 1 OF 2)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	Decals	S-17L To S-26L and STA 566 To STA 654A+22	1	(a)
			S-10R To S-10L and STA 654 To STA 676	1	(a)

(a) Do a detailed inspection of the fuselage skin around the decal areas for any scribe line. Use a minimum 10X magnifying lens to aid the inspection.

CAUTION: DO NOT BLEND SCRIBE LINES. BLENDING A SCRIBE LINE MAY HINDER INSPECTION TECHNIQUES NECESSARY TO DETERMINE THE PRESENCE OR ABSENCE OF FATIGUE CRACKS.

NOTE: In areas around decals, scribe lines normally follow the periphery of the decal.

FIGURE 72: FUSELAGE - DECALS - ZONE 3 INSPECTION (GROUP 12)

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APPENDIX A: SEALANT REMOVAL PROCEDURE FOR EXTERIOR PRESSURIZED FUSELAGE SKIN

1. MATERIAL AND EQUIPMENT

   A. Scrapers

      1. AC Tech Scraper, TS 1275-4 (6 inch length)

         Supplier: Advanced Chemistry & Technology (AC TECH)
         Address: 7341 Anaconda Avenue, Garden Grove, CA 92841, USA
         Phone: 714-373-2837 extension 119 or 117
         Fax: 714-373-1913, Attn: Customer Service
         email: rosie.cruze@actechaero.com

         NOTE: Handles are also available for these products for better comfort and control. The handle best suited for the TS 1275-4 scraper can be purchased under the part number SHR 0272-T from AC Tech.

      2. SEMCO Scraper: P/N 234350 (6 inch length)

         Supplier: PPG Aerospace: SEMCO Division
         Address: PPG-Aerospace (ASC-Seattle), 14126 NE 190th Street, Woodinville, WA 98072, USA
         Phone: North America 800 237-6649 (This connects to the closest PPG Aerospace facility in North America. For North America and International contacts visit the web site.)
         China (Suzhou) 86 512 6661 5858
         Dubai UAE 971 4 883 9666
         France 33 0 5 6149 4849
         Germany 49 40 742 193 10
         Hong Kong 852 2861 0918
         South Africa 27 11 608 5656
         Singapore 65 861 1119
         United Kingdom 44 0 1388 770222

         Web Site: www.ppg.com/prc-desoto/main.asp?img=asc
         email: Cheryl.Chittenden@PPG.com?subject=Semco Scrapers (PN-234350)

      3. Jus N Tyme Scrapers: P/N JNT 411B60 (6 inch length), P/N JNT 411B90 (9 inch length -tapered)

         Supplier: Jus N Tyme Tooling
         Address: 2167 Green Canyon Road, Fallbrook, CA 92028, USA
         Phone: 760 723-5985
         Fax: 760 723-5820
         Contacts: Cheryl or Bob Hancock
         Web Site: www.JusNTyme.com
         email: Bob@JusNTyme.com

         NOTE: Scraper P/N JNT 411B90 is designed for removing sealant from butt joints with a 1/4 inch or larger gap.

      4. PnJ Scrapers: P/N DFD5019, SCD5019, SFD7519, DAD5013 (5 and 9 inch lengths of varying widths); Plastic handles: P/N SHN0272, SHW0215, SHR0272

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Supplier: PnJ Machining, Inc.
Address: 2601 Inter Avenue, Puyallup, WA 98372, USA
Phone: 253 841-0500
Fax: 253 840-1695
Contact: Paul Hogeboom
Web site: www.pnjmachining.com

NOTE: Scraper P/N DAD5013 is designed for removing sealant from butt joints with a 1/8 inch or larger gap.

5. Elixair Scrapers: P/N 311/03/04, 311/06/06, 311/12/04, 311/12/06, 311/24/04, 311/24/06, 311/38/04, and 311/38/06 (7.5 inch length with handle of varying widths); Skyholder Rubber Handle: P/N 310/1; Skymill Pneumatic Scraper Sharpener: P/N 309/3; Skybag for sharpener: P/N 309/3B

   Supplier: Elixair International Limited
   Address: Roman Hill Business Park, Broadmayne, Dorset DT2 8LY, United Kingdom
   Phone: 44 0 1305 853019 (within the UK); 44 1305 853019 (within the USA)
   Fax: 44 0 1305 852060 (within the UK); 44 1305 852060 (within the USA)
   Contact: Len McLaughlin
   Web site: www.elixair.co.uk
   email: sales@elixair.com or lenmclaughlin@elixair.co.uk

   NOTE:

   1. Scraper P/N 311/03/06 is designed for removing sealant from butt joints with a 3 mm or larger gap.

   2. The pneumatic sharpener can be used to sharpen most plastic scrapers.

6. Custom Components LTD Scraper: P/N 10810 (6 inch length)

   Supplier: Custom Components LTD
   Address: Unit 3, Feltrim Business Park, Swords Co., Dublin Ireland
   Phone: 353 1 8901909
   Fax: 353 1 8901907

7. Bomatic, Inc. Scraper: P/N 1-6390-A (9 inch length - tapered)

   Supplier: Bomatic, Inc.
   Address: 1841 E. Acacia St., Ontario, CA 91761, USA
   Phone: 909 947 3900
   Fax: 909 947 5969
   Contact: Kjeld Hestehave, Cathy Macri
   Web site: www.bomatic.com

   NOTE: Scraper P/N 1-6390-A is designed for removing sealant from butt joints with a 1/4 inch or larger gap.

8. General Tool & Supply Scraper: P/N ST982L-9ACE (9 inch length)

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Supplier: General Tool & Supply
Address: 355 Trek Drive, Tukwila, WA 98188, USA
Phone: 206 762-1500
Toll: 1 800-321-3305
Fax: 206 767-7026
Contact: Dean Zetty
Web site: www.generaltool.com
email: dzetty@generaltool.com

B. Power Tools

1. 3M SR cutter - No. 3, 0.40 inch diameter, P/N 48011-30096-2

NOTE: Any power tool that will accept the 3M SR Cutter and has a maximum speed of 850 RPM (at the cutter) can be used.

C. Solvents

1. Methyl Ethyl Ketone (MEK), ASTM D740

2. Methyl Propyl Ketone (MPK), BMS 11-9, Grades 1 and 2

3. Aliphatic Naptha, TT-N-95, Type I and Type III

4. Toluene, TT-T-548 or ASTM D362

5. Isopropyl Alcohol TT-I-736

D. Miscellaneous

1. Aluminum Oxide abrasive paper, 400 grit or finer

2. Paper or wipers that meet the requirements of BSM 15-5

2. SEALANT REMOVAL NOTES:

This appendix provides procedures for removing sealant from the exterior pressurized fuselage. Using these procedures will minimize the risk of damaging clad aluminum surfaces during sealant removal. The main areas of concern are:

A. Lap joints

B. Butt joints (including underlying splice plates)

C. Other areas where sealant is present (i.e. wing to body fairings, windows, access doors, etc.)

Boeing recommends only approved scrapers and tools listed in Paragraph 1 of this appendix be used for removing sealant from the exterior fuselage. Alternately, it is acceptable to use other scrapers provided they meet the requirements of BSS7384 (Method for Evaluating Tool Materials for use on Unpainted Clad Aluminum). Commonly used scraper materials such as Lexan polycarbonate, acrylic (Plexiglas), Micarta fiber reinforced phenolic resins, metal, wood, and other hard plastics have been tested and found to scratch clad aluminum.

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3. SEALANT REMOVAL PROCESS: LAP JOINT FILLET

A. To remove the lap joint fillet, follow this procedure:

CAUTION: PLEASE NOTE THAT THERE IS A POTENTIAL FOR THE SR CUTTER TO "RUN AWAY" AND CAUSE DAMAGE AT THE LAP JOINT AND SURROUNDING AREA. ALSO, IF THE CUTTER CONTACTS BARE METAL BENEATH THE SEALANT, THE CLAD ALUMINUM SKIN COULD BE DAMAGED. BEFORE USING THE 3M SR CUTTER, OPERATORS SHOULD BE TRAINED ON PROPER USAGE OF THIS TOOL AND SHOULD PRACTICE ON TEST PANELS OR PIECES TO PERFECT THEIR SKILLS IN WORKING WITH THE TOOL.

1. Remove the majority of the fillet seal at the lap joint using any of the approved scrapers listed in Paragraph 1.A. of this appendix.

   As an alternative, the 0.4 inch diameter 3M SR Cutter listed in Paragraph 1.B. of this appendix can be used. To prevent the cutter from damaging the clad aluminum surface, do not remove the sealant to bare metal. There should be a thin layer of sealant remaining on the surface after removing the majority of the sealant with the 3M SR Cutter.

2. After removing the majority of the sealant with approved scrapers or the 3M SR Cutter, remove the remaining sealant with any of the solvents listed in Paragraph 1.C. of this appendix. An approved scraper (Paragraph 1.A.) or wiper (Paragraph 1.D.) can be used along with the solvent to help with the removal.

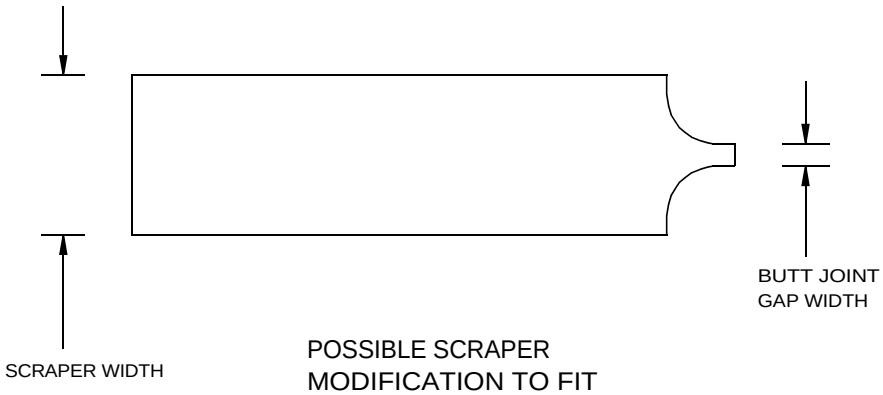
4. SEALANT REMOVAL: BUTT JOINTS AND OTHER AREAS WHERE SEALANT IS PRESENT ON THE EXTERIOR FUSELAGE

A. To remove sealant in butt joints and other areas on the exterior fuselage, follow this procedure:

CAUTION: THE 3M SR CUTTER IS RECOMMENDED FOR REMOVING SEALANT FROM LAP JOINTS, BUT NOT FROM BUTT JOINTS OR OTHER AREAS.

1. Remove the bulk of the sealant using any of the approved scrapers in Paragraph 1.A. of this appendix. Scrapers designed specifically for removing sealant from butt joints are available (i.e. PnJ, Elixair, Bomatic, Jus N Tyme). The shape of an approved scraper can be modified to fit a butt joint or other areas, as required. One possible modification is shown below.

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POSSIBLE SCRAPER MODIFICATION TO FIT A BUTT JOINT

2. After removing the majority of the sealant with approved scrapers or the 3M SR Cutter, remove the remaining sealant with any of the solvents listed in Paragraph 1.C. of this appendix. An approved scraper (Paragraph 1.A.) or wiper (Paragraph 1.D.) can be used along with the solvent to help with the removal.

5. SCRAPER MAINTENANCE

Scrapers dulled from use can be sharpened with 400 grit or finer aluminum oxide paper. Before using a sharpened scraper, the scraper should be rubbed on paper or cheesecloth (Paragraph 1.D.2.) to remove loose sanding particles. If an alternate method of sharpening is used, such as a metal sharpening wheel (including the Elixair International Limited pneumatic scraper sharpener), rub the scraper on 400 grit or finer aluminum oxide paper after sharpening to remove debris, and then rub the scraper on paper or cheesecloth to remove loose particles.

6. USE OF CHEMICAL STRIPPERS TO ASSIST IN SEALANT REMOVAL FOR SCRIBE LINE INSPECTION

A. MATERIALS

1. Cee-Bee E-1058, McGean-Rohco, Inc. Atlanta GA.

2. Eldorado PR-5044, Eldorado Chemical Company, Inc. San Antonio TX.

3. Elixair - Skyrestore (Thick), Elixair International Limited, Dorchester, England.

4. Naftosolv FN, Chemetall GMBH, Frankfurt, Germany.

5. Skycleen 2000 Aviation Cleaner, Solutia Inc. St. Louis, MO.

6. Turco 5351, Henkel Corporation, Madison Heights, MI.

B. SEALANT REMOVAL

Use one of the following methods to remove sealant along lap and butt joints on the exterior fuselage.

1. Method 1 - Mechanical/Chemical

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Remove sealant fillet with an approved scraper in accordance with Paragraph 1.A., above. Chemically strip any sealant remaining on the surface as follows:

a. Mask surrounding areas as necessary to prevent contact with chemical strippers. Do not allow chemical strippers to contact substrates other than aluminum. Do not use chemical strippers on reverse lap joints.

NOTE: Chemical strippers will soften and remove paint.

b. Using a natural bristle brush, apply a thin coating of chemical stripper on the sealant.

CAUTION: CHEMICAL STRIPPER MAY PENETRATE INTO JOINTS IF GAPS ARE PRESENT DUE TO MISSING FAYING SURFACE SEALANT.

(1) Do not apply excessive chemical stripper. Stripper should hang and not flow.

(2) Let the stripper dwell until the sealant can be easily removed by dry wiping, but do not exceed 40 minutes dwell time.

(3) Remove softened sealant with clean dry wipers (BMS 15-5 Class A). Approved scrapers may be used as given in 767 AMM 51-31-00 to facilitate removal.

c. After chemical stripping is complete, remove stripper by thoroughly washing with a water-based alkaline cleaner approved for painted surfaces in accordance with SOPM 20-30-03. Rinse off alkaline cleaner with water.

2. Method 2 - Chemical/Mechanical/Chemical

a. Mask surrounding areas as necessary to prevent contact with chemical strippers. Do not allow chemical strippers to contact substrates other than aluminum.

b. Using a natural bristle brush, apply a thin coating of chemical stripper on the sealant fillet.

c. Let the chemical stripper dwell for a maximum of 4 hours, except use a maximum dwell time of 2 hours if Turco 5351 is used. A thin coat of stripper may be brushed on every hour as necessary to maintain a wet surface. Do not apply excessive stripper. Stripper should hang and not flow.

d. Do not apply chemical stripper to areas where the joint is exposed.

e. Remove softened sealant with an approved scraper as given in 767 AMM 51-31-00 and clean dry wipers (BMS 15-5 Class A).

f. Repeat steps b., c., d., and e. if necessary, but do not apply chemical stripper to areas where the joint is exposed.

g. If any sealant remains on the surface after removing the sealant fillet, follow the procedure outlined in Method 1.

h. After chemical stripping is complete, remove stripper by thoroughly washing with a water-based alkaline cleaner approved for painted surfaces in accordance with SOPM 20-30-03. Rinse off alkaline cleaner with water.

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APPENDIX B: REPORTING SYSTEM - LIMITED RETURN TO SERVICE PROCEDURE FOR AIRPLANES WITH SCRIBE LINES

Boeing recommends that operators use the format that follows to report the results of the inspections in this service bulletin to Boeing. Use of this standard format will result in a more rapid review and approval of the data. A Return to Service Proposal will be provided by Boeing after review of the data.

INTRODUCTION:				
The following is a summary of the work carried out on airplane _____ as part of a return to service workpack.				
	Airplane Model:			
	Airplane Registration:			
	Airplane Variable Number:			
	Airplane Line Number:			
	Airplane Serial Number:			
	Airplane Total Hours / Flight Cycles:			
	Airplane Flight Cycles Since Scribe Line Introduction:			
BACKGROUND:				
_____ has completed the following work on airplane _____:				
INSPECTIONS:				
The following inspections were completed on airplane _____:				
	Detailed Visual Inspections:			
		Lap Joints:		
			Fuselage lap joints between STA _____ To STA _____	
			Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)	
			Action:	
		External Approved Repairs:		
			Fuselage skin around certain external doublers/repairs.	
			Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)	
			Action:	
		External Features:		
			Fuselage skin around certain external features.	
			Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)	
			Action:	

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		Decals:	
			Fuselage skin around decals.
			Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)
			Action:
		Maximum Observed Scribe line Depth:	
			The maximum scribe line depth for all locations (skin lap joints, external approved repairs, external features, and decals) is _____ inches.
	NDT Inspections:		
		All NDT inspections for cracks at scribe line locations have been accomplished as shown in the Accomplishment Instructions of Service Bulletin 767-53A0193.	
		Findings: (Include a detailed description of any damage found, including locations, message numbers, etc. Attach additional pages as necessary.)	
			Action:

APPENDIX B: REPORTING SYSTEM - LIMITED RETURN TO SERVICE PROCEDURE FOR AIRPLANES WITH SCRIBE LINES

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APPENDIX C: AIRPLANE FUSELAGE SCRIBE LINE MARK SUMMARY TABLES

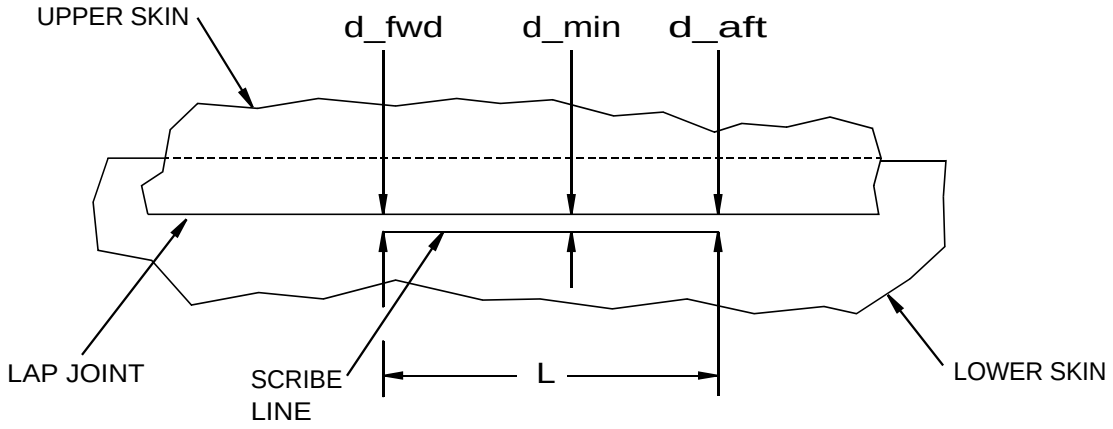


Table 1 - Skin Lap Joints

Location			Length (inches)	Distance From Lap (Inches)			Depth (inches)
Stringer	**Forward Body Station**	**Aft Body Station**	**L**	**d_fwd (a)**	**d_min (b)**	**d_aft (c)**	
(a) d_fwd = Distance from the edge of the upper skin of the forward end of the scribe line.							
(b) d_min = Minimum distance of the scribe line at any point along the entire length of the scribe line from the edge of the upper skin.							
(c) d_aft = Distance from the edge of the upper skin of the aft end of the scribe line.							

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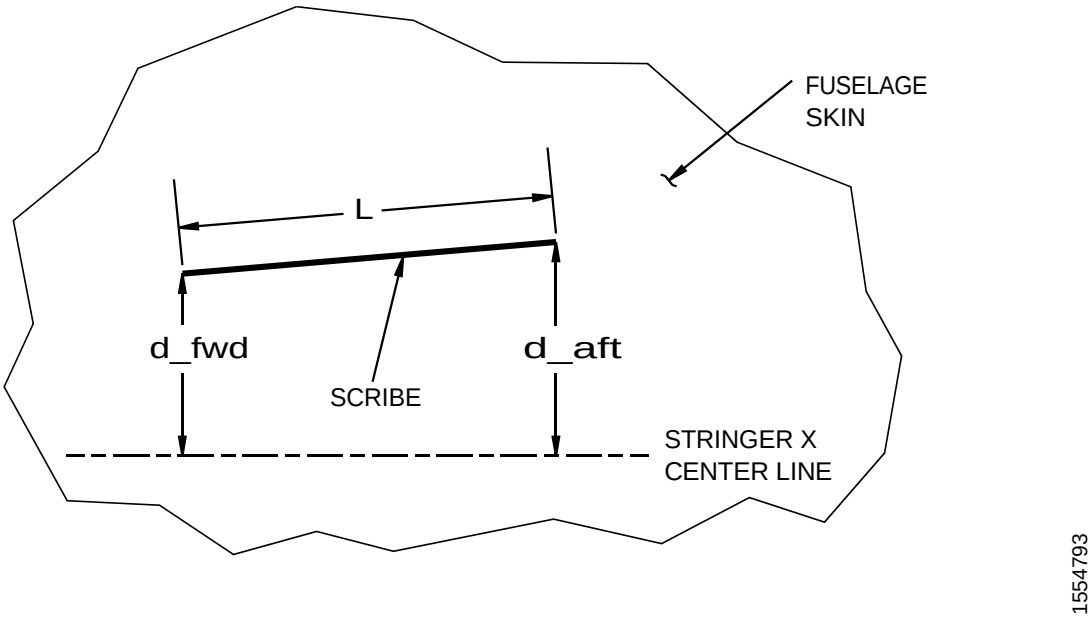


Table 2 - Locations other than Skin Lap Joints

Forward Body Station	Aft Body Station	Stringer	Length (inches)	Distance From Stringer (Inches)		Depth (inches)
			L	d_fwd (a)	d_aft (b)	
		S-				
		S-				
		S-				
		S-				
(a) d_fwd = Distance of the forward end of the scribe from the stringer.						
(b) d_aft = Distance of the aft end of the scribe from the stringer.						

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APPENDIX D: SCRIBE LINE SAMPLE

The instructions that follow can be used to make representative samples of the kinds of scribe line marks that may be found during the inspections specified in this service bulletin.

This design is a visual inspection aid that can be used to familiarize visual inspectors with scribe lines and assure consistency between visual inspectors. The flag note 1 scribe line is intended to show the inspector how a scribe line can be hidden under a lap chamfer, requiring the inspector to look at an oblique angle to the lap joint edge to detect some scribes lines. The flag note 2 scribe line is intended to demonstrate a typical tactile scribe line. The flag note 3 scribe line is intended to demonstrate a shallow non-tactile scribe line.

NOTE:

1. Minimum surface roughness is 125 microinches.

2. Break all sharp edges.

3. Unless otherwise noted, the following dimensions and tolerances are used:
   - All dimensions are in inches.
   - Tolerance on linear dimensions, other than rivet or bolt edge margins, is plus or minus 0.03 inch.
   - Tolerance on rivet or bolt edge margin is plus or minus 0.05 inch.
   - Angular tolerance is plus or minus 2 degrees.
   - Hole dimensions for standard solid rivets are given in 767 Structural Repair Manual, Chapter 51.

1. Make part A from bare 2024-T3 aluminum, 0.040 inch thick. 0.060 inch thick bare 2024-T3 is an acceptable substitute.

2. Make part B from bare 2024-T3 aluminum, 0.071 inch thick.

3. Fasten part B to part A with five - 5/32 inch diameter countersunk rivets. Make the countersinks in part B.

4. Make three typical scribe line marks on part A as follows:

   A. Flag Note 1: Scribe part A with the tip of a razor knife, using one to two pounds down load with finger pressure on the knife handle. Displaced material from the scribing operation should remain on part A. Make sure that the scribe line is under the 20 degree chamfer on the edge of part B. Make sure the scribe line can be seen visually.

   B. Flag Note 2: Scribe part A with the tip of a razor knife, using one to two pounds down load with finger pressure on the knife handle. Displaced material from the scribing operation should remain on part A. Make sure the scribe line is tactile (a fingernail can catch on the scribe line).

   C. Flag Note 3: Scribe part A with one pass from the tip of a ball point pen, using 0.25 to 0.5 pound down load. Make sure the scribe line is not tactile (a fingernail does not catch on the scribe line). As an alternative to a ball point pen, use the edge of a 0.040 inch wide CRES plate, with 0.25 inch diameter radii at the corners of the plate.

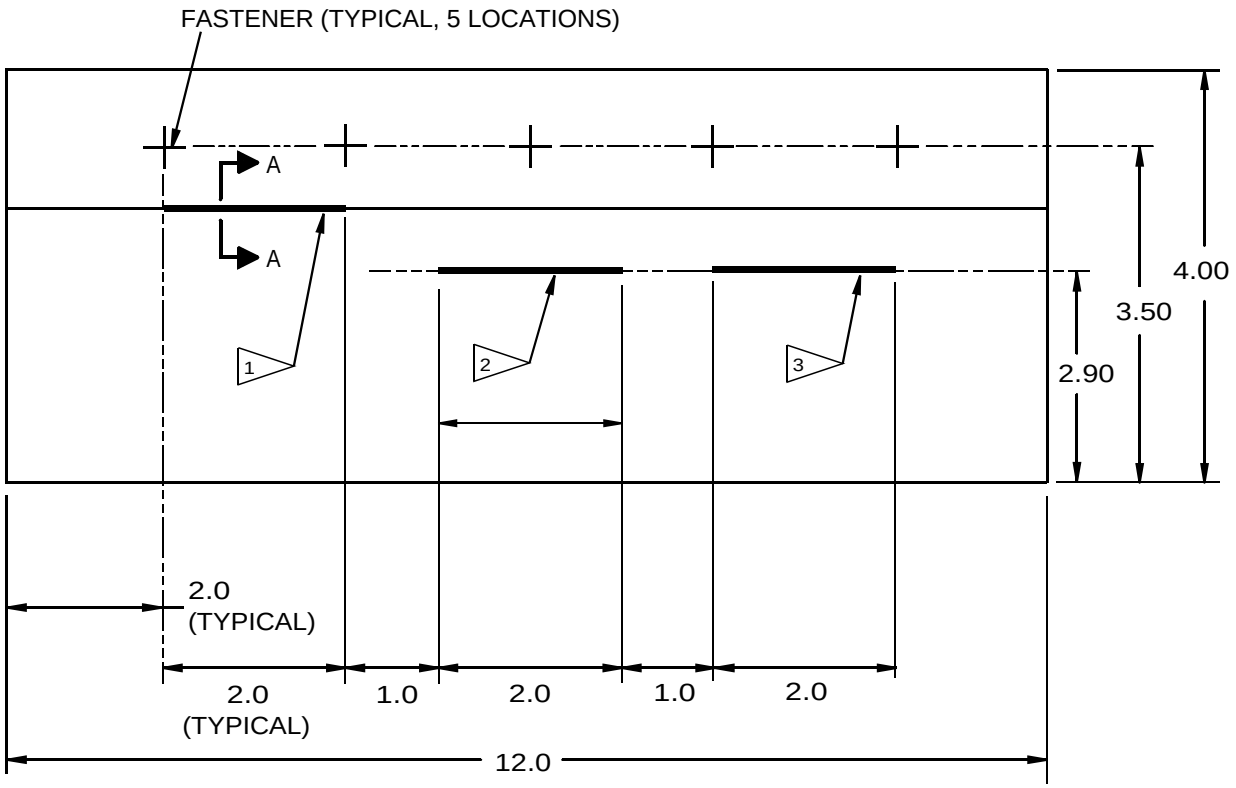
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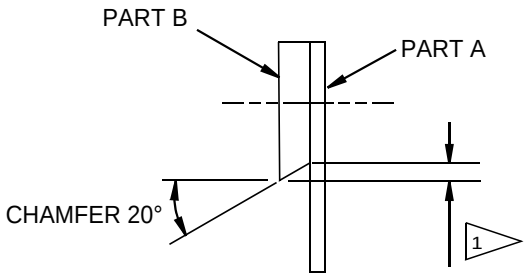
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This sample can be obtained from the following vendors:

EC/NDT 1020 South 344th St. Suite 214 Federal Way, WA 98003 USA Phone: [253] 815-0797 Fax: [253] 815-0827	DT ENGINEERING CORP 19620 Russell Road Kent, WA 98032 USA Phone: [253] 872-3565 Fax: [253] 872-0857

SCRIBE SAMPLE





A-A

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APPENDIX D: SCRIBE LINE SAMPLE

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