Commercial Airplanes

757 Requirements Bulletin

ALERT

Number: **757-53A0120 RB**
Original Issue: January 17, 2022
ATA System: 5360

SUBJECT: FUSELAGE - Section 46 - Fuselage Frame Web at STA 1640 between S-14 and S-15 - Liner Hole Inspection

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Number: **757-53A0120 RB**
Original Issue: January 17, 2022
ATA System: 5360

SUBJECT: FUSELAGE - Section 46 - Fuselage Frame Web at STA 1640 between S-14 and S-15 - Liner Hole Inspection

THIS DOCUMENT 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 DOCUMENT TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS DOCUMENT TO THE NEW OWNER. THIS IS AN ENHANCED REQUIRED FOR COMPLIANCE DOCUMENT. THE BOEING PROCESSES USED TO CREATE THE SERVICE BULLETIN (SB) AND THE REQUIREMENTS BULLETIN (RB) ENSURE THAT THE INFORMATION BETWEEN "RC START" AND "RC END" IN THE SB ARE IDENTICAL TO THE INFORMATION IN THE SAME SECTIONS (COMPLIANCE, WORK INSTRUCTIONS…) OF THE RB WHICH THE SB REFERS TO AS THE RELATED DOCUMENT.

1. Effectivity

A. Airplanes
This bulletin is applicable to 757-200, 757-200CB, 757-300 Airplane(s), line number(s) 1-138, 140, 142, 144-146, 148, 150-175, 177-180, 182-183, 185, 187-188, 190, 192, 194, 196, 198, 200-236, 238-257, 259-299, 301-313, 315-317, 319-321, 323-325, 327-329, 331-333, 335-339, 341-394, 396-398, 400-402, 404-406, 408-410, 412-476, 478-480, 482-484, 486-488, 490-492, 494-568, 570-572, 574-576, 578, 580, 582-624, 626-627, 629-630, 632-633, 635, 637, 639, 641, 643, 645, 647-648, 650, 652-653, 655, 657-658, 660-674, 676-678, 680-682, 684-686, 688-690, 692-727, 731-732, 735-754, 756-758, 760-762, 764, 766, 768, 770, 772-773, 775, 777, 779-812, 814, 816-822, 824-878, 880-881, 883-1050 in 3 Group(s). Where the effectivity is presented with hyphens between line numbers, the airplane applicability means "through" and "inclusive", e.g. line numbers 1-9 means line numbers 1 through 9 inclusive.

The Variable Numbers and Group Information for the applicable airplanes is given below.

GROUP	CONFIGURATION	DESCRIPTION
1	-	757-200 and -200CB Airplanes.
	1	Airplanes that have not incorporated the SB 757-53-0110 modification at or before the accomplishment of the first Requirements Bulletin 757-53A0120 RB inspection.
	2	Airplanes that have incorporated the SB 757-53-0110 modification at or before the accomplishment of the first Requirements Bulletin 757-53A0120 RB inspection.

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GROUP	CONFIGURATION	DESCRIPTION
2	-	757-300 Airplanes.
	1	Airplanes that have not incorporated the SB 757-53-0110 modification at or before the accomplishment of the first Requirements Bulletin 757-53A0120 RB inspection.
	2	Airplanes that have incorporated the SB 757-53-0110 modification at or before the accomplishment of the first Requirements Bulletin 757-53A0120 RB inspection.
3	-	757-200 airplanes changed to the Special Freighter (SF) configuration by the Boeing Company in accordance with Supplemental Type Certificate (STC) ST00916WI-D.
	1	Airplanes that have not incorporated the SB 757-53-0110 modification at or before the accomplishment of the first Requirements Bulletin 757-53A0120 RB inspection.
	2	Airplanes that have incorporated the SB 757-53-0110 modification at or before the accomplishment of the first Requirements Bulletin 757-53A0120 RB inspection.

Airplane Models:

757-200, 757-200CB, 757-300

Variable Number	Group
NA001 - NA028	1
NA191 - NA199	1
NA201 - NA204	3
NA205	1
NA206 - NA213	3
NA214	1
NA215 - NA236	3
NA237 - NA239	1
NA301 - NA305	1
NA341 - NA352	1
NA391 - NA399	1
NA401 - NA408	1
NA441 - NA447	1

Variable Number	Group
NA501 - NA586	1
NB001 - NB004	1
NB021 - NB023	1
NB036 - NB041	1
NB051 - NB053	1
NB061 - NB073	1
NB079	1
NB131 - NB148	1
NB161 - NB162	1
NB166 - NB168	1
NB201 - NB204	1
NB221 - NB228	1
NB230	1

Variable Number	Group
NB236	1
NB239	1
NB261 - NB267	1
NB291 - NB299	1
NB301 - NB302	1
NB311 - NB312	1
NB321 - NB331	1
NB421 - NB438	1
NB446	1
NB451 - NB454	1
NB501 - NB523	1
NB561	1
NB571	1

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Variable Number	Group
NB581 - NB583	1
NC001 - NC033	1
NC041 - NC042	1
NC051 - NC052	1
NC056 - NC062	1
NC066 - NC084	1
NC091 - NC094	1
NC151	1
NC161	1
ND001 - ND007	1
ND011 - ND059	1
ND111 - ND113	1
ND161 - ND199	1
ND201 - ND203	1
ND221 - ND225	1
ND241 - ND248	1
ND301 - ND322	1
ND401	1
ND891	1
ND895	1
NE001 - NE008	1
NE011 - NE088	1
NE091 - NE094	1

Variable Number	Group
NE141 - NE150	1
NE161 - NE177	1
NE201 - NE204	1
NE301 - NE302	1
NE311 - NE325	1
NJ001 - NJ004	1
NJ031 - NJ032	1
NJ551 - NJ555	1
NL001 - NL002	2
NL006 - NL017	2
NL101 - NL109	2
NL141	2
NL601 - NL616	2
NN001 - NN002	1
NN051 - NN052	1
NP901 - NP904	1
NT201 - NT202	1
NT231 - NT234	1
NT237 - NT240	1
NT242	1
NT245 - NT248	1
NT281 - NT289	1
NT341 - NT347	1

Variable Number	Group
NT351 - NT360	1
NT371 - NT373	1
NT375 - NT379	1
NT381 - NT386	1
NT401 - NT409	1
NT411 - NT412	1
NT426 - NT427	1
NT431 - NT432	1
NT436 - NT438	1
NT441 - NT442	1
NT446	1
NT701 - NT769	1
NT791 - NT796	1
NT861 - NT862	1
NT881 - NT885	1
NT901 - NT916	1
NT971 - NT985	1
NU031 - NU038	1
NU701 - NU705	2
NU721 - NU728	2
NU731 - NU732	2
-	-
-	-

B. Spares Affected
Examine your spares supply for the parts or components identified below. If any parts or components are found, refer to Work Instructions for the recommended action.

Part Number
653N0001-1
653N0001-2

2. CONCURRENT REQUIREMENTS

None.

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3. COMPLIANCE

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to Requirements Bulletin 757-53A0120 RB. The Airworthiness Directive will make the compliance tasks and times given in Requirements Bulletin 757-53A0120 RB mandatory.

When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION or an OPTION, do all of the ACTION numbers for that CONDITION or OPTION.

Accomplish the required action(s), based on the applicable condition(s) in Table 1 through Table 18, in accordance with Accomplishment Instructions.

Group 1, Configuration 1:
Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.			
CONDITION 1: NO LINER HOLE FOUND.	No further action required.	-		-
CONDITION 2: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-		-

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Group 1, Configuration 1:

Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 3: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-		-
CONDITION 4: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 4 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	CONDITION 4 (OPTION 2): Zero-time the liner hole.			-
CONDITION 4.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 4.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 4.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack. (b)	-		6,000 Flight Cycles.
	CONDITION 4.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 1, Configuration 1:
Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 4.3: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 5.	At the times specified in Table 5.	-
CONDITION 4.4: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 5.	At the times specified in Table 5.	-
CONDITION 4.5: DURING ACCOMPLISHMENT OF CONDITION 4 (OPTION 2) OR CONDITION 4.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)

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Group 1, Configuration 1:

Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 4.6: DURING ACCOMPLISHMENT OF CONDITION 4 (OPTION 2) OR CONDITION 4.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 5: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 5 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	CONDITION 5 (OPTION 2): Zero-time the liner hole.			-
CONDITION 5.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight		-
CONDITION 5.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 5.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack. (b)	-		6,000 Flight Cycles.
	CONDITION 5.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 1, Configuration 1:

Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 5.3: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 5.	At the times specified in Table 5.	-
CONDITION 5.4: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 5.	At the times specified in Table 5.	-
CONDITION 5.5: DURING ACCOMPLISHMENT OF CONDITION 5 (OPTION 2), CONDITION 5.1, OR CONDITION 5.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)

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Group 1, Configuration 1:

Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 5.6: DURING ACCOMPLISHMENT OF CONDITION 5 (OPTION 2), CONDITION 5.1, OR CONDITION 5.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) If Service Bulletin 757-53-0110 modification was incorporated, do the actions in Condition 4.3 or 4.4 (for a plugged liner hole) or Condition 5.3 or 5.4 (for an open liner hole).			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			
(d) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			

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Group 1, Configuration 1:

Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.			
CONDITION 6: NO LINER HOLE FOUND.	No further action required.	-		-
CONDITION 7: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-		-
CONDITION 8: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-		-

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Group 1, Configuration 1:

Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 9: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 9 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	CONDITION 9 (OPTION 2): Zero-time the liner hole.			-
CONDITION 9.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 9.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 9.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack. (b)	-		6,000 Flight Cycles.
	CONDITION 9.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-
CONDITION 9.3: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 6.	At the times specified in Table 6.		-

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Group 1, Configuration 1:

Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 9.4: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 6.	At the times specified in Table 6.	-
CONDITION 9.5: DURING ACCOMPLISHMENT OF CONDITION 9 (OPTION 2) OR CONDITION 9.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 9.6: DURING ACCOMPLISHMENT OF CONDITION 9 (OPTION 2) OR CONDITION 9.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-

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Group 1, Configuration 1:

Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 10: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 10 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	CONDITION 10 (OPTION 2): Zero-time the liner hole.			-
CONDITION 10.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight		-
CONDITION 10.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 10.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack. (b)	-		6,000 Flight Cycles.
	CONDITION 10.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-
CONDITION 10.3: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 6.	At the times specified in Table 6.		-

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Group 1, Configuration 1:
Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 10.4: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 6.	At the times specified in Table 6.	-
CONDITION 10.5: DURING ACCOMPLISHMENT OF CONDITION 10 (OPTION 2), CONDITION 10.1, OR CONDITION 10.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 10.6: DURING ACCOMPLISHMENT OF CONDITION 10 (OPTION 2), CONDITION 10.1, OR CONDITION 10.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) If Service Bulletin 757-53-0110 modification was incorporated, do the actions in Condition 9.3 or 9.4 (for a plugged liner hole) or Condition 10.3 or 10.4 (for an open liner hole).			

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Group 1, Configuration 1:
Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			
(d) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			

Group 1, Configuration 2:
Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, or within 6,000 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.			
CONDITION 11: NO LINER HOLE FOUND.	No further action required.	-		-
CONDITION 12: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-		-

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Group 1, Configuration 2:
Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 13: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-		-
CONDITION 14: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 14 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, or within 6,000 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	CONDITION 14 (OPTION 2): Zero-time the liner hole.			-
CONDITION 14.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 14.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 14.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-		12,000 Flight Cycles.
	CONDITION 14.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 1, Configuration 2:

Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 14.3: DURING ACCOMPLISHMENT OF CONDITION 14 (OPTION 2) OR CONDITION 14.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 14.4: DURING ACCOMPLISHMENT OF CONDITION 14 (OPTION 2) OR CONDITION 14.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-

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Group 1, Configuration 2:

Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 15: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 15 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, or within 6,000 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	CONDITION 15 (OPTION 2): Zero-time the liner hole.			-
CONDITION 15.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight		-
CONDITION 15.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 15.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-		12,000 Flight Cycles.
	CONDITION 15.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 1, Configuration 2:

Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 15.3: DURING ACCOMPLISHMENT OF CONDITION 15 (OPTION 2), CONDITION 15.1, OR CONDITION 15.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 15.4: DURING ACCOMPLISHMENT OF CONDITION 15 (OPTION 2), CONDITION 15.1, OR CONDITION 15.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 1, Configuration 2:

Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, or within 6,000 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.			
CONDITION 16: NO LINER HOLE FOUND.	No further action required.	-		-
CONDITION 17: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-		-
CONDITION 18: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-		-

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Group 1, Configuration 2:

Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 19: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 19 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, or within 6,000 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	CONDITION 19 (OPTION 2): Zero-time the liner hole.			-
CONDITION 19.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 19.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 19.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-		12,000 Flight Cycles.
	CONDITION 19.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 1, Configuration 2:

Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 19.3: DURING ACCOMPLISHMENT OF CONDITION 19 (OPTION 2) OR CONDITION 19.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 19.4: DURING ACCOMPLISHMENT OF CONDITION 19 (OPTION 2) OR CONDITION 19.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-

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Group 1, Configuration 2:

Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 20: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 20 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Before 20,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 6,000 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, or within 6,000 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	CONDITION 20 (OPTION 2): Zero-time the liner hole.			-
CONDITION 20.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight		-
CONDITION 20.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 20.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-		12,000 Flight Cycles.
	CONDITION 20.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 1, Configuration 2:

Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 20.3: DURING ACCOMPLISHMENT OF CONDITION 20 (OPTION 2), CONDITION 20.1, OR CONDITION 20.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 20.4: DURING ACCOMPLISHMENT OF CONDITION 20 (OPTION 2), CONDITION 20.1, OR CONDITION 20.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-

(a) A fastener could be either a solid rivet or interference fit Hi-Lok.

(b) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.

(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.

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Group 1, Configuration 1:

Table 5: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 21: CONDITION 4.3 OR CONDITION 4.4 AIRPLANES.	CONDITION 21 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Within 12,000 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB surface HFEC inspection was done.	-
	CONDITION 21 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 21.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 21.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 21.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	12,000 Flight Cycles.
	CONDITION 21.2 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 21.3: DURING ACCOMPLISHMENT OF CONDITION 21 (OPTION 2) OR CONDITION 21.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)	Before further flight.	(c)

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Group 1, Configuration 1:

Table 5: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 21.4: DURING ACCOMPLISHMENT OF CONDITION 21 (OPTION 2) OR CONDITION 21.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 22: CONDITION 5.3 OR CONDITION 5.4 AIRPLANES.	CONDITION 22 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Within 12,000 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB Open Hole HFEC inspection was done.	-
	CONDITION 22 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 22.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight.	-
CONDITION 22.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 22.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	12,000 Flight Cycles.
	CONDITION 22.2 (OPTION 2): Zero-time the liner hole.	Before further flight.	-

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Group 1, Configuration 1:

Table 5: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 22.3: DURING ACCOMPLISHMENT OF CONDITION 22 (OPTION 2), CONDITION 22.1, OR CONDITION 22.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)	Before further flight.	(c)
CONDITION 22.4: DURING ACCOMPLISHMENT OF CONDITION 22 (OPTION 2), CONDITION 22.1, OR CONDITION 22.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(b) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 1, Configuration 1:

Table 6: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 23: CONDITION 9.3 OR CONDITION 9.4 AIRPLANES.	CONDITION 23 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Within 12,000 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB surface HFEC inspection was done.	-
	CONDITION 23 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 23.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 23.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 23.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	12,000 Flight Cycles.
	CONDITION 23.2 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 23.3: DURING ACCOMPLISHMENT OF CONDITION 23 (OPTION 2) OR CONDITION 23.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)	Before further flight.	(c)

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Group 1, Configuration 1:

Table 6: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 23.4: DURING ACCOMPLISHMENT OF CONDITION 23 (OPTION 2) OR CONDITION 23.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 24: CONDITION 10.3 OR CONDITION 10.4 AIRPLANES.	CONDITION 24 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Within 12,000 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB Open Hole HFEC inspection was done.	-
	CONDITION 24 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 24.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight.	-
CONDITION 24.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 24.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	12,000 Flight Cycles.
	CONDITION 24.2 (OPTION 2): Zero-time the liner hole.	Before further flight.	-

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Group 1, Configuration 1:

Table 6: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 24.3: DURING ACCOMPLISHMENT OF CONDITION 24 (OPTION 2), CONDITION 24.1, OR CONDITION 24.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)	Before further flight.	(c)
CONDITION 24.4: DURING ACCOMPLISHMENT OF CONDITION 24 (OPTION 2), CONDITION 24.1, OR CONDITION 24.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(b) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 2, Configuration 1:

Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.			
CONDITION 25: NO LINER HOLE FOUND.	No further action required.	-		-
CONDITION 26: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-		-
CONDITION 27: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-		-

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Group 2, Configuration 1:

Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 28: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 28 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	CONDITION 28 (OPTION 2): Zero-time the liner hole.			-
CONDITION 28.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 28.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 28.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack. (b)	-		3,200 Flight Cycles.
	CONDITION 28.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-
CONDITION 28.3: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 11.	At the times specified in Table 11.		-

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Group 2, Configuration 1:

Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 28.4: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 11.	At the times specified in Table 11.	-
CONDITION 28.5: DURING ACCOMPLISHMENT OF CONDITION 28 (OPTION 2) OR CONDITION 28.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 28.6: DURING ACCOMPLISHMENT OF CONDITION 28 (OPTION 2) OR CONDITION 28.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-

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Group 2, Configuration 1:

Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 29: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 29 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	CONDITION 29 (OPTION 2): Zero-time the liner hole.			-
CONDITION 29.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight		-
CONDITION 29.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 29.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack. (b)	-		3,200 Flight Cycles.
	CONDITION 29.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-
CONDITION 29.3: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 11.	At the times specified in Table 11.		-

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Group 2, Configuration 1:

Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 29.4: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 11.	At the times specified in Table 11.	-
CONDITION 29.5: DURING ACCOMPLISHMENT OF CONDITION 29 (OPTION 2), CONDITION 29.1, OR CONDITION 29.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 29.6: DURING ACCOMPLISHMENT OF CONDITION 29 (OPTION 2), CONDITION 29.1, OR CONDITION 29.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) If Service Bulletin 757-53-0110 modification was incorporated, do the actions in Condition 28.3 or 28.4 (for a plugged liner hole) or Condition 29.3 or 29.4 (for an open liner hole).			

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Group 2, Configuration 1:
Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			
(d) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			

Group 2, Configuration 1:
Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.			
CONDITION 30: NO LINER HOLE FOUND.	No further action required.	-		-
CONDITION 31: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-		-

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 32: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-		-
CONDITION 33: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 33 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	CONDITION 33 (OPTION 2): Zero-time the liner hole.			-
CONDITION 33.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 33.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 33.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack. (b)	-		3,200 Flight Cycles.
	CONDITION 33.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 33.3: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 12.	At the times specified in Table 12.	-
CONDITION 33.4: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 12.	At the times specified in Table 12.	-
CONDITION 33.5: DURING ACCOMPLISHMENT OF CONDITION 33 (OPTION 2) OR CONDITION 33.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 33.6: DURING ACCOMPLISHMENT OF CONDITION 33 (OPTION 2) OR CONDITION 33.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 34: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 34 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	CONDITION 34 (OPTION 2): Zero-time the liner hole.			-
CONDITION 34.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight		-
CONDITION 34.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 34.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack. (b)	-		3,200 Flight Cycles.
	CONDITION 34.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 34.3: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 12.	At the times specified in Table 12.	-
CONDITION 34.4: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 12.	At the times specified in Table 12.	-
CONDITION 34.5: DURING ACCOMPLISHMENT OF CONDITION 34 (OPTION 2), CONDITION 34.1, OR CONDITION 34.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 34.6: DURING ACCOMPLISHMENT OF CONDITION 34 (OPTION 2), CONDITION 34.1, OR CONDITION 34.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) If Service Bulletin 757-53-0110 modification was incorporated, do the actions in Condition 33.3 or 33.4 (for a plugged liner hole) or Condition 34.3 or 34.4 (for an open liner hole).			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			
(d) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 3,200 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.			
CONDITION 35: NO LINER HOLE FOUND.	No further action required.	-	-	-
CONDITION 36: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	-	-
CONDITION 37: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	-	-

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 38: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 38 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 3,200 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	CONDITION 38 (OPTION 2): Zero-time the liner hole.			-
CONDITION 38.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 38.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 38.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-		7,200 Flight Cycles.
	CONDITION 38.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 38.3: DURING ACCOMPLISHMENT OF CONDITION 38 (OPTION 2) OR CONDITION 38.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 38.4: DURING ACCOMPLISHMENT OF CONDITION 38 (OPTION 2) OR CONDITION 38.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 39: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 39 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 3,200 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	CONDITION 39 (OPTION 2): Zero-time the liner hole.			-
CONDITION 39.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight		-
CONDITION 39.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 39.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-		7,200 Flight Cycles.
	CONDITION 39.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 39.3: DURING ACCOMPLISHMENT OF CONDITION 39 (OPTION 2), CONDITION 39.1, OR CONDITION 39.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 39.4: DURING ACCOMPLISHMENT OF CONDITION 39 (OPTION 2), CONDITION 39.1, OR CONDITION 39.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-

(a) A fastener could be either a solid rivet or interference fit Hi-Lok.

(b) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.

(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 3,200 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.			
CONDITION 40: NO LINER HOLE FOUND.	No further action required.	-	-	-
CONDITION 41: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	-	-
CONDITION 42: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	-	-

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 43: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 43 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 3,200 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	CONDITION 43 (OPTION 2): Zero-time the liner hole.			-
CONDITION 43.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 43.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 43.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-		7,200 Flight Cycles.
	CONDITION 43.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 43.3: DURING ACCOMPLISHMENT OF CONDITION 43 (OPTION 2) OR CONDITION 43.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 43.4: DURING ACCOMPLISHMENT OF CONDITION 43 (OPTION 2) OR CONDITION 43.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 44: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 44 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Before 10,000 Total Flight Cycles.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 3,200 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 3,200 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	CONDITION 44 (OPTION 2): Zero-time the liner hole.			-
CONDITION 44.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight		-
CONDITION 44.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 44.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-		7,200 Flight Cycles.
	CONDITION 44.2 (OPTION 2): Zero-time the liner hole.	Before further flight.		-

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 44.3: DURING ACCOMPLISHMENT OF CONDITION 44 (OPTION 2), CONDITION 44.1, OR CONDITION 44.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)	Before further flight.	(c)
CONDITION 44.4: DURING ACCOMPLISHMENT OF CONDITION 44 (OPTION 2), CONDITION 44.1, OR CONDITION 44.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 2, Configuration 1:

Table 11: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 45: CONDITION 28.3 OR CONDITION 28.4 AIRPLANES.	CONDITION 45 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Within 7,200 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB surface HFEC inspection was done.	-
	CONDITION 45 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 45.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 45.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 45.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	7,200 Flight Cycles.
	CONDITION 45.2 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 45.3: DURING ACCOMPLISHMENT OF CONDITION 45 (OPTION 2) OR CONDITION 45.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)	Before further flight.	(c)

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Group 2, Configuration 1:

Table 11: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 45.4: DURING ACCOMPLISHMENT OF CONDITION 45 (OPTION 2) OR CONDITION 45.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 46: CONDITION 29.3 OR CONDITION 29.4 AIRPLANES.	CONDITION 46 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Within 7,200 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB Open Hole HFEC inspection was done.	-
	CONDITION 46 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 46.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight.	-
CONDITION 46.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 46.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	7,200 Flight Cycles.
	CONDITION 46.2 (OPTION 2): Zero-time the liner hole.	Before further flight.	-

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Group 2, Configuration 1:
Table 11: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 46.3: DURING ACCOMPLISHMENT OF CONDITION 46 (OPTION 2), CONDITION 46.1, OR CONDITION 46.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)	Before further flight.	(c)
CONDITION 46.4: DURING ACCOMPLISHMENT OF CONDITION 46 (OPTION 2), CONDITION 46.1, OR CONDITION 46.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(b) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 2, Configuration 1:

Table 12: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 47: CONDITION 33.3 OR CONDITION 33.4 AIRPLANES.	CONDITION 47 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	Within 7,200 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB surface HFEC inspection was done.	-
	CONDITION 47 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 47.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 47.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 47.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	7,200 Flight Cycles.
	CONDITION 47.2 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 47.3: DURING ACCOMPLISHMENT OF CONDITION 47 (OPTION 2) OR CONDITION 47.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)	Before further flight.	(c)

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Group 2, Configuration 1:

Table 12: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 47.4: DURING ACCOMPLISHMENT OF CONDITION 47 (OPTION 2) OR CONDITION 47.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 48: CONDITION 34.3 OR CONDITION 34.4 AIRPLANES.	CONDITION 48 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	Within 7,200 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB Open Hole HFEC inspection was done.	-
	CONDITION 48 (OPTION 2): Zero-time the liner hole.	Before further flight.	-
CONDITION 48.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	Before further flight.	-
CONDITION 48.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 48.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	7,200 Flight Cycles.
	CONDITION 48.2 (OPTION 2): Zero-time the liner hole.	Before further flight.	-

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Group 2, Configuration 1:

Table 12: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 48.3: DURING ACCOMPLISHMENT OF CONDITION 48 (OPTION 2), CONDITION 48.1, OR CONDITION 48.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)	Before further flight.	(c)
CONDITION 48.4: DURING ACCOMPLISHMENT OF CONDITION 48 (OPTION 2), CONDITION 48.1, OR CONDITION 48.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
(a) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(b) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 3, Configuration 1:

Table 13: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole and for accomplishment of a frame segment replacement. (b)	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole and for accomplishment of a frame segment replacement. (b)		-
CONDITION 49: FRAME SEGMENT REPLACEMENT ACCOMPLISHED. (b)	No further action required.	-	-
CONDITION 50: FRAME SEGMENT REPLACEMENT NOT ACCOMPLISHED AND NO OPEN LINER HOLE FOUND.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
CONDITION 50.1 ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 50.2 NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack. (a)	-	2,600 Flight Cycles.
CONDITION 50.3 NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 17.	At the times specified in Table 17.	-

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Group 3, Configuration 1:

Table 13: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 50.4: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 17.	At the times specified in Table 17.	-
CONDITION 51: LINER HOLE FOUND - LINER HOLE IS OPEN.	Do a Surface HFEC inspection of the web for any crack.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
CONDITION 51.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 51.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack. (a)	-	2,600 Flight Cycles.
CONDITION 51.3: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 17.	At the times specified in Table 17.	-
CONDITION 51.4: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 17.	At the times specified in Table 17.	-
(a) If Service Bulletin 757-53-0110 Modification was incorporated, do the actions in Condition 50.3 or 50.4 (for a plugged liner hole) or Condition 51.3 or 51.4 (for an open liner hole).			
(b) A frame segment replacement is one that replaces the web at this liner hole location with a web that has no liner hole.			

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Group 3, Configuration 1:

Table 14: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole and for accomplishment of a frame segment replacement. (b)	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole and for accomplishment of a frame segment replacement. (b)		-
CONDITION 52: FRAME SEGMENT REPLACEMENT ACCOMPLISHED. (b)	No further action required.	-	-
CONDITION 53: FRAME SEGMENT REPLACEMENT NOT ACCOMPLISHED AND NO OPEN LINER HOLE FOUND.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
CONDITION 53.1 ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 53.2 NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack. (a)	-	2,600 Flight Cycles.
CONDITION 53.3 NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 18.	At the times specified in Table 18.	-

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Group 3, Configuration 1:

Table 14: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 53.4: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 18.	At the times specified in Table 18.	-
CONDITION 54: LINER HOLE FOUND - LINER HOLE IS OPEN.	Do a Surface HFEC inspection of the web for any crack.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done, whichever occurs later.	-
CONDITION 54.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 54.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack. (a)	-	2,600 Flight Cycles.
CONDITION 54.3: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 18.	At the times specified in Table 18.	-
CONDITION 54.4: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 18.	At the times specified in Table 18.	-
(a) If Service Bulletin 757-53-0110 Modification was incorporated, do the actions in Condition 53.3 or 53.4 (for a plugged liner hole) or Condition 54.3 or 54.4 (for an open liner hole).			
(b) A frame segment replacement is one that replaces the web at this liner hole location with a web that has no liner hole.			

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Group 3, Configuration 2:

Table 15: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole and for accomplishment of a frame segment replacement. (a)	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 2,600 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole and for accomplishment of a frame segment replacement. (a)		-
CONDITION 55: FRAME SEGMENT REPLACEMENT ACCOMPLISHED. (a)	No further action required.	-	-
CONDITION 56: FRAME SEGMENT REPLACEMENT NOT ACCOMPLISHED AND NO OPEN LINER HOLE FOUND.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 2,600 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
CONDITION 56.1 ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 56.2 NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack.	-	7,800 Flight Cycles.

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Group 3, Configuration 2:
Table 15: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 57: LINER HOLE FOUND - LINER HOLE IS OPEN.	Do a Surface HFEC inspection of the web for any crack.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 2,600 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
CONDITION 57.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 57.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack.	-	7,800 Flight Cycles.
(a) A frame segment replacement is one that replaces the web at this liner hole location with a web that has no liner hole.			

Group 3, Configuration 2:
Table 16: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole and for accomplishment of a frame segment replacement. (a)	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 2,600 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole and for accomplishment of a frame segment replacement. (a)		-

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Group 3, Configuration 2:

Table 16: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 58: FRAME SEGMENT REPLACEMENT ACCOMPLISHED. (a)	No further action required.	-	-
CONDITION 59: FRAME SEGMENT REPLACEMENT NOT ACCOMPLISHED AND NO OPEN LINER HOLE FOUND.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 2,600 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
CONDITION 59.1 ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 59.2 NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack.	-	7,800 Flight Cycles.
CONDITION 60: LINER HOLE FOUND - LINER HOLE IS OPEN.	Do a Surface HFEC inspection of the web for any crack.	Within 2,000 Flight Cycles after the original issue date of Requirements Bulletin 757-53A0120 RB, or within 2,600 Flight Cycles after the last Service Bulletin 757-53A0108 Revision 1 eddy current inspections were done or within 2,600 Flight Cycles after Service Bulletin 757-53-0110 modification was done, whichever occurs later.	-
CONDITION 60.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 60.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack.	-	7,800 Flight Cycles.
(a) A frame segment replacement is one that replaces the web at this liner hole location with a web that has no liner hole.			

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Group 3, Configuration 1:
Table 17: STA 1640 Frame Web between S-14L and S-15L - Surface High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 61: CONDITION 50.3 OR CONDITION 50.4 AIRPLANES.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	Within 7,800 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB surface HFEC inspection was done.	-
CONDITION 61.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 61.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack.	-	7,800 Flight Cycles.
CONDITION 62: CONDITION 51.3 OR CONDITION 51.4 AIRPLANES.	Do a Surface HFEC inspection of the web for any crack.	Within 7,800 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB surface HFEC inspection was done.	-
CONDITION 62.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 62.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack.	-	7,800 Flight Cycles.

Group 3, Configuration 1:
Table 18: STA 1640 Frame Web between S-14R and S-15R - Surface High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 63: CONDITION 53.3 OR CONDITION 53.4 AIRPLANES.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	Within 7,800 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB surface HFEC inspection was done.	-
CONDITION 63.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 63.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack.	-	7,800 Flight Cycles.

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Group 3, Configuration 1:
Table 18: STA 1640 Frame Web between S-14R and S-15R - Surface High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 64: CONDITION 54.3 OR CONDITION 54.4 AIRPLANES.	Do a Surface HFEC inspection of the web for any crack.	Within 7,800 Flight Cycles after the last Requirements Bulletin 757-53A0120 RB surface HFEC inspection was done.	-
CONDITION 64.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
CONDITION 64.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack.	-	7,800 Flight Cycles.

4. APPROVAL

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

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

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5. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

NOTE: 1. This is an Enhanced Required for Compliance document. There will be a separate Service Bulletin (SB) and a separate Requirements Bulletin (RB). If an RB is mandated by an Airworthiness Directive (AD), then all applicable requirements specified in the RB must be done. For the related SB, some locations are marked RC Start and RC End to identify the requirements that are restated from the RB. For the related SB, the areas between RC Start and RC End, including sub-steps and any figures identified between RC Start and RC End, must be done to comply with the AD. Therefore, an Alternative Method of Compliance (AMOC) is required for any deviations to steps between RC Start and RC End, including substeps and identified figures. For the related SB, the steps not between RC Start and RC End may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC; this is provided that the steps between RC Start and RC End, including sub-steps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition. Figures not required for compliance are omitted from the RB.

2. This is an Enhanced Required for Compliance document. The Boeing processes used to create the Service Bulletin (SB) and the Requirements Bulletin (RB) ensure that the information between "RC Start" and "RC End" in the SB are identical to the information in the same sections (Compliance, Work Instructions...) of the RB which the SB refers to as the related document.

3. The compliance times for the actions in WORK INSTRUCTIONS are in Compliance.

4. Boeing Service Letter 757-SL-51-022, Damage Reporting and Repair Plan/Design Guidelines, is an acceptable procedure to request information from Boeing for additional structural repair instructions. The Service Letter describes what information must be provided to Boeing before a structural repair can be provided.

5. 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
- Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
- Angular tolerance is plus or minus 2 degrees
- Hole dimensions for standard solid rivets and fasteners are in Structural Repair Manual (SRM) Chapter 51
- Torque Values:
  - Values for structural fasteners are given in 757 Structural Repair Manual, Chapter 51.
  - Values for airframe maintenance tasks are included in Chapter 20 of 757 Aircraft Maintenance Manual (AMM).
  - Values for electrical maintenance tasks are included in Chapter 20 of Standard Wiring Practices Manual (SWPM).
  - Values for engine maintenance tasks are included in Chapter 70 of 757 Aircraft Maintenance Manual (AMM).

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— Non-standard torque values for maintenance tasks are included in the applicable installation step.

6. 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 "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.

7. If it is necessary to remove more parts for access, you can remove those parts. If you can get access without removing identified parts, it is not necessary to remove all of the identified parts. Jacking and shoring limitations must be observed.

8. Use the approved fastener, process and material substitutions in accordance with SRM Chapter 51.

9. A General Visual Inspection is defined as: A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance, unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked. Basic cleaning may be required to ensure appropriate visibility.

10. When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION or an OPTION, do all of the ACTION numbers for that CONDITION or OPTION.

11. A Maintenance Records check for existing liner hole can be done provided existing liner hole can be conclusively determined from that check. This check can include any photographs which demonstrate that a liner hole is either not present, plugged, or open.

12. If the length of any fastener specified in this service bulletin does not meet installation standards given in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards given in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51. Refer to SOPM 20-50-01 for alternate full threaded fasteners (screws) needed for installation in this service bulletin.

B. WORK INSTRUCTIONS

Actions Required for Compliance

1. Requirements

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Group 1, Configuration 1:

Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	-	-
CONDITION 1: NO LINER HOLE FOUND.	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 2: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 3: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 1:
Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 4: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 4 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	FIGURE 2.	-
	CONDITION 4 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-
CONDITION 4.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 4.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 4.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack. (b)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 2.	-
	CONDITION 4.2 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-

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Group 1, Configuration 1:

Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 4.3: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 5.	-	Do PART 2: CLOSE ACCESS.
CONDITION 4.4: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 5.	-	Do PART 2: CLOSE ACCESS.
CONDITION 4.5: DURING ACCOMPLISHMENT OF CONDITION 4 (OPTION 2) OR CONDITION 4.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 1:
Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 4.6: DURING ACCOMPLISHMENT OF CONDITION 4 (OPTION 2) OR CONDITION 4.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 5: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 5 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	FIGURE 3.	-
	CONDITION 5 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-
CONDITION 5.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 5.	-
CONDITION 5.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 5.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack. (b)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 3.	-
	CONDITION 5.2 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-

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Group 1, Configuration 1:
Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 5.3: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 5.	-	Do PART 2: CLOSE ACCESS.
CONDITION 5.4: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 5.	-	Do PART 2: CLOSE ACCESS.
CONDITION 5.5: DURING ACCOMPLISHMENT OF CONDITION 5 (OPTION 2), CONDITION 5.1, OR CONDITION 5.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 1:

Table 1: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 5.6: DURING ACCOMPLISHMENT OF CONDITION 5 (OPTION 2), CONDITION 5.1, OR CONDITION 5.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) If Service Bulletin 757-53-0110 modification was incorporated, do the actions in Condition 4.3 or 4.4 (for a plugged liner hole) or Condition 5.3 or 5.4 (for an open liner hole).			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			
(d) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			

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Group 1, Configuration 1:

Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 7.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	-	-
CONDITION 6: NO LINER HOLE FOUND.	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 7: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 8: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 1:

Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 9: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 9 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	FIGURE 8.	-
	CONDITION 9 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-
CONDITION 9.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 9.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 9.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack. (b)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 8.	-
	CONDITION 9.2 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-

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Group 1, Configuration 1:

Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 9.3: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 6.	-	Do PART 2: CLOSE ACCESS.
CONDITION 9.4: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 6.	-	Do PART 2: CLOSE ACCESS.
CONDITION 9.5: DURING ACCOMPLISHMENT OF CONDITION 9 (OPTION 2) OR CONDITION 9.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 1:
Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 9.6: DURING ACCOMPLISHMENT OF CONDITION 9 (OPTION 2) OR CONDITION 9.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 10: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 10 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	FIGURE 9.	-
	CONDITION 10 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-
CONDITION 10.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 11.	-
CONDITION 10.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 10.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack. (b)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 9.	-
	CONDITION 10.2 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-

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Group 1, Configuration 1:
Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 10.3: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 6.	-	Do PART 2: CLOSE ACCESS.
CONDITION 10.4: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 6.	-	Do PART 2: CLOSE ACCESS.
CONDITION 10.5: DURING ACCOMPLISHMENT OF CONDITION 10 (OPTION 2), CONDITION 10.1, OR CONDITION 10.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 1:

Table 2: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 10.6: DURING ACCOMPLISHMENT OF CONDITION 10 (OPTION 2), CONDITION 10.1, OR CONDITION 10.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) If Service Bulletin 757-53-0110 modification was incorporated, do the actions in Condition 9.3 or 9.4 (for a plugged liner hole) or Condition 10.3 or 10.4 (for an open liner hole).			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			
(d) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			

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Group 1, Configuration 2:

Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	-	-
CONDITION 11: NO LINER HOLE FOUND.	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 12: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 13: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 2:
Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 14: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 14 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	FIGURE 2.	-
	CONDITION 14 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-
CONDITION 14.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 14.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 14.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 2.	-
	CONDITION 14.2 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-

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Group 1, Configuration 2:

Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 14.3: DURING ACCOMPLISHMENT OF CONDITION 14 (OPTION 2) OR CONDITION 14.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 14.4: DURING ACCOMPLISHMENT OF CONDITION 14 (OPTION 2) OR CONDITION 14.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 15: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 15 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	FIGURE 3.	-
	CONDITION 15 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-

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Group 1, Configuration 2:

Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 15.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 5.	-
CONDITION 15.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 15.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 3.	-
	CONDITION 15.2 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-
CONDITION 15.3: DURING ACCOMPLISHMENT OF CONDITION 15 (OPTION 2), CONDITION 15.1, OR CONDITION 15.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 2:

Table 3: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 15.4: DURING ACCOMPLISHMENT OF CONDITION 15 (OPTION 2), CONDITION 15.1, OR CONDITION 15.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 1, Configuration 2:
Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 7.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	-	-
CONDITION 16: NO LINER HOLE FOUND.	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 17: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 18: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 2:

Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 19: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 19 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	FIGURE 8.	-
	CONDITION 19 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-
CONDITION 19.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 19.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 19.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 8.	-
	CONDITION 19.2 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-

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Group 1, Configuration 2:
Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 19.3: DURING ACCOMPLISHMENT OF CONDITION 19 (OPTION 2) OR CONDITION 19.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 19.4: DURING ACCOMPLISHMENT OF CONDITION 19 (OPTION 2) OR CONDITION 19.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 20: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 20 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	FIGURE 9.	-
	CONDITION 20 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-

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Group 1, Configuration 2:

Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 20.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 11.	-
CONDITION 20.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 20.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 9.	-
	CONDITION 20.2 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-
CONDITION 20.3: DURING ACCOMPLISHMENT OF CONDITION 20 (OPTION 2), CONDITION 20.1, OR CONDITION 20.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 2:

Table 4: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 20.4: DURING ACCOMPLISHMENT OF CONDITION 20 (OPTION 2), CONDITION 20.1, OR CONDITION 20.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 1, Configuration 1:

Table 5: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 21: CONDITION 4.3 OR CONDITION 4.4 AIRPLANES.	CONDITION 21 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 2.	-
	CONDITION 21 (OPTION 2): Zero-time the liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 4.	-
CONDITION 21.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 21.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 21.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 2.	-
	CONDITION 21.2 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-

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Group 1, Configuration 1:
Table 5: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 21.3: DURING ACCOMPLISHMENT OF CONDITION 21 (OPTION 2) OR CONDITION 21.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 21.4: DURING ACCOMPLISHMENT OF CONDITION 21 (OPTION 2) OR CONDITION 21.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 22: CONDITION 5.3 OR CONDITION 5.4 AIRPLANES.	CONDITION 22 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 3.	-
	CONDITION 22 (OPTION 2): Zero-time the liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 5.	-

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Group 1, Configuration 1:
Table 5: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 22.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 5.	-
CONDITION 22.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 22.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 3.	-
	CONDITION 22.2 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-
CONDITION 22.3: DURING ACCOMPLISHMENT OF CONDITION 22 (OPTION 2), CONDITION 22.1, OR CONDITION 22.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 1:

Table 5: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 22.4: DURING ACCOMPLISHMENT OF CONDITION 22 (OPTION 2), CONDITION 22.1, OR CONDITION 22.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(b) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 1, Configuration 1:

Table 6: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 23: CONDITION 9.3 OR CONDITION 9.4 AIRPLANES.	CONDITION 23 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 8.	-
	CONDITION 23 (OPTION 2): Zero-time the liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 10.	-
CONDITION 23.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 23.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 23.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 8.	-
	CONDITION 23.2 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-

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Group 1, Configuration 1:
Table 6: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 23.3: DURING ACCOMPLISHMENT OF CONDITION 23 (OPTION 2) OR CONDITION 23.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 23.4: DURING ACCOMPLISHMENT OF CONDITION 23 (OPTION 2) OR CONDITION 23.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 24: CONDITION 10.3 OR CONDITION 10.4 AIRPLANES.	CONDITION 24 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 9.	-
	CONDITION 24 (OPTION 2): Zero-time the liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11.	-

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Group 1, Configuration 1:
Table 6: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 24.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 11.	-
CONDITION 24.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 24.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 9.	-
	CONDITION 24.2 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-
CONDITION 24.3: DURING ACCOMPLISHMENT OF CONDITION 24 (OPTION 2), CONDITION 24.1, OR CONDITION 24.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 1, Configuration 1:

Table 6: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 24.4: DURING ACCOMPLISHMENT OF CONDITION 24 (OPTION 2), CONDITION 24.1, OR CONDITION 24.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(b) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 2, Configuration 1:

Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	-	-
CONDITION 25: NO LINER HOLE FOUND.	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 26: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 27: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 1:
Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 28: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 28 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	FIGURE 2.	-
	CONDITION 28 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-
CONDITION 28.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 28.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 28.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack. (b)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 2.	-
	CONDITION 28.2 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-

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Group 2, Configuration 1:

Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 28.3: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 11.	-	Do PART 2: CLOSE ACCESS.
CONDITION 28.4: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 11.	-	Do PART 2: CLOSE ACCESS.
CONDITION 28.5: DURING ACCOMPLISHMENT OF CONDITION 28 (OPTION 2) OR CONDITION 28.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 1:
Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 28.6: DURING ACCOMPLISHMENT OF CONDITION 28 (OPTION 2) OR CONDITION 28.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 29: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 29 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	FIGURE 3.	-
	CONDITION 29 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-
CONDITION 29.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 5.	-
CONDITION 29.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 29.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack. (b)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 3.	-
	CONDITION 29.2 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-

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Group 2, Configuration 1:

Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 29.3: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 11.	-	Do PART 2: CLOSE ACCESS.
CONDITION 29.4: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 11.	-	Do PART 2: CLOSE ACCESS.
CONDITION 29.5: DURING ACCOMPLISHMENT OF CONDITION 29 (OPTION 2), CONDITION 29.1, OR CONDITION 29.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 1:

Table 7: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 29.6: DURING ACCOMPLISHMENT OF CONDITION 29 (OPTION 2), CONDITION 29.1, OR CONDITION 29.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) If Service Bulletin 757-53-0110 modification was incorporated, do the actions in Condition 28.3 or 28.4 (for a plugged liner hole) or Condition 29.3 or 29.4 (for an open liner hole).			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			
(d) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 7.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	-	-
CONDITION 30: NO LINER HOLE FOUND.	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 31: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 32: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 33: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 33 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	FIGURE 8.	-
	CONDITION 33 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-
CONDITION 33.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 33.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 33.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack. (b)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 8.	-
	CONDITION 33.2 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 33.3: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 12.	-	Do PART 2: CLOSE ACCESS.
CONDITION 33.4: NO CRACK FOUND DURING CURRENT SURFACE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 12.	-	Do PART 2: CLOSE ACCESS.
CONDITION 33.5: DURING ACCOMPLISHMENT OF CONDITION 33 (OPTION 2) OR CONDITION 33.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 1:
Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 33.6: DURING ACCOMPLISHMENT OF CONDITION 33 (OPTION 2) OR CONDITION 33.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 34: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 34 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	FIGURE 9.	-
	CONDITION 34 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-
CONDITION 34.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 11.	-
CONDITION 34.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 34.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack. (b)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 9.	-
	CONDITION 34.2 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 34.3: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 12.	-	Do PART 2: CLOSE ACCESS.
CONDITION 34.4: NO CRACK FOUND DURING CURRENT OPEN HOLE HFEC INSPECTION AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 12.	-	Do PART 2: CLOSE ACCESS.
CONDITION 34.5: DURING ACCOMPLISHMENT OF CONDITION 34 (OPTION 2), CONDITION 34.1, OR CONDITION 34.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (d)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 1:

Table 8: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 34.6: DURING ACCOMPLISHMENT OF CONDITION 34 (OPTION 2), CONDITION 34.1, OR CONDITION 34.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (d)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) If Service Bulletin 757-53-0110 modification was incorporated, do the actions in Condition 28.3 or 28.4 (for a plugged liner hole) or Condition 29.3 or 29.4 (for an open liner hole).			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			
(d) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole.	-	-
CONDITION 35: NO LINER HOLE FOUND.	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 36: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 37: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 38: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 38 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	FIGURE 2.	-
	CONDITION 38 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-
CONDITION 38.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 38.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 38.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 2.	-
	CONDITION 38.2 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 38.3: DURING ACCOMPLISHMENT OF CONDITION 38 (OPTION 2) OR CONDITION 38.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 38.4: DURING ACCOMPLISHMENT OF CONDITION 38 (OPTION 2) OR CONDITION 38.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 39: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 39 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	FIGURE 3.	-
	CONDITION 39 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 39.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 5.	-
CONDITION 39.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 39.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 3.	-
	CONDITION 39.2 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-
CONDITION 39.3: DURING ACCOMPLISHMENT OF CONDITION 39 (OPTION 2), CONDITION 39.1, OR CONDITION 39.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 2:

Table 9: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 39.4: DURING ACCOMPLISHMENT OF CONDITION 39 (OPTION 2), CONDITION 39.1, OR CONDITION 39.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 7.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole.	-	-
CONDITION 40: NO LINER HOLE FOUND.	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 41: LINER HOLE FOUND - LINER HOLE WAS ZERO-TIMED AND PLUGGED WITH A FASTENER. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 42: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER DURING PRODUCTION. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 43: LINER HOLE FOUND - LINER HOLE WAS PLUGGED WITH A FASTENER AND THE LINER HOLE WAS NOT ZERO-TIMED BEFORE BEING PLUGGED OR LINER HOLE WAS PLUGGED WITH A FASTENER AND THE ZERO-TIME HISTORY IS UNKNOWN.	CONDITION 43 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	FIGURE 8.	-
	CONDITION 43 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-
CONDITION 43.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 43.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 43.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 2.	-
	CONDITION 43.2 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 43.3: DURING ACCOMPLISHMENT OF CONDITION 43 (OPTION 2) OR CONDITION 43.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 43.4: DURING ACCOMPLISHMENT OF CONDITION 43 (OPTION 2) OR CONDITION 43.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 44: LINER HOLE FOUND - LINER HOLE IS OPEN OR A PLASTIC INSULATION STUD IS INSTALLED.	CONDITION 44 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	FIGURE 9.	-
	CONDITION 44 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 44.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 11.	-
CONDITION 44.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 44.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 9.	-
	CONDITION 44.2 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-
CONDITION 44.3: DURING ACCOMPLISHMENT OF CONDITION 44 (OPTION 2), CONDITION 44.1, OR CONDITION 44.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (b)	Install a fastener (plug) at the zero-time liner hole location. (a)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 2:

Table 10: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 44.4: DURING ACCOMPLISHMENT OF CONDITION 44 (OPTION 2), CONDITION 44.1, OR CONDITION 44.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (b)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(b) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 2, Configuration 1:

Table 11: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 45: CONDITION 28.3 OR CONDITION 28.4 AIRPLANES.	CONDITION 45 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 2.	-
	CONDITION 45 (OPTION 2): Zero-time the liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 4.	-
CONDITION 45.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 45.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 45.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 2.	-
	CONDITION 45.2 (OPTION 2): Zero-time the liner hole.	FIGURE 4.	-

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Group 2, Configuration 1:
Table 11: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 45.3: DURING ACCOMPLISHMENT OF CONDITION 45 (OPTION 2) OR CONDITION 45.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 45.4: DURING ACCOMPLISHMENT OF CONDITION 45 (OPTION 2) OR CONDITION 45.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 46: CONDITION 29.3 OR CONDITION 29.4 AIRPLANES.	CONDITION 46 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 3.	-
	CONDITION 46 (OPTION 2): Zero-time the liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 5.	-

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Group 2, Configuration 1:
Table 11: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 46.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 5.	-
CONDITION 46.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 46.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 3.	-
	CONDITION 46.2 (OPTION 2): Zero-time the liner hole.	FIGURE 5.	-
CONDITION 46.3: DURING ACCOMPLISHMENT OF CONDITION 46 (OPTION 2), CONDITION 46.1, OR CONDITION 46.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)(c)	FIGURE 6.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 1:
Table 11: STA 1640 Frame Web between S-14L and S-15L - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 46.4: DURING ACCOMPLISHMENT OF CONDITION 46 (OPTION 2), CONDITION 46.1, OR CONDITION 46.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(b) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 2, Configuration 1:

Table 12: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 47: CONDITION 33.3 OR CONDITION 33.4 AIRPLANES.	CONDITION 47 (OPTION 1): Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener (plug) for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 8.	-
	CONDITION 47 (OPTION 2): Zero-time the liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 10.	-
CONDITION 47.1: ANY CRACK FOUND DURING SURFACE HFEC INSPECTION.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 47.2: NO CRACK FOUND DURING SURFACE HFEC INSPECTION.	CONDITION 47.2 (OPTION 1): Repeat the Surface HFEC inspection of the web around the fastener (plug) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 8.	-
	CONDITION 47.2 (OPTION 2): Zero-time the liner hole.	FIGURE 10.	-

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Group 2, Configuration 1:
Table 12: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 47.3: DURING ACCOMPLISHMENT OF CONDITION 47 (OPTION 2) OR CONDITION 47.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.
CONDITION 47.4: DURING ACCOMPLISHMENT OF CONDITION 47 (OPTION 2) OR CONDITION 47.2 (OPTION 2), ANY CRACK FOUND DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 48: CONDITION 34.3 OR CONDITION 34.4 AIRPLANES.	CONDITION 48 (OPTION 1): Do an Open Hole HFEC inspection of the web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 9.	-
	CONDITION 48 (OPTION 2): Zero-time the liner hole.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11.	-

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Group 2, Configuration 1:
Table 12: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 48.1: ANY CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	Zero-time the liner hole.	FIGURE 11.	-
CONDITION 48.2: NO CRACK FOUND DURING OPEN HOLE HFEC INSPECTION.	CONDITION 48.2 (OPTION 1): Repeat the Open Hole HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 9.	-
	CONDITION 48.2 (OPTION 2): Zero-time the liner hole.	FIGURE 11.	-
CONDITION 48.3: DURING ACCOMPLISHMENT OF CONDITION 48 (OPTION 2), CONDITION 48.1, OR CONDITION 48.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK IS REMOVED WITHIN REPAIR LIMITS OR NO CRACK FOUND DURING ZERO-TIME OF LINER HOLE. (a)	Install a fastener (plug) at the zero-time liner hole location. (b)(c)	FIGURE 12.	-
		-	Do PART 2: CLOSE ACCESS.

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Group 2, Configuration 1:
Table 12: STA 1640 Frame Web between S-14R and S-15R - Surface and Open Hole High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 48.4: DURING ACCOMPLISHMENT OF CONDITION 48 (OPTION 2), CONDITION 48.1, OR CONDITION 48.2 (OPTION 2), ANY CRACK FOUND BEFORE OR DURING ZERO-TIME OF LINER HOLE AND THE CRACK CANNOT BE REMOVED WITHIN REPAIR LIMITS. (a)	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
(a) Repair limit is defined as: The crack can be removed after reaming the hole and the final hole size is 0.3735 inch diameter or smaller, after the insurance cut.			
(b) A fastener could be either a solid rivet or interference fit Hi-Lok.			
(c) Zero-time and plug terminates Requirements Bulletin 757-53A0120 RB repeat inspections for this location.			

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Group 3, Configuration 1:

Table 13: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole and for accomplishment of a frame segment replacement. (b)	-	Do PART 1: OPEN ACCESS.
		FIGURE 13.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole and for accomplishment of a frame segment replacement. (b)	-	-
CONDITION 49: FRAME SEGMENT REPLACEMENT ACCOMPLISHED. (b)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 50: FRAME SEGMENT REPLACEMENT NOT ACCOMPLISHED AND NO OPEN LINER HOLE FOUND.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	FIGURE 14.	-
CONDITION 50.1 ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 50.2 NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack. (a)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 14.	-

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Group 3, Configuration 1:

Table 13: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 50.3 NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 17.	-	Do PART 2: CLOSE ACCESS.
CONDITION 50.4: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 17.	-	Do PART 2: CLOSE ACCESS.
CONDITION 51: LINER HOLE FOUND - LINER HOLE IS OPEN.	Do a Surface HFEC inspection of the web for any crack.	FIGURE 15.	-
CONDITION 51.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 51.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack. (a)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 15.	-

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Group 3, Configuration 1:

Table 13: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 51.3: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 17.	-	Do PART 2: CLOSE ACCESS.
CONDITION 51.4: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 17.	-	Do PART 2: CLOSE ACCESS.
(a) If Service Bulletin 757-53-0110 Modification was incorporated, do the actions in Condition 50.3 or 50.4 (for a plugged liner hole) or Condition 51.3 or 51.4 (for an open liner hole).			
(b) A frame segment replacement is one that replaces the web at this liner hole location with a web that has no liner hole.			

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Group 3, Configuration 1:

Table 14: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole and for accomplishment of a frame segment replacement. (b)	-	Do PART 1: OPEN ACCESS.
		FIGURE 16.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole and for accomplishment of a frame segment replacement. (b)	-	-
CONDITION 52: FRAME SEGMENT REPLACEMENT ACCOMPLISHED. (b)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 53: FRAME SEGMENT REPLACEMENT NOT ACCOMPLISHED AND NO OPEN LINER HOLE FOUND.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	FIGURE 17.	-
CONDITION 53.1 ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 53.2 NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack. (a)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 17.	-

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Group 3, Configuration 1:

Table 14: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 53.3: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 18.	-	Do PART 2: CLOSE ACCESS.
CONDITION 53.4: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 18.	-	Do PART 2: CLOSE ACCESS.
CONDITION 54: LINER HOLE FOUND - LINER HOLE IS OPEN.	Do a Surface HFEC inspection of the web for any crack.	FIGURE 18.	-
CONDITION 54.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 54.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack. (a)	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 18.	-

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Group 3, Configuration 1:

Table 14: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 54.3: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 MODIFICATION SINCE THE PRIOR INSPECTION.	Do the actions specified in Table 18.	-	Do PART 2: CLOSE ACCESS.
CONDITION 54.4: NO CRACK FOUND AND HAVE INCORPORATED SERVICE BULLETIN 757-53-0110 AT THE SAME TIME AS THE CURRENT INSPECTION.	Do the actions specified in Table 18.	-	Do PART 2: CLOSE ACCESS.
(a) If Service Bulletin 757-53-0110 Modification was incorporated, do the actions in Condition 53.3 or 53.4 (for a plugged liner hole) or Condition 54.3 or 54.4 (for an open liner hole).			
(b) A frame segment replacement is one that replaces the web at this liner hole location with a web that has no liner hole.			

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Group 3, Configuration 2:

Table 15: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole and for accomplishment of a frame segment replacement. (a)	-	Do PART 1: OPEN ACCESS.
		FIGURE 13.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14L and S-15L for an existing liner hole and for accomplishment of a frame segment replacement. (a)	-	-
CONDITION 55: FRAME SEGMENT REPLACEMENT ACCOMPLISHED. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 56: FRAME SEGMENT REPLACEMENT NOT ACCOMPLISHED AND NO OPEN LINER HOLE FOUND.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	FIGURE 14.	-
CONDITION 56.1 ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 56.2 NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 14.	-

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Group 3, Configuration 2:

Table 15: STA 1640 Frame Web between S-14L and S-15L - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 57: LINER HOLE FOUND - LINER HOLE IS OPEN.	Do Surface HFEC inspection of the web for any crack.	FIGURE 15.	-
CONDITION 57.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 57.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 15.	-
(a) A frame segment replacement is one that replaces the web at this liner hole location with a web that has no liner hole.			

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Group 3, Configuration 2:

Table 16: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	OPTION 1: Do a General Visual Inspection of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole and for accomplishment of a frame segment replacement. (a)	-	Do PART 1: OPEN ACCESS.
		FIGURE 16.	-
	OPTION 2: Do a Maintenance Records check of the STA 1640 Frame Web between S-14R and S-15R for an existing liner hole and for accomplishment of a frame segment replacement. (a)	-	-
CONDITION 58: FRAME SEGMENT REPLACEMENT ACCOMPLISHED. (a)	No further action required.	-	Do PART 2: CLOSE ACCESS.
CONDITION 59: FRAME SEGMENT REPLACEMENT NOT ACCOMPLISHED AND NO OPEN LINER HOLE FOUND.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	FIGURE 17.	-
CONDITION 59.1 ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 59.2 NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 17.	-

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Group 3, Configuration 2:
Table 16: STA 1640 Frame Web between S-14R and S-15R - General Visual Inspection and High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 60: LINER HOLE FOUND - LINER HOLE IS OPEN.	Do Surface HFEC inspection of the web for any crack.	FIGURE 18.	-
CONDITION 60.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 60.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 18.	-
(a) A frame segment replacement is one that replaces the web at this liner hole location with a web that has no liner hole.			

Group 3, Configuration 1:
Table 17: STA 1640 Frame Web between S-14L and S-15L - Surface High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 61: CONDITION 50.3 OR CONDITION 50.4 AIRPLANES.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 14.	-

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Group 3, Configuration 1:
Table 17: STA 1640 Frame Web between S-14L and S-15L - Surface High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 61.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 61.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web around the fastener(s) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 14.	
CONDITION 62: CONDITION 51.3 OR CONDITION 51.4 AIRPLANES.	Do a Surface HFEC inspection of the web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 15.	-
CONDITION 62.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 62.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 15.	-

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Group 3, Configuration 1:

Table 18: STA 1640 Frame Web between S-14R and S-15R - Surface High Frequency Eddy Current (HFEC) Inspection

Condition	Action	Method of Compliance	Refer to the listed procedures in Service Bulletin 757-53A0120 Original Issue or later approved revisions as an accepted procedure.
CONDITION 63: CONDITION 53.3 OR CONDITION 53.4 AIRPLANES.	Do a Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 17.	-
CONDITION 63.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 63.2: NO CRACK FOUND.	Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the web around the fastener(s) for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 17.	-
CONDITION 64: CONDITION 54.3 OR CONDITION 54.4 AIRPLANES.	Do a Surface HFEC inspection of the web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 18.	-
CONDITION 64.1: ANY CRACK FOUND.	Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 2: CLOSE ACCESS.
CONDITION 64.2: NO CRACK FOUND.	Repeat the Surface HFEC inspection of the web for any crack.	-	Do PART 2: CLOSE ACCESS.
		-	Do PART 1: OPEN ACCESS.
		FIGURE 18.	-

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This Figure applies only to: Group 1-2.

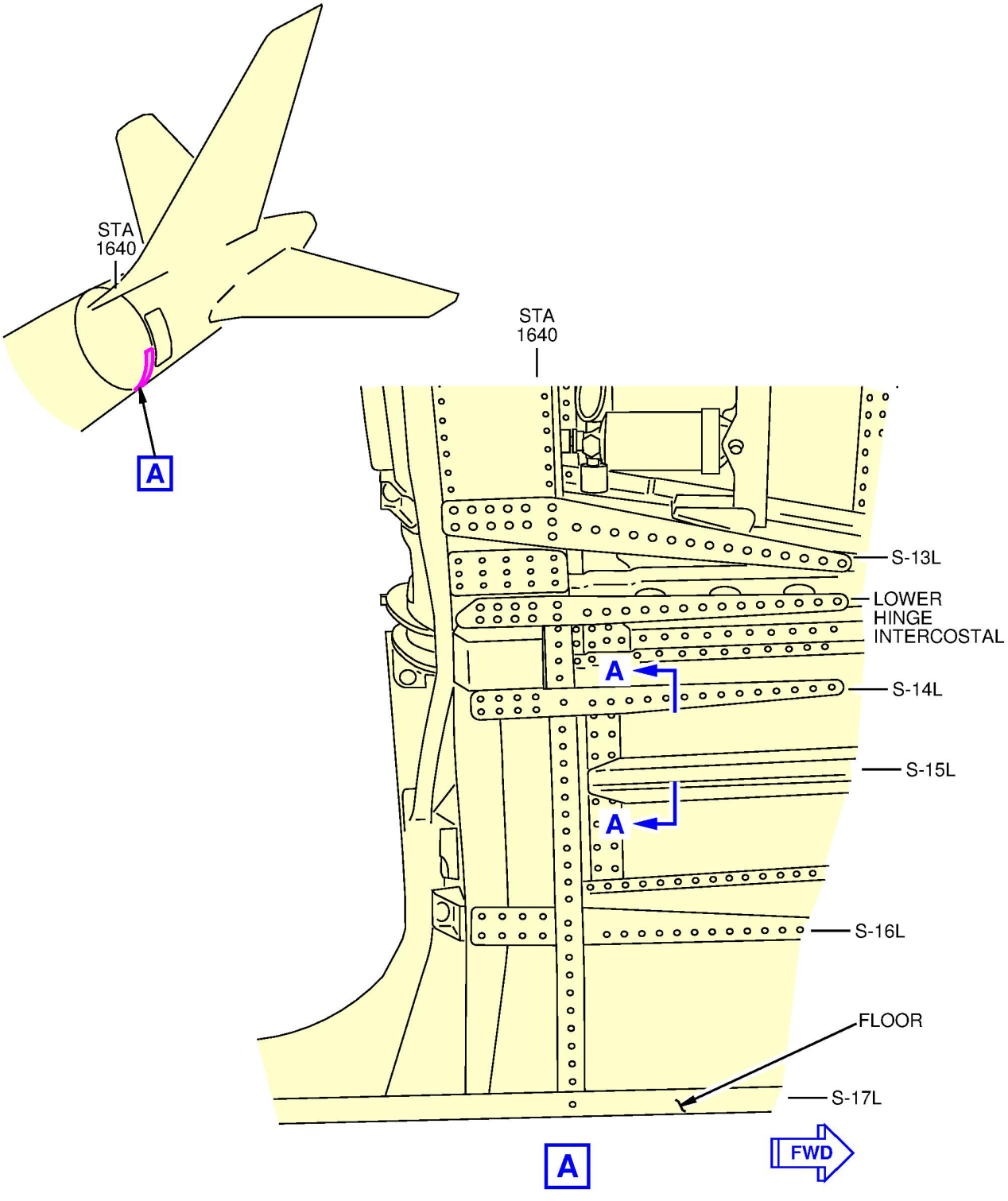

FIGURE 1: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - GENERAL VISUAL INSPECTION
(SHEET 1 OF 3)

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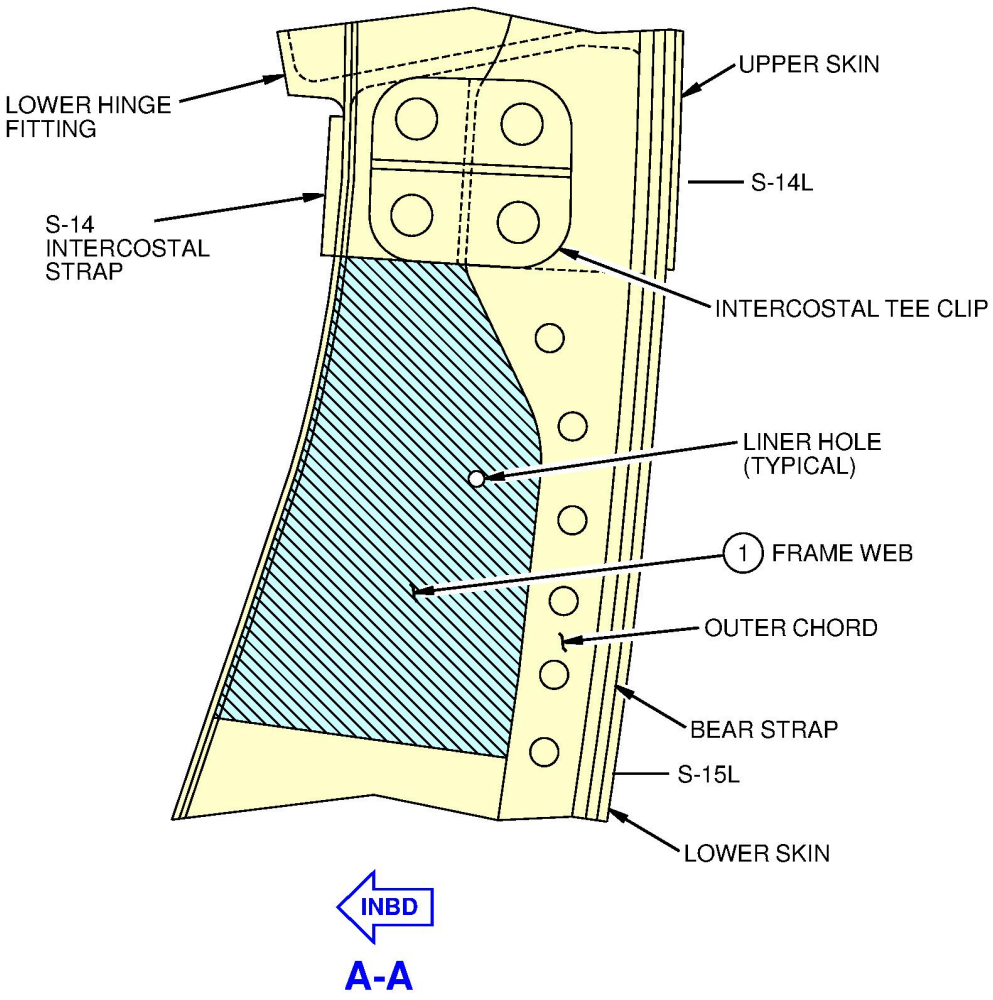

FIGURE 1: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - GENERAL VISUAL INSPECTION
(SHEET 2 OF 3)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	FRAME WEB	-	1	(a)
(a) Do a General Visual Inspection of the frame web for existing liner hole.					

FIGURE 1: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - GENERAL VISUAL INSPECTION
(SHEET 3 OF 3)

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This Figure applies only to: Group 1-2.

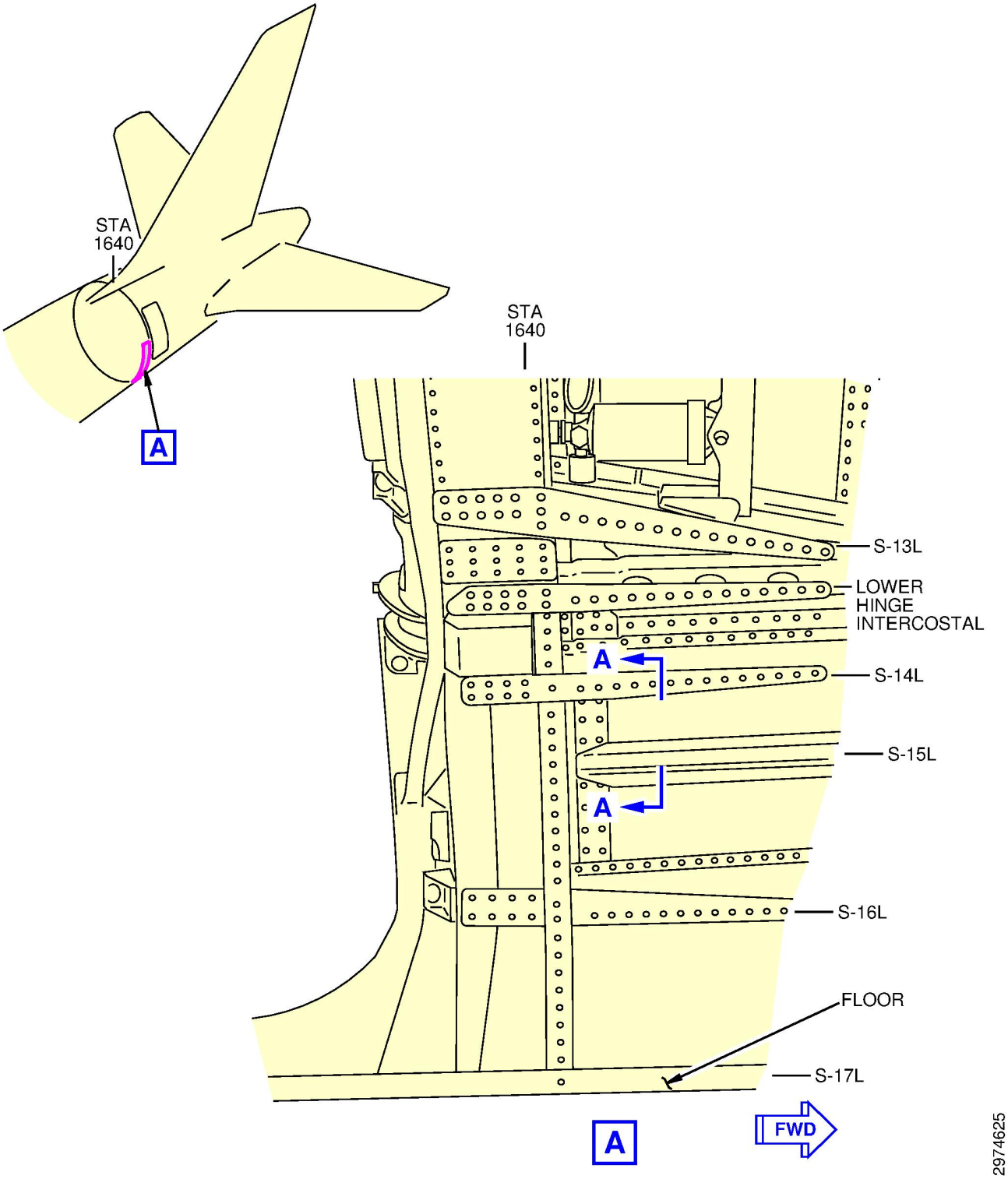

FIGURE 2: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 3)

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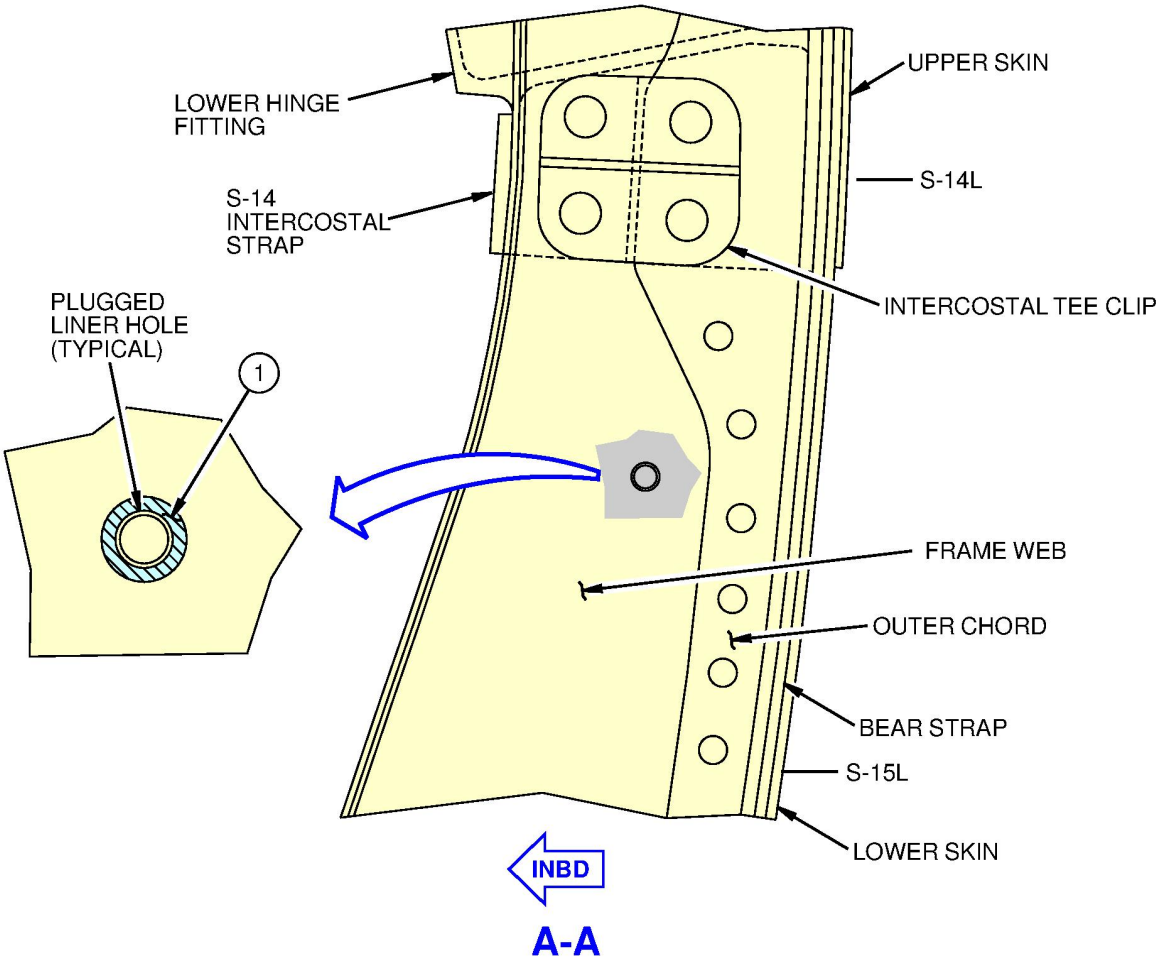

FIGURE 2: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	FRAME WEB	-	1	(a)
(a) Do a surface High Frequency Eddy Current (HFEC) inspection of the frame web around the fastener in the plugged liner hole for any crack in accordance with 757 NDT Manual Part 6, 51-00-19.					

FIGURE 2: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 1-2.

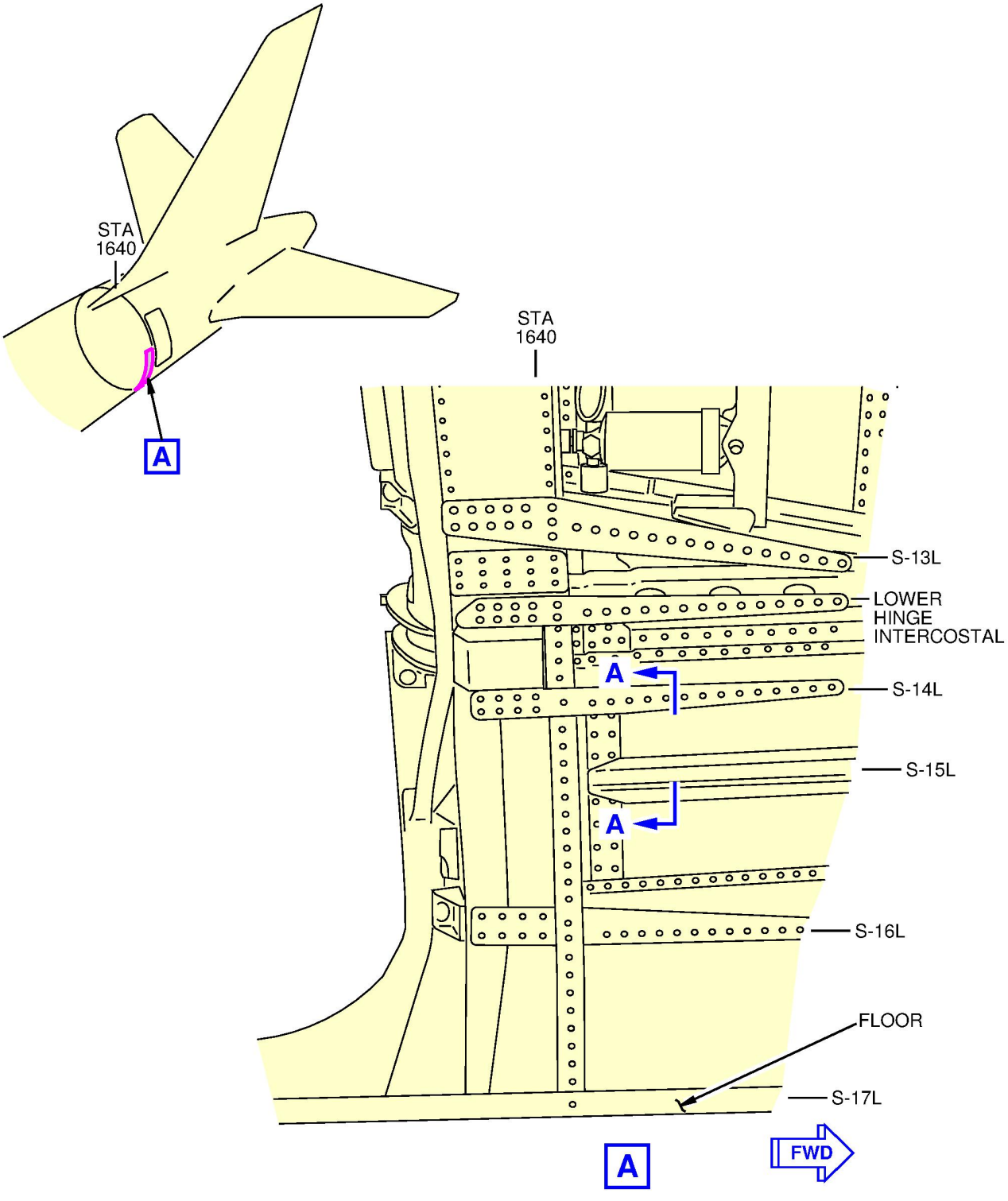

FIGURE 3: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - OPEN HOLE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 3)

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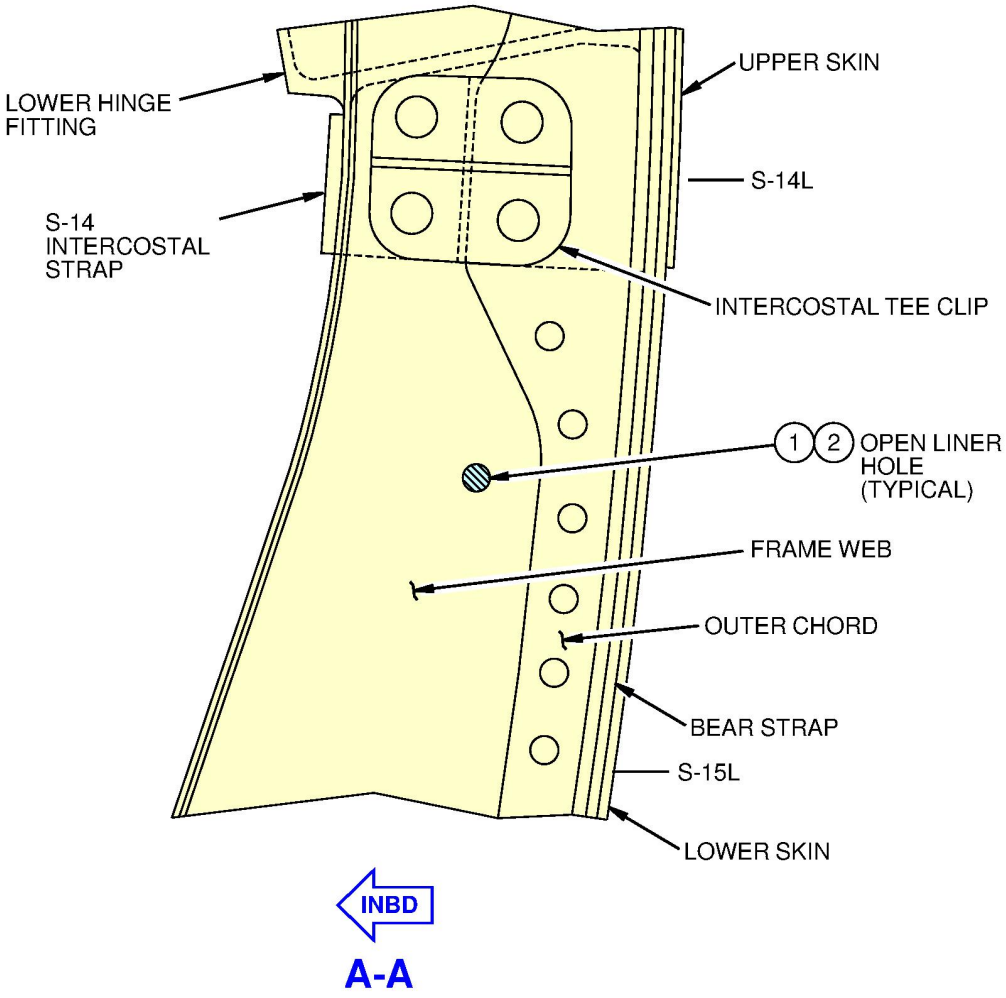

FIGURE 3: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - OPEN HOLE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Remove	PLASTIC INSULATION STUD	-	1	If installed.
2	Inspect	FRAME WEB	-	1	(a)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

FIGURE 3: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - OPEN HOLE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 1-2.

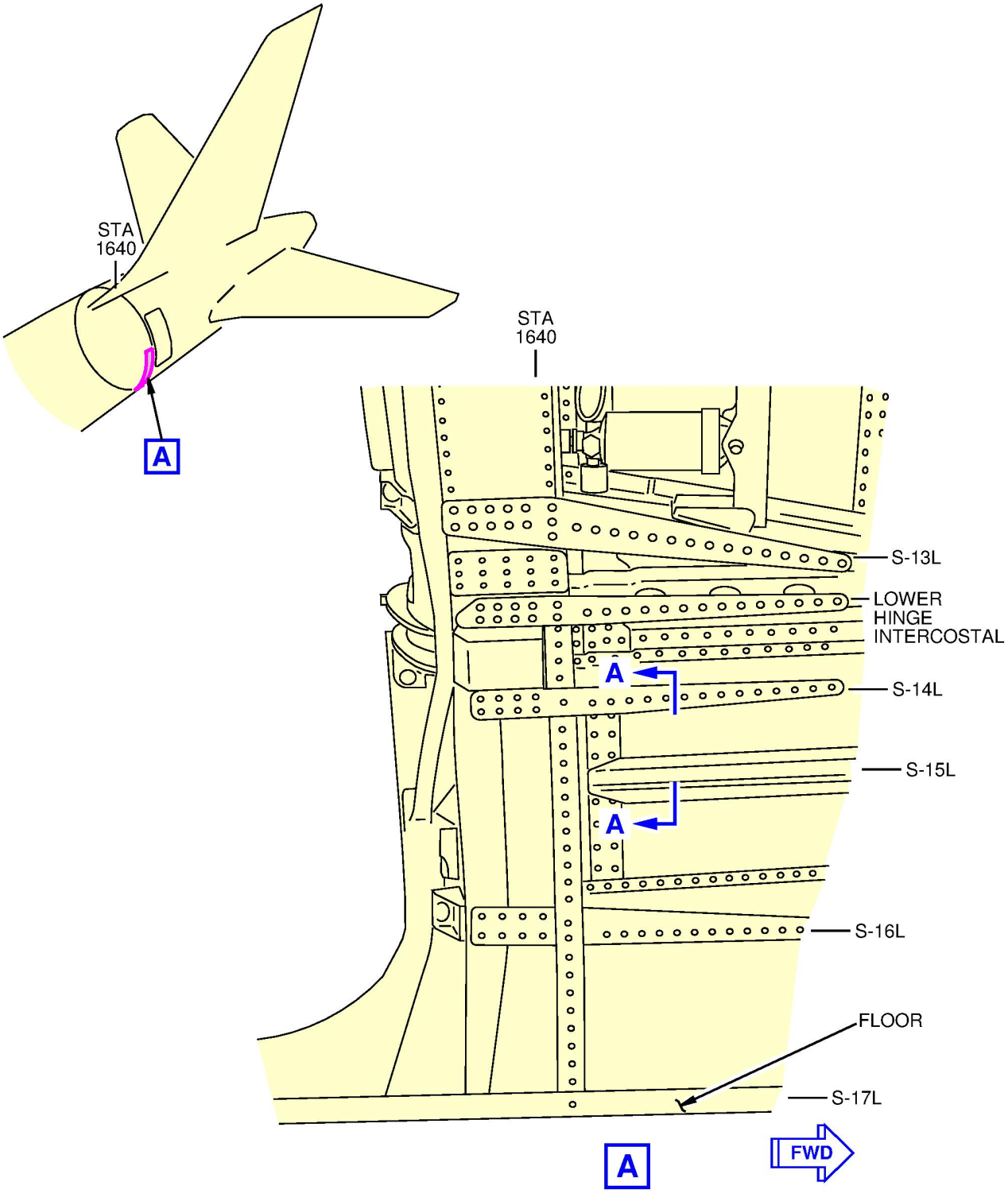

FIGURE 4: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE PLUGGED LINER HOLE
(SHEET 1 OF 4)

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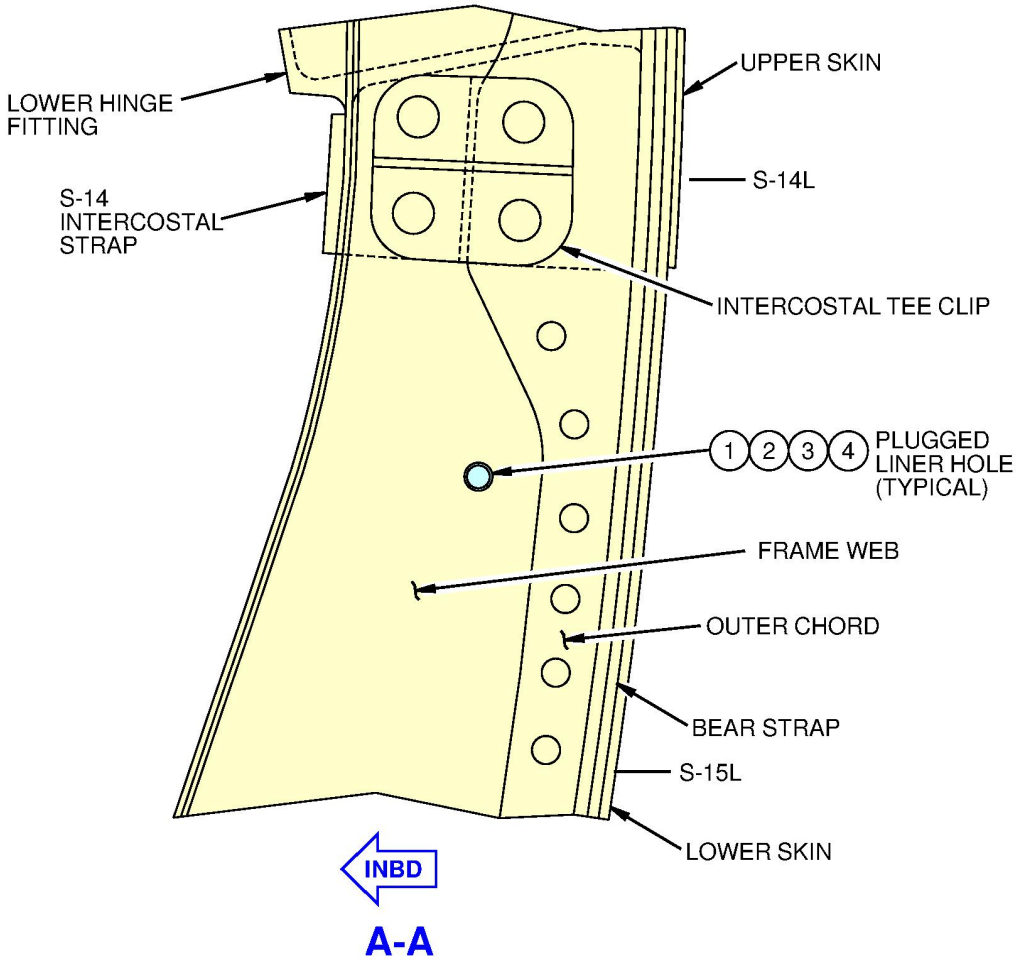

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FIGURE 4: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE PLUGGED LINER HOLE
(SHEET 2 OF 4)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Remove	FASTENER	-	1	(a)
2	Inspect	FRAME WEB	-	1	(b)
3	Ream	OPEN HOLE	-	1	(c)(d)
4	Deburr	OPEN HOLE	-	1	(e)

(a) Refer to 757-200 SRM 51-40-02 or 757-200CB SRM 51-40-02 or 757-300 SRM 51-40-02 as an accepted procedure.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

(c) Zero-time the liner hole as follows:

1.Step ream the hole in 1/64 inch diameter increments up to a maximum of 0.318 inch diameter for plugging by rivet and 0.3335 inch diameter for plugging by bolt to remove any crack if any exists. Refer to 757-200 SRM 51-40-05 or 757-200CB SRM 51-40-05 or 757-300 SRM 51-40-05 as an accepted procedure.

2. After each step ream, do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

3. Do a final 0.040 inch diameter insurance cut when there are no more cracks. Ensure the hole size after the insurance cut is within the limits in footnote (d).

FIGURE 4: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE PLUGGED LINER HOLE
(SHEET 3 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(d) For plugging by rivet: Hole diameter after 0.04 inch diameter insurance cut is 0.221 to 0.233 inch diameter to install 7/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.254 to 0.265 inch diameter to install 8/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.316 to 0.327 inch diameter to install 10/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.346 to 0.358 inch diameter to install 11/32 diameter rivet. For plugging by bolt: Hole diameter after 0.04 inch diameter insurance cut is 0.2465 to 0.2485 inch diameter to install 8/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.2621 to 0.2641 inch diameter to install 17/64 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.2777 to 0.2797 inch diameter to install 9/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3090 to 0.3110 inch diameter to install 10/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3246 to 0.3266 inch diameter to install 21/64 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3402 to 0.3422 inch diameter to install 11/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3715 to 0.3735 inch diameter to install 12/32 diameter bolt.					
(e) Remove all sharp edges.					

FIGURE 4: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE PLUGGED LINER HOLE
(SHEET 4 OF 4)

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This Figure applies only to: Group 1-2.

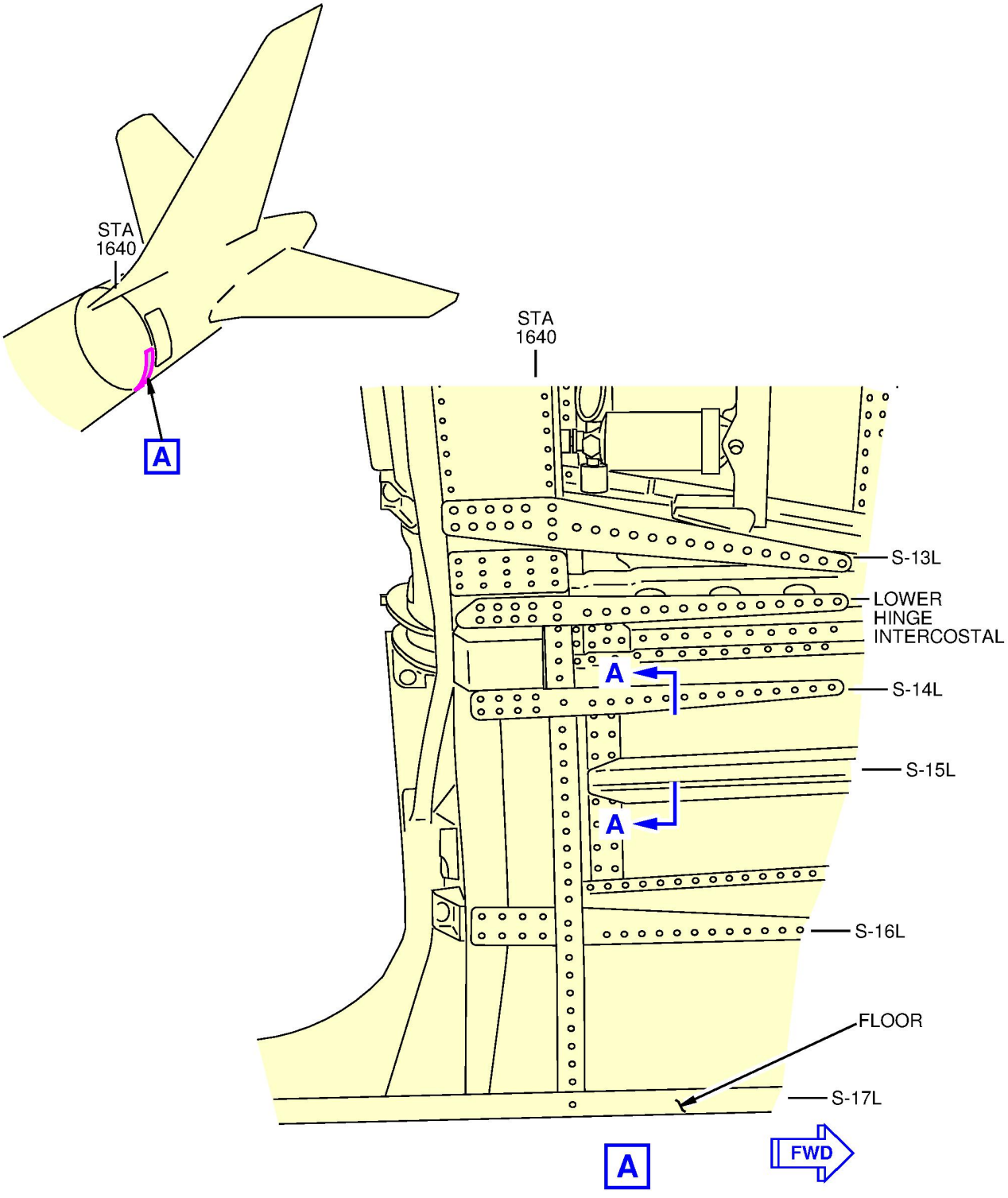

FIGURE 5: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE OPEN LINER HOLE
(SHEET 1 OF 4)

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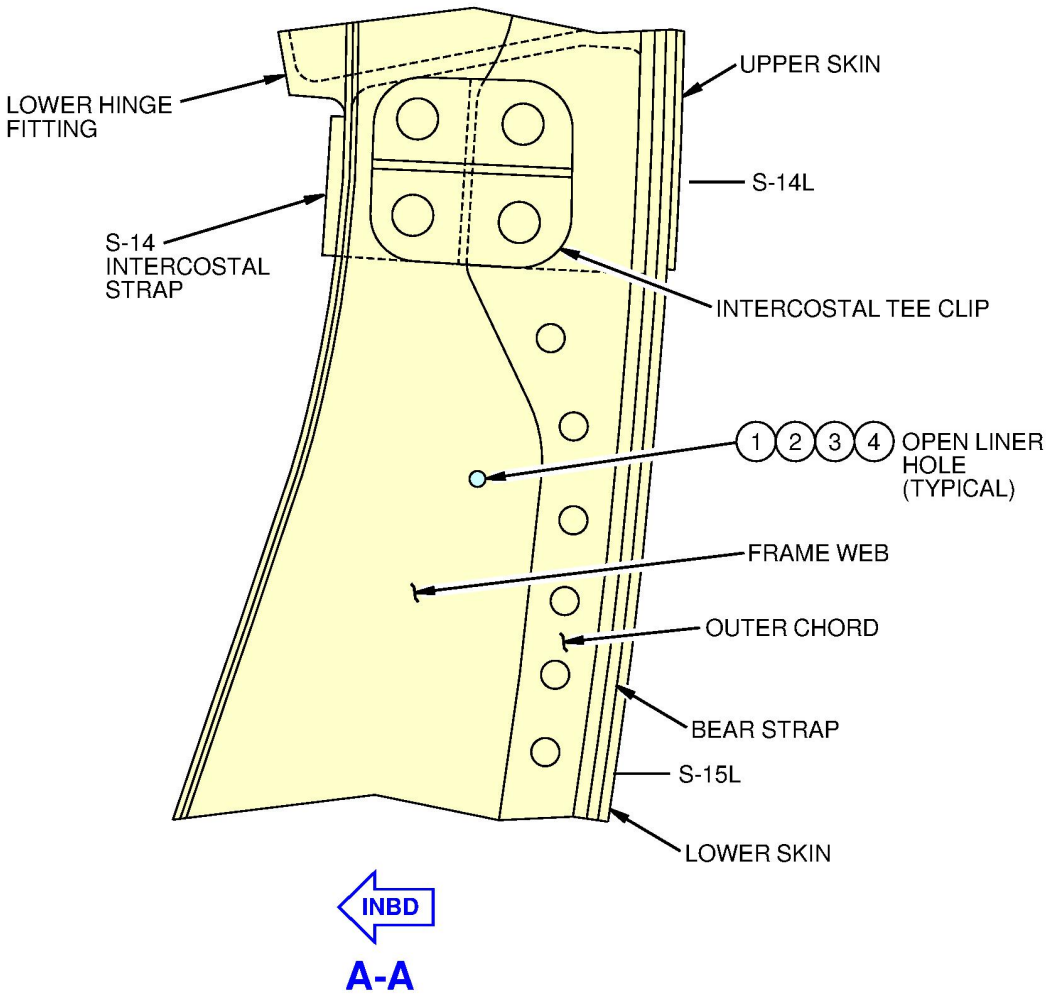

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FIGURE 5: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE OPEN LINER HOLE
(SHEET 2 OF 4)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Remove	PLASTIC INSULATION STUD	-	1	If installed.
2	Inspect	FRAME WEB	-	1	(a)(d)
3	Ream	OPEN HOLE	-	1	(b)(c)
4	Deburr	OPEN HOLE	-	1	(e)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

(b) Zero-time the liner hole as follows:

1.Step ream the hole in 1/64 inch diameter increments up to a maximum of 0.318 inch diameter for plugging by rivet and 0.3335 inch diameter for plugging by bolt to remove any crack if any exists. Refer to 757-200 SRM 51-40-05 or 757-200CB SRM 51-40-05 or 757-300 SRM 51-40-05 as an accepted procedure.

2. After each step ream, do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

3. Do a final 0.040 inch diameter insurance cut when there are no more cracks. Ensure the hole size after the insurance cut is within the limits in footnote (c).

FIGURE 5: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE OPEN LINER HOLE
(SHEET 3 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(c) For plugging by rivet: Hole diameter after 0.04 inch diameter insurance cut is 0.221 to 0.233 inch diameter to install 7/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.254 to 0.265 inch diameter to install 8/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.316 to 0.327 inch diameter to install 10/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.346 to 0.358 inch diameter to install 11/32 diameter rivet. For plugging by bolt: Hole diameter after 0.04 inch diameter insurance cut is 0.2465 to 0.2485 inch diameter to install 8/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.2621 to 0.2641 inch diameter to install 17/64 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.2777 to 0.2797 inch diameter to install 9/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3090 to 0.3110 inch diameter to install 10/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3246 to 0.3266 inch diameter to install 21/64 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3402 to 0.3422 inch diameter to install 11/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3715 to 0.3735 inch diameter to install 12/32 diameter bolt.					
(d) It is not necessary to do the open hole HFEC inspection before step reaming the hole if the steps in this figure are being accomplished as a corrective action after detecting a crack.					
(e) Remove all sharp edges.					

FIGURE 5: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE OPEN LINER HOLE
(SHEET 4 OF 4)

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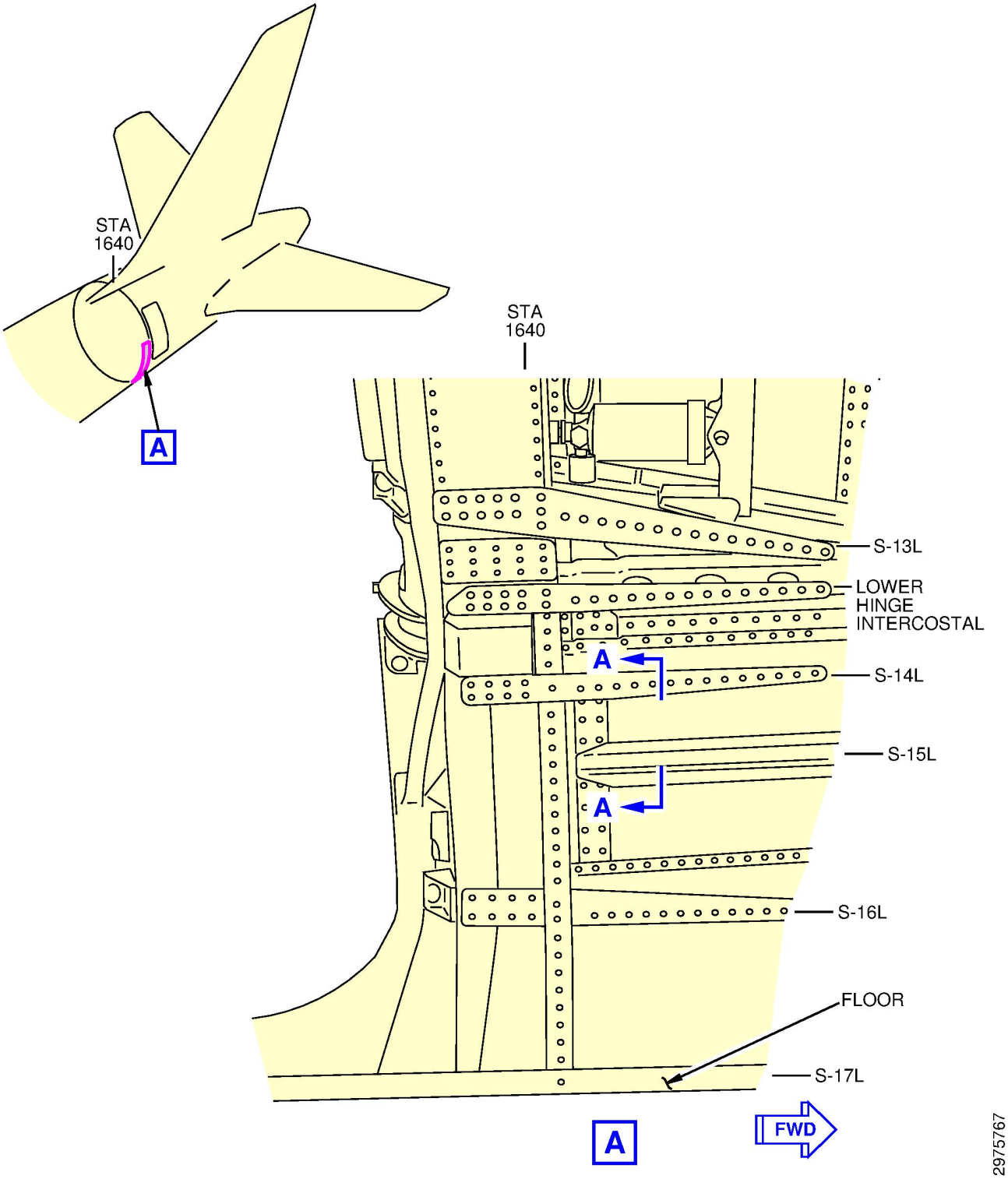

FIGURE 6: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - FASTENER INSTALLATION
(SHEET 1 OF 4)

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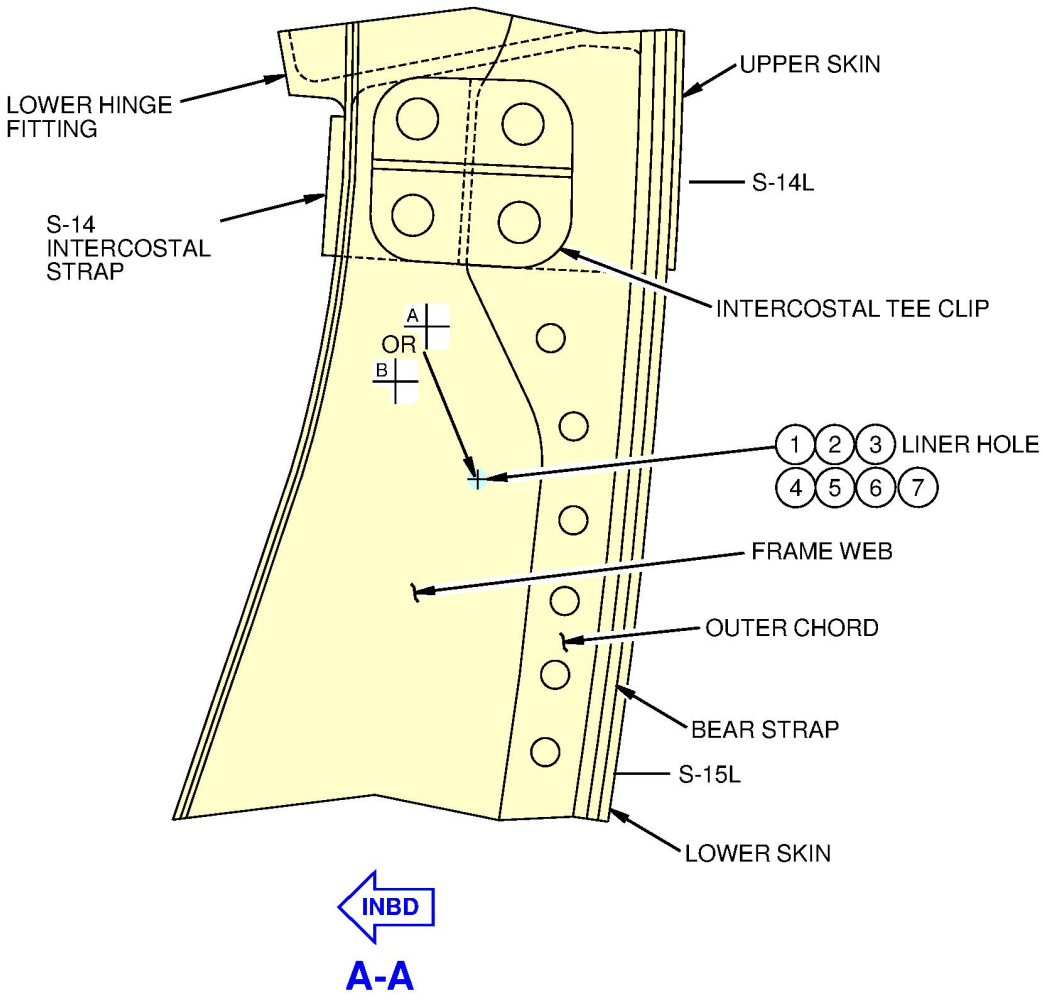

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FIGURE 6: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - FASTENER INSTALLATION
(SHEET 2 OF 4)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FASTENER	-	1	(a)(b)(c)
2	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(d)
3	Apply	PRIMER	BMS 10-11, TYPE I	-	(e)
4	Clean	FRAME WEB	-	1	(f)(g)
5	Apply	PRIMER	BMS 10-11, TYPE I	-	(f)(h)
6	Apply	ADHESIVE	BMS 5-105, TYPE II	-	(f)(i)
7	Install (New)	LINING STUD ATTACHMENT	OP1913-1 (2045081-1 optional)	1	(f)(j)

(a)	Install rivet dry. Install bolt wet using BMS 5-95 Type I, Class B sealant. Refer to SOPM 20-50-19 Method 2 as an accepted procedure.
(b)	Refer to Fastener Table for type of fastener.
(c)	Install rivet or bolt in open hole location. Refer to 757-200 SRM 51-40-02 or 757-200CB SRM 51-40-02 or 757-300 SRM 51-40-02 as an accepted procedure.
(d)	Apply chemical conversion coating to all bare metal surfaces, omit from fastener holes. Refer to SOPM 20-43-03 as an accepted procedure.
(e)	Apply one coat of primer to areas where chemical conversion coating was applied if a rivet is used to plug the hole. Refer to SOPM 20-41-02 as an accepted procedure.
(f)	This step is only required for a hole location where a plastic insulation stud was installed.
(g)	Clean the area where the new lining attachment stud will be installed. Refer to SOPM 20-30-03 as an accepted procedure.
(h)	Apply two coats of BMS 10-11 Type I primer where the new lining attachment stud will be installed. Refer to SOPM 20-41-02 as an accepted procedure.
(i)	Bond the new lining attachment stud with BMS 5-105, Type II, Class 1, 2 or 3 (Type 89). Alternative adhesives are BMS 5-92, Type V, Class 1 or 2 (Type 117) or PR2701 (Type 121). Refer to SOPM 20-50-12 as an accepted procedure.
(j)	Install new lining attachment stud on the frame web adjacent to where the removed plastic insulation stud was located. Locate the new lining attachment stud on the frame web within 2.0 inches of the plugged lining hole.

FIGURE 6: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - FASTENER INSTALLATION
(SHEET 3 OF 4)

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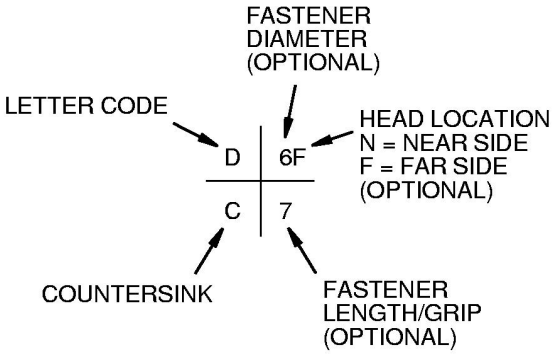

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EXAMPLE OF FASTENER SYMBOL

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in the figure. A number in the lower right corner gives the grip length of the fastener. The QTY numbers shown below are the number of fasteners necessary for this figure.

Code	Name	Identification	Qty	Hole Dia	More Data
A	RIVET	BACR15FT7AD()	-	0.225 to 0.231	(a)
A	RIVET	BACR15FT8AD()	-	0.253 to 0.259	(a)
A	RIVET	BACR15FT10AD()	-	0.316 to 0.322	(a)
A	RIVET	BACR15FT11AD()	-	0.348 to 0.358	(a)
B	BOLT/COLLAR	BACB30MY(8)K()/BACC30M8	-	0.2465 to 0.2485	(a)
B	BOLT/COLLAR	BACB30MY(8)K()X/BACC30M8	-	0.2621 to 0.2641	(a)
B	BOLT/COLLAR	BACB30MY(8)K()Y/BACC30R8	-	0.2777 to 0.2797	(a)
B	BOLT/COLLAR	BACB30MY(10)K()/BACC30M10	-	0.3090 to 0.3110	(a)
B	BOLT/COLLAR	BACB30MY(10)K()X/BACC30M10	-	0.3246 to 0.3266	(a)
B	BOLT/COLLAR	BACB30MY(10)K()Y/BACC30R10	-	0.3402 to 0.3422	(a)
B	BOLT/COLLAR	BACB30MY(12)K()/BACC30M12	-	0.3715 to 0.3735	(a)

(a) Refer to 757-200 SRM 51-40-05 or 757-200CB SRM 51-40-05 or 757-300 SRM 51-40-05 as an accepted procedure.

FIGURE 6: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - FASTENER INSTALLATION
(SHEET 4 OF 4)

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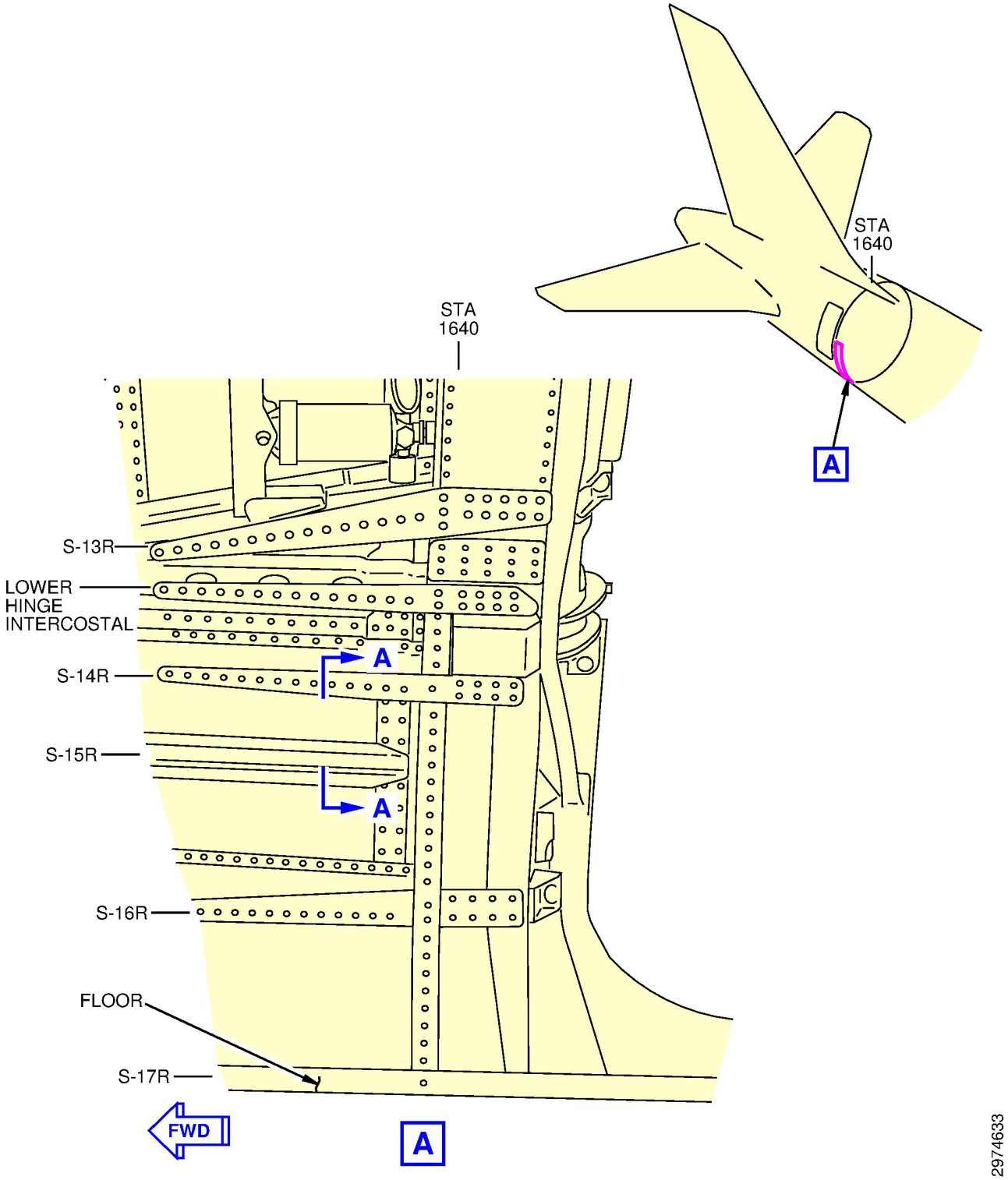

FIGURE 7: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - GENERAL VISUAL INSPECTION
(SHEET 1 OF 3)

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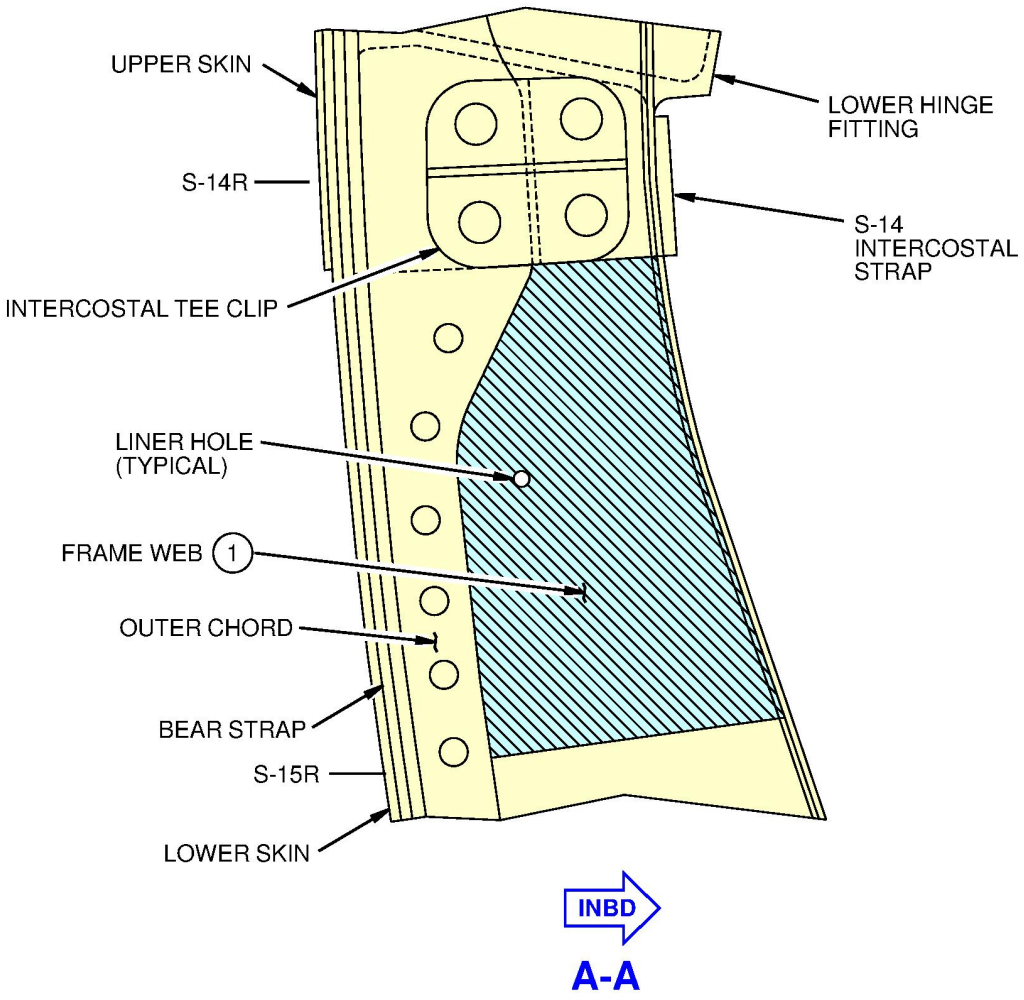

FIGURE 7: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - GENERAL VISUAL INSPECTION
(SHEET 2 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	FRAME WEB	-	1	(a)
(a) Do a General Visual Inspection of the frame web for existing liner hole.					

FIGURE 7: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - GENERAL VISUAL INSPECTION
(SHEET 3 OF 3)

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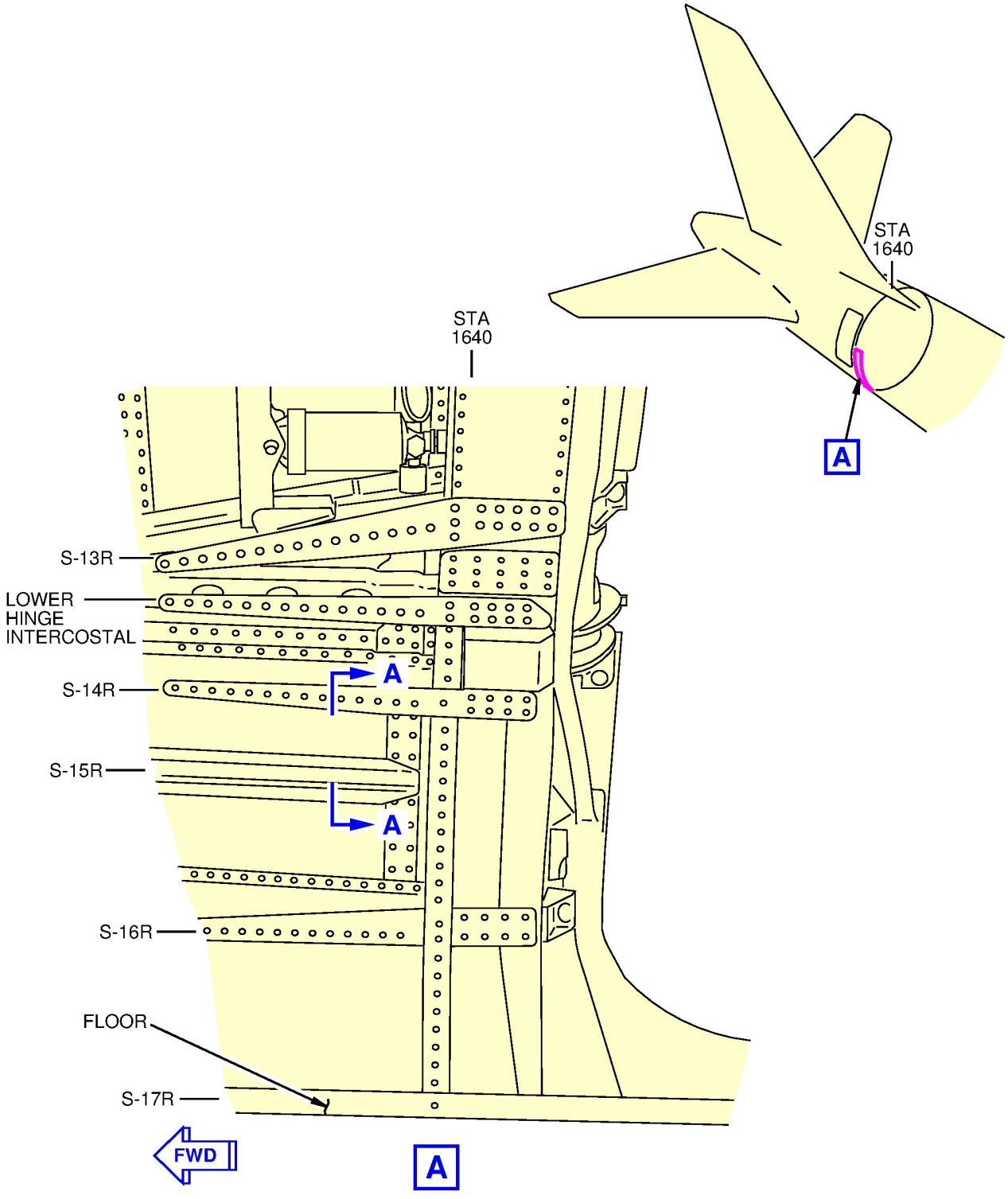

FIGURE 8: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 3)

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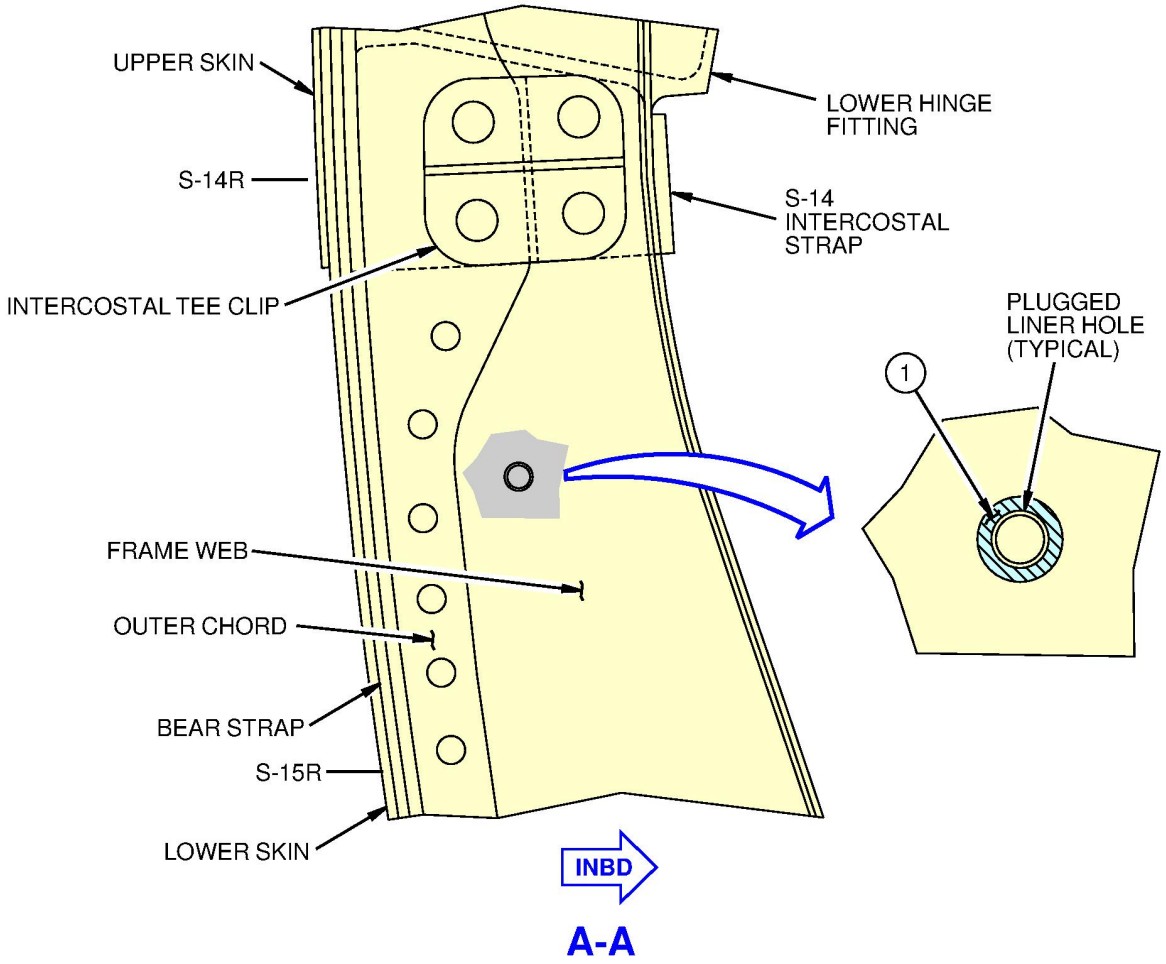

FIGURE 8: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	FRAME WEB	-	1	(a)
(a) Do a surface High Frequency Eddy Current (HFEC) inspection of the frame web around the fastener in the plugged liner hole for any crack in accordance with 757 NDT Manual Part 6, 51-00-19.					

FIGURE 8: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 3)

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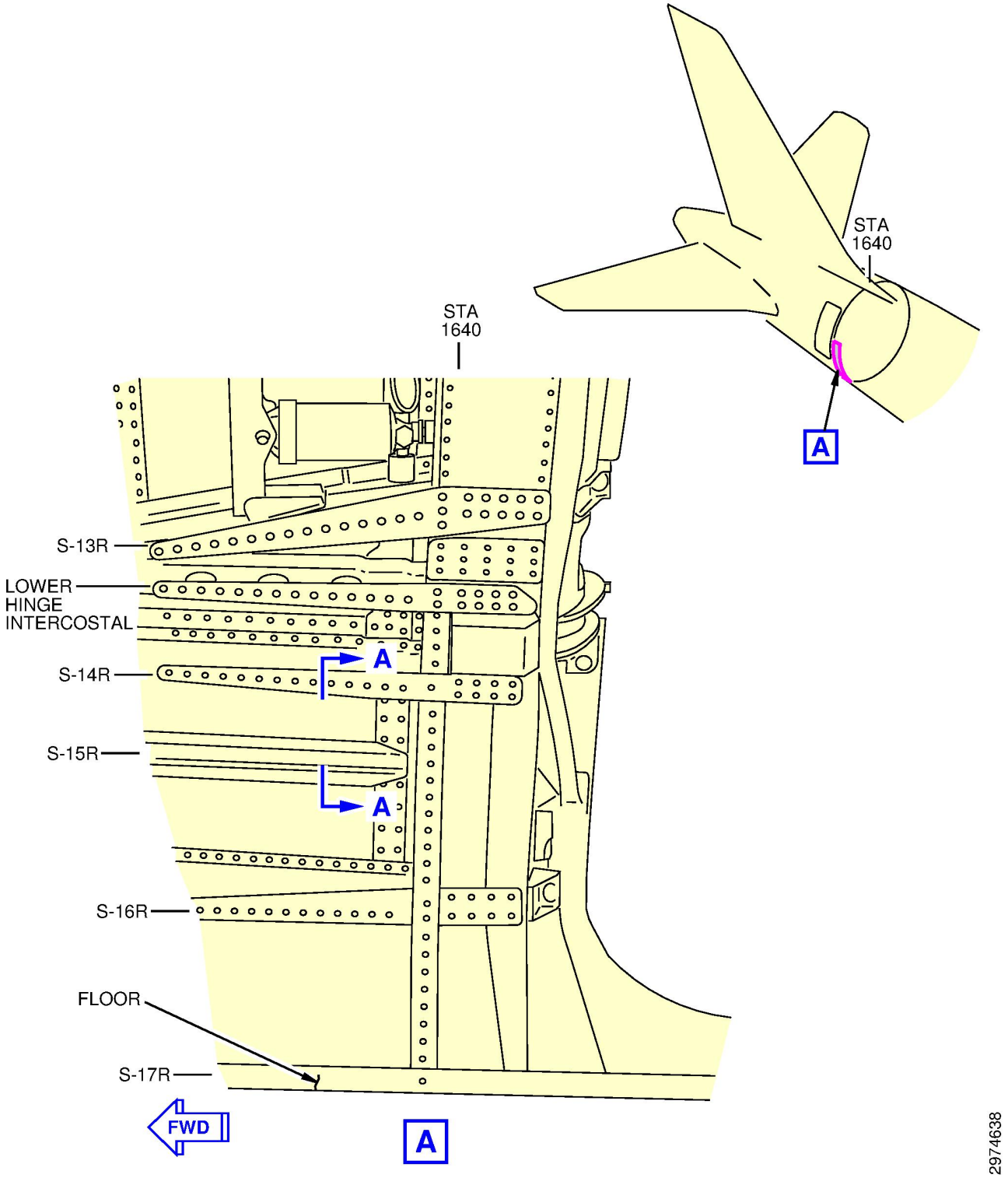

FIGURE 9: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - OPEN HOLE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 3)

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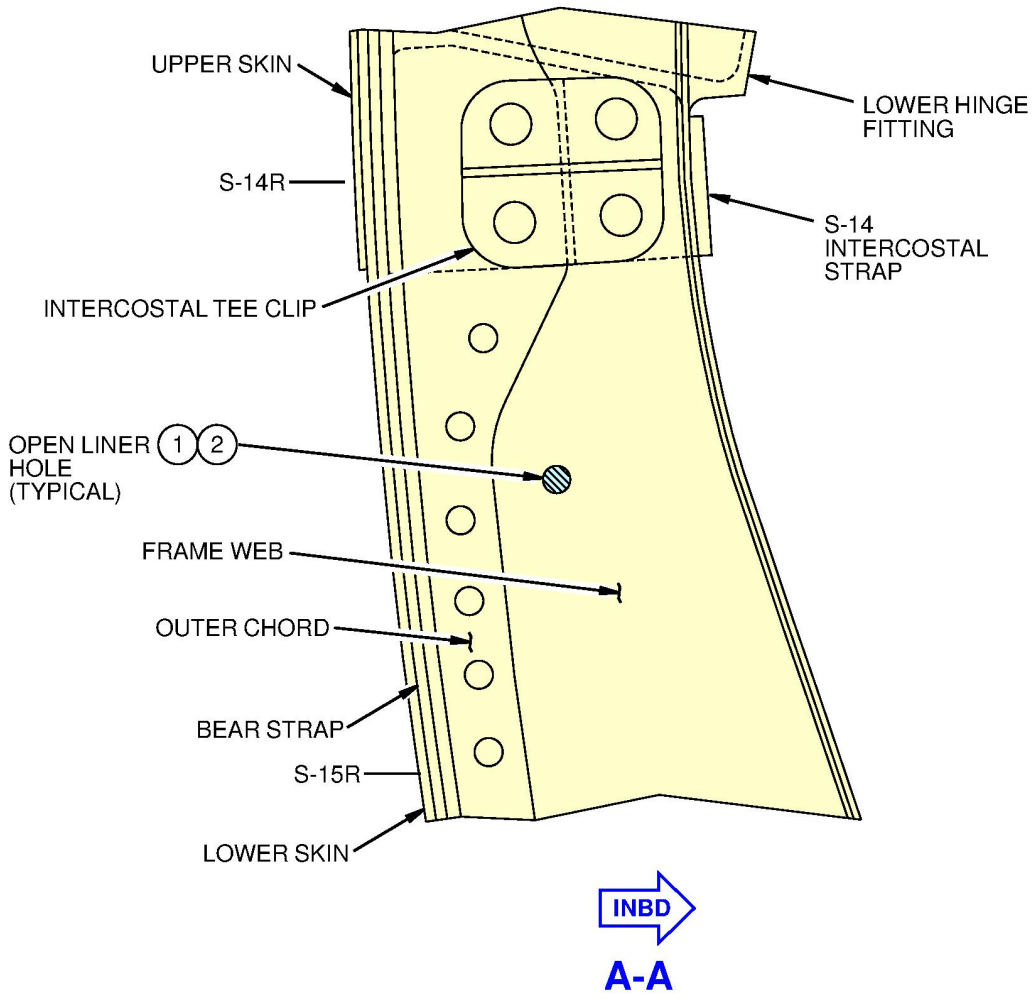

FIGURE 9: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - OPEN HOLE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Remove	PLASTIC INSULATION STUD	-	1	If installed.
2	Inspect	FRAME WEB	-	1	(a)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

FIGURE 9: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - OPEN HOLE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 3)

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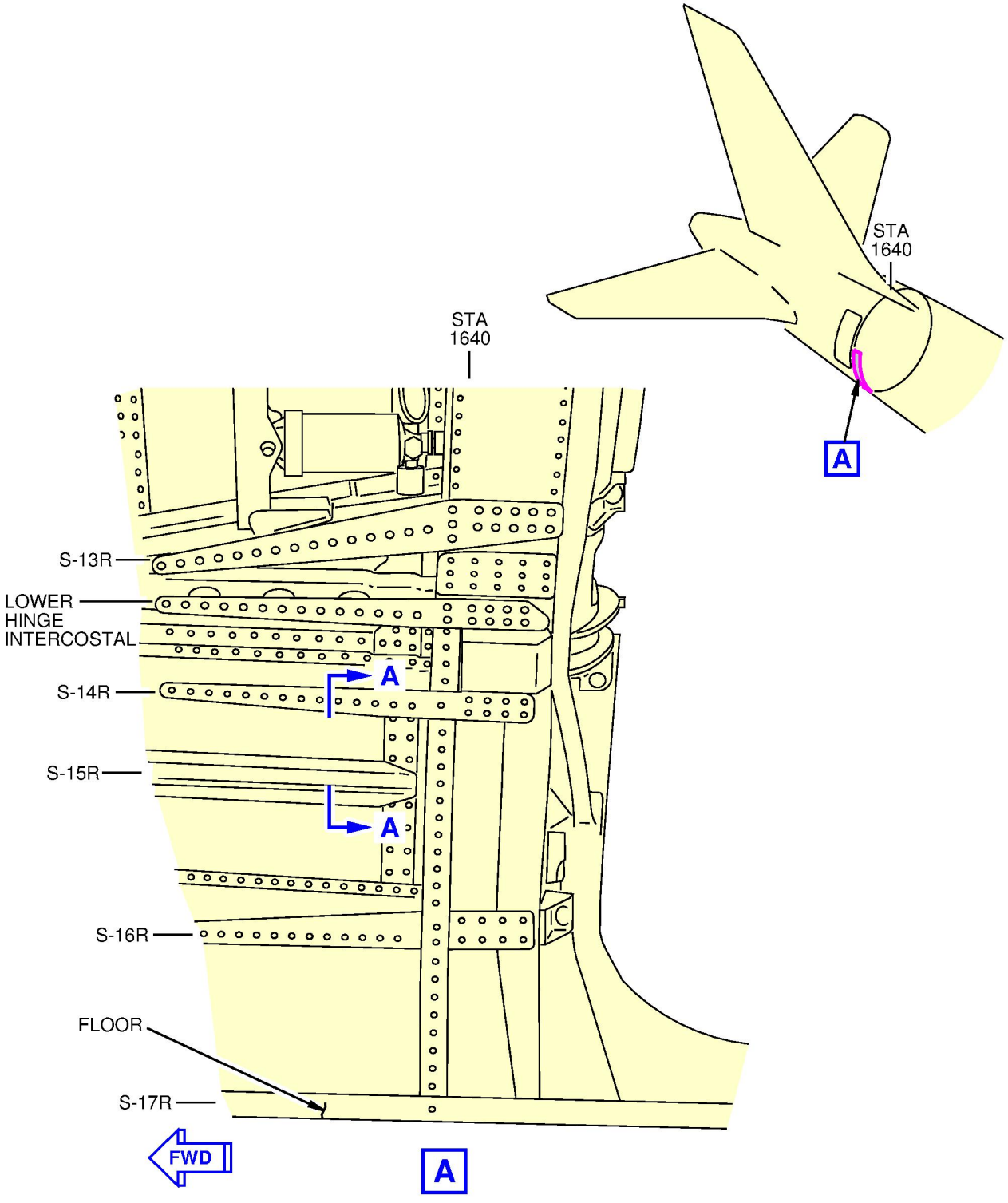

FIGURE 10: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE PLUGGED LINER HOLE
(SHEET 1 OF 4)

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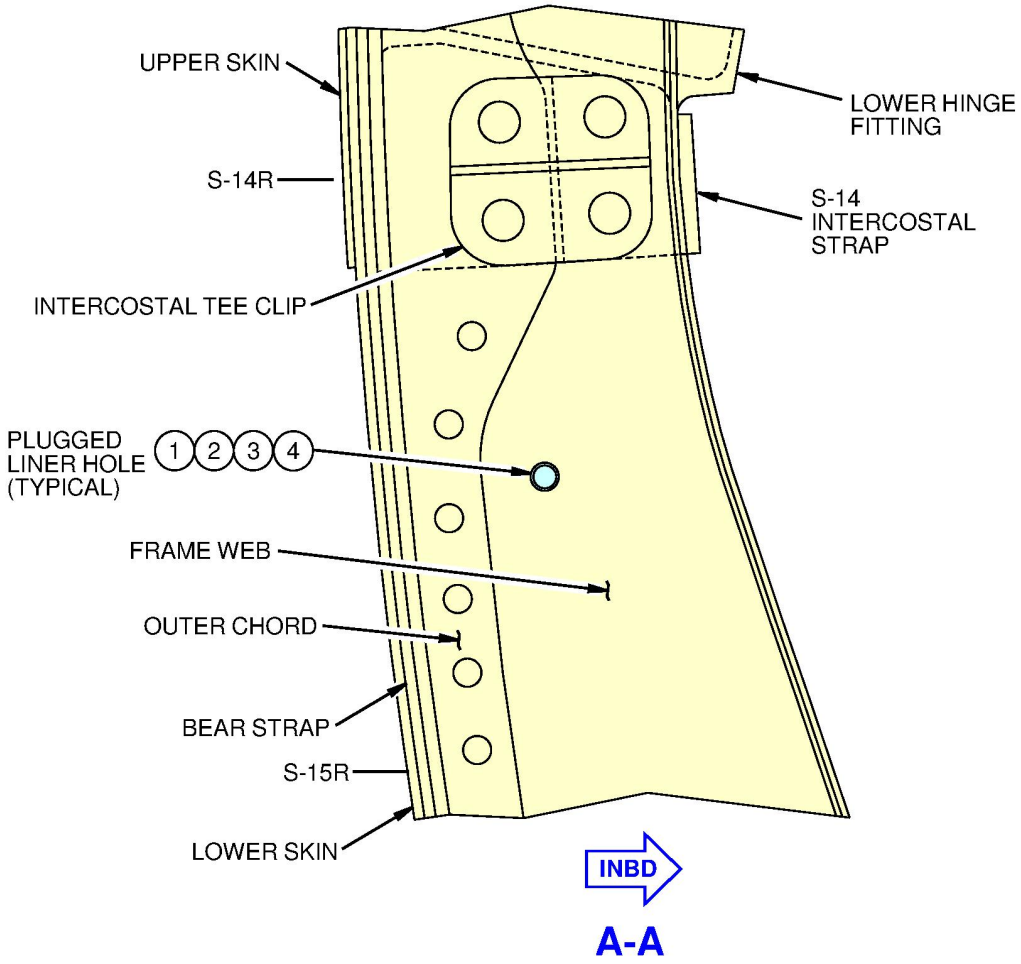

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FIGURE 10: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE PLUGGED LINER HOLE
(SHEET 2 OF 4)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Remove	FASTENER	-	1	(a)
2	Inspect	FRAME WEB	-	1	(b)
3	Ream	OPEN HOLE	-	1	(c)(d)
4	Deburr	OPEN HOLE	-	1	(e)

(a) Refer to 757-200 SRM 51-40-02 or 757-200CB SRM 51-40-02 or 757-300 SRM 51-40-02 as an accepted procedure.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

(c) Zero-time the liner hole as follows:

1.Step ream the hole in 1/64 inch diameter increments up to a maximum of 0.318 inch diameter for plugging by rivet and 0.3335 inch diameter for plugging by bolt to remove any crack if any exists. Refer to 757-200 SRM 51-40-05 or 757-200CB SRM 51-40-05 or 757-300 SRM 51-40-05 as an accepted procedure.

2. After each step ream, do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

3. Do a final 0.040 inch diameter insurance cut when there are no more cracks. Ensure the hole size after the insurance cut is within the limits in footnote (d).

FIGURE 10: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE PLUGGED LINER HOLE
(SHEET 3 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(d) For plugging by rivet: Hole diameter after 0.04 inch diameter insurance cut is 0.221 to 0.233 inch diameter to install 7/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.254 to 0.265 inch diameter to install 8/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.316 to 0.327 inch diameter to install 10/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.346 to 0.358 inch diameter to install 11/32 diameter rivet. For plugging by bolt: Hole diameter after 0.04 inch diameter insurance cut is 0.2465 to 0.2485 inch diameter to install 8/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.2621 to 0.2641 inch diameter to install 17/64 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.2777 to 0.2797 inch diameter to install 9/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3090 to 0.3110 inch diameter to install 10/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3246 to 0.3266 inch diameter to install 21/64 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3402 to 0.3422 inch diameter to install 11/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3715 to 0.3735 inch diameter to install 12/32 diameter bolt.					
(e) Remove all sharp edges.					

FIGURE 10: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE PLUGGED LINER HOLE
(SHEET 4 OF 4)

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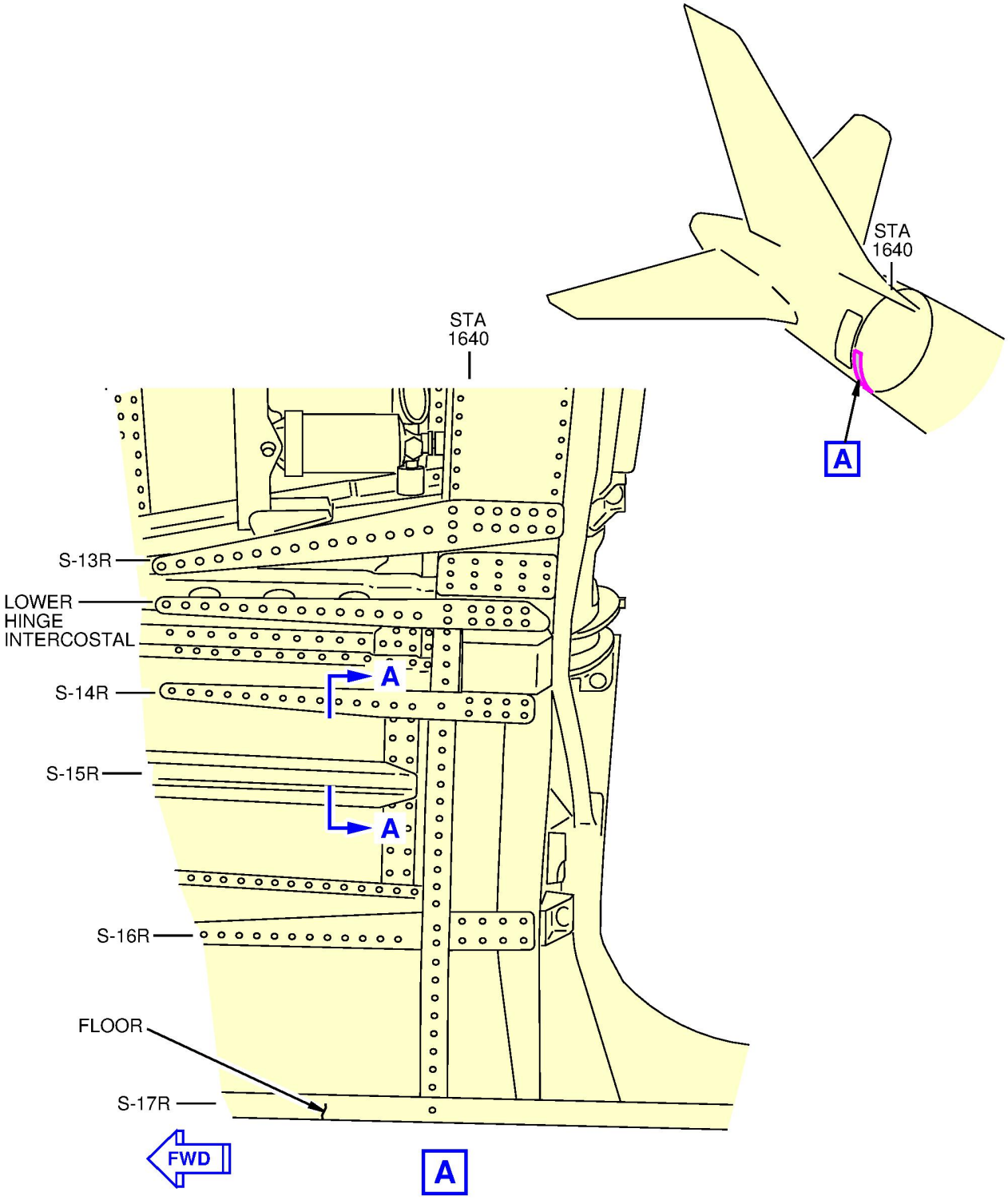

FIGURE 11: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE OPEN LINER HOLE
(SHEET 1 OF 4)

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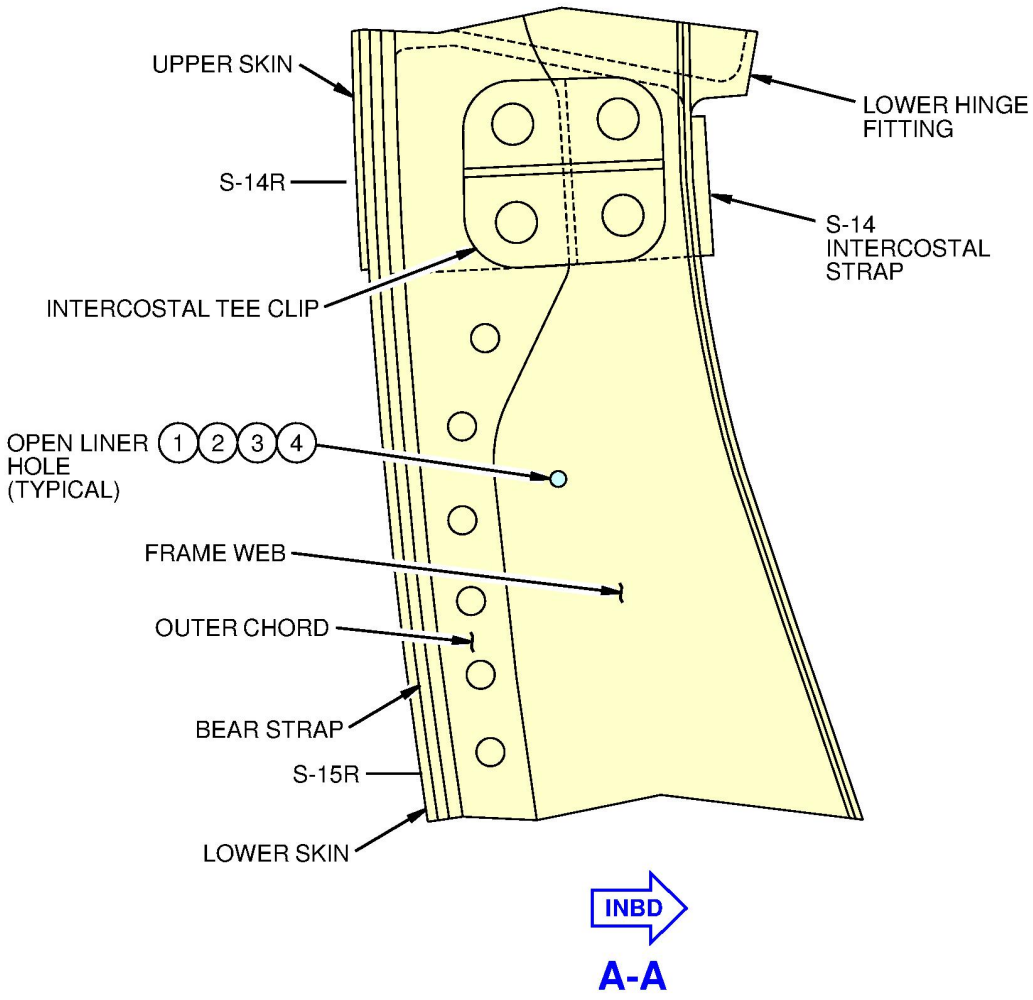

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FIGURE 11: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE OPEN LINER HOLE
(SHEET 2 OF 4)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Remove	PLASTIC INSULATION STUD	-	1	If installed.
2	Inspect	FRAME WEB	-	1	(a)(d)
3	Ream	OPEN HOLE	-	1	(b)(c)
4	Deburr	OPEN HOLE	-	1	(e)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

(b) Zero-time the liner hole as follows:

1.Step ream the hole in 1/64 inch diameter increments up to a maximum of 0.318 inch diameter for plugging by rivet and 0.3335 inch diameter for plugging by bolt to remove any crack if any exists. Refer to 757-200 SRM 51-40-05 or 757-200CB SRM 51-40-05 or 757-300 SRM 51-40-05 as an accepted procedure.

2. After each step ream, do an open hole High Frequency Eddy Current (HFEC) inspection of the frame web for any crack in accordance with 757 NDT Manual Part 6, 51-00-04, 757 NDT Manual Part 6, 51-00-11 or 757 NDT Manual Part 6, 51-00-16, with the probe calibrated to a 0.020-inch notch.

3. Do a final 0.040 inch diameter insurance cut when there are no more cracks. Ensure the hole size after the insurance cut is within the limits in footnote (c).

FIGURE 11: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE OPEN LINER HOLE
(SHEET 3 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(c) For plugging by rivet: Hole diameter after 0.04 inch diameter insurance cut is 0.221 to 0.233 inch diameter to install 7/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.254 to 0.265 inch diameter to install 8/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.316 to 0.327 inch diameter to install 10/32 diameter rivet. Hole diameter after 0.04 inch diameter insurance cut is 0.346 to 0.358 inch diameter to install 11/32 diameter rivet. For plugging by bolt: Hole diameter after 0.04 inch diameter insurance cut is 0.2465 to 0.2485 inch diameter to install 8/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.2621 to 0.2641 inch diameter to install 17/64 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.2777 to 0.2797 inch diameter to install 9/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3090 to 0.3110 inch diameter to install 10/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3246 to 0.3266 inch diameter to install 21/64 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3402 to 0.3422 inch diameter to install 11/32 diameter bolt. Hole diameter after 0.04 inch diameter insurance cut is 0.3715 to 0.3735 inch diameter to install 12/32 diameter bolt.					
(d) It is not necessary to do the open hole HFEC inspection before step reaming the hole if the steps in this figure are being accomplished as a corrective action after detecting a crack.					
(e) Remove all sharp edges.					

FIGURE 11: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - ZERO-TIME THE OPEN LINER HOLE
(SHEET 4 OF 4)

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This Figure applies only to: Group 1-2.

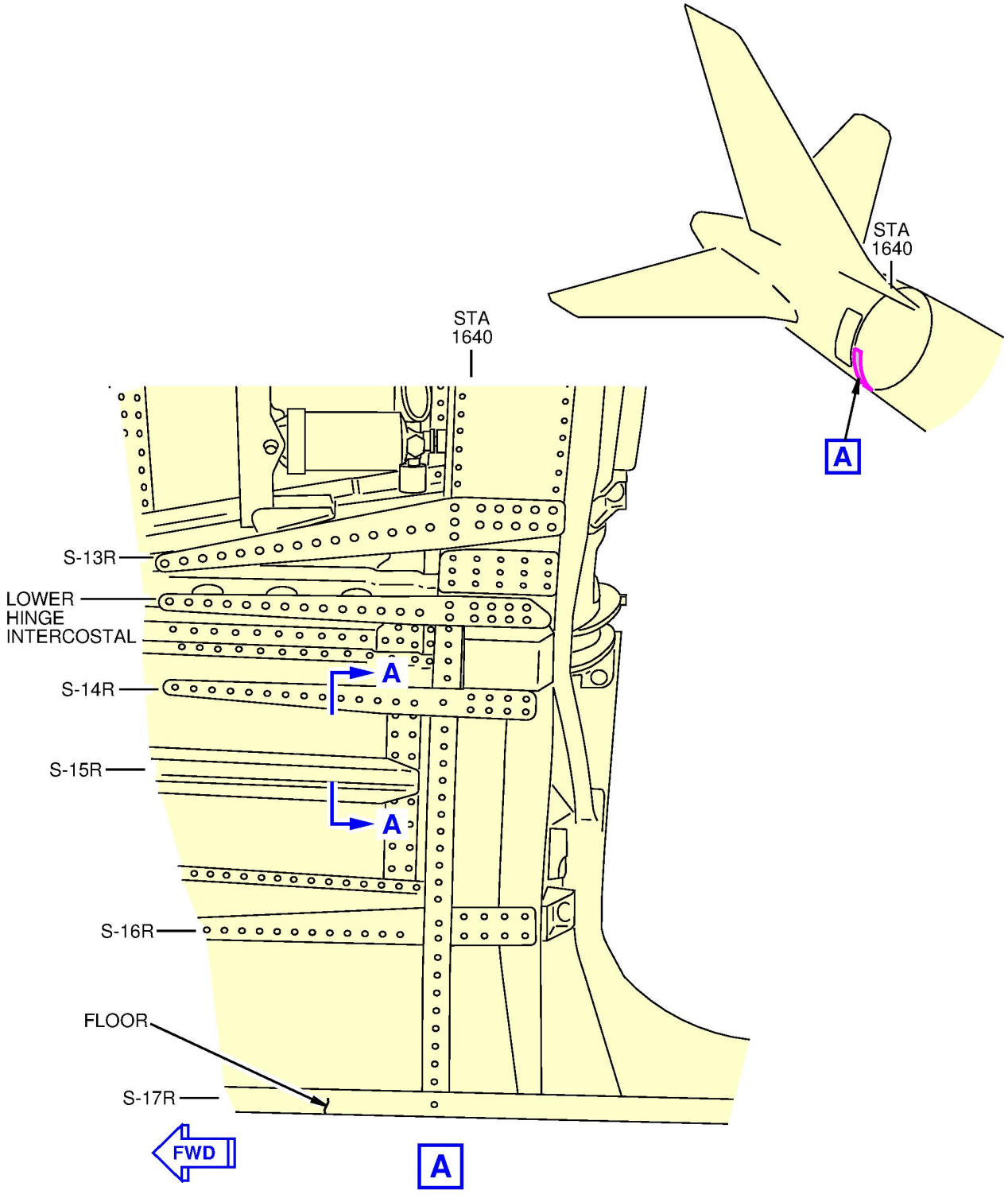

FIGURE 12: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - FASTENER INSTALLATION
(SHEET 1 OF 4)

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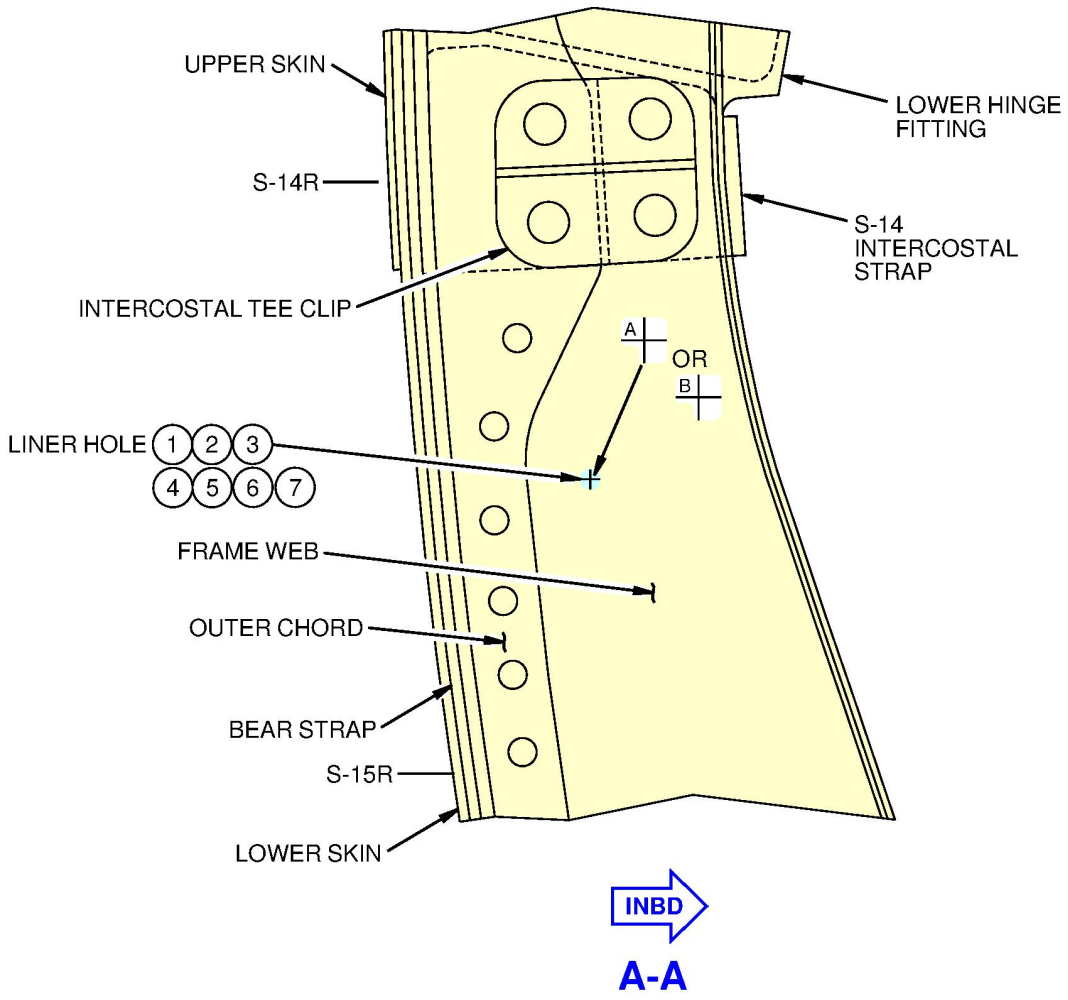

FIGURE 12: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - FASTENER INSTALLATION
(SHEET 2 OF 4)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FASTENER	-	1	(a)(b)(c)
2	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(d)
3	Apply	PRIMER	BMS 10-11, TYPE I	-	(e)
4	Clean	FRAME WEB	-	1	(f)(g)
5	Apply	PRIMER	BMS 10-11, TYPE I	-	(f)(h)
6	Apply	ADHESIVE	BMS 5-105, TYPE II	-	(f)(i)
7	Install (New)	LINING STUD ATTACHMENT	OP1913-1 (2045081-1 optional)	1	(f)(j)

(a)	Install rivet dry. Install bolt wet using BMS 5-95 Type I, Class B sealant. Refer to SOPM 20-50-19 Method 2 as an accepted procedure.
(b)	Refer to Fastener Table for type of fastener.
(c)	Install rivet or bolt in open hole location. Refer to 757-200 SRM 51-40-02 or 757-200CB SRM 51-40-02 or 757-300 SRM 51-40-02 as an accepted procedure.
(d)	Apply chemical conversion coating to all bare metal surfaces, omit from fastener holes. Refer to SOPM 20-43-03 as an accepted procedure.
(e)	Apply one coat of primer to areas where chemical conversion coating was applied if a rivet is used to plug the hole. Refer to SOPM 20-41-02 as an accepted procedure.
(f)	This step is only required for a hole location where a plastic insulation stud was installed.
(g)	Clean the area where the new lining attachment stud will be installed. Refer to SOPM 20-30-03 as an accepted procedure.
(h)	Apply two coats of BMS 10-11 Type I primer where the new lining attachment stud will be installed. Refer to SOPM 20-41-02 as an accepted procedure.
(i)	Bond the new lining attachment stud with BMS 5-105, Type II, Class 1, 2 or 3 (Type 89). Alternative adhesives are BMS 5-92, Type V, Class 1 or 2 (Type 117) or PR2701 (Type 121). Refer to SOPM 20-50-12 as an accepted procedure.
(j)	Install new lining attachment stud on the frame web adjacent to where the removed plastic insulation stud was located. Locate the new lining attachment stud on the frame web within 2.0 inches of the plugged lining hole.

FIGURE 12: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - FASTENER INSTALLATION
(SHEET 3 OF 4)

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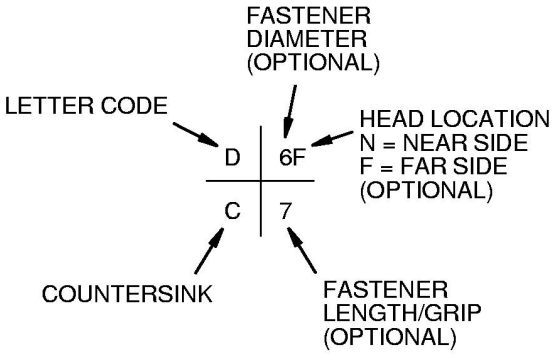

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EXAMPLE OF FASTENER SYMBOL

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in the figure. A number in the lower right corner gives the grip length of the fastener. The QTY numbers shown below are the number of fasteners necessary for this figure.

Code	Name	Identification	Qty	Hole Dia	More Data
A	RIVET	BACR15FT7AD()	-	0.225 to 0.231	(a)
A	RIVET	BACR15FT8AD()	-	0.253 to 0.259	(a)
A	RIVET	BACR15FT10AD()	-	0.316 to 0.322	(a)
A	RIVET	BACR15FT11AD()	-	0.348 to 0.358	(a)
B	BOLT/COLLAR	BACB30MY(8)K()/BACC30M8	-	0.2465 to 0.2485	(a)
B	BOLT/COLLAR	BACB30MY(8)K()X/BACC30M8	-	0.2621 to 0.2641	(a)
B	BOLT/COLLAR	BACB30MY(8)K()Y/BACC30R8	-	0.2777 to 0.2797	(a)
B	BOLT/COLLAR	BACB30MY(10)K()/BACC30M10	-	0.3090 to 0.3110	(a)
B	BOLT/COLLAR	BACB30MY(10)K()X/BACC30M10	-	0.3246 to 0.3266	(a)
B	BOLT/COLLAR	BACB30MY(10)K()Y/BACC30R10	-	0.3402 to 0.3422	(a)
B	BOLT/COLLAR	BACB30MY(12)K()/BACC30M12	-	0.3715 to 0.3735	(a)

(a) Refer to 757-200 SRM 51-40-05 or 757-200CB SRM 51-40-05 or 757-300 SRM 51-40-05 as an accepted procedure.

FIGURE 12: RIGHT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - FASTENER INSTALLATION
(SHEET 4 OF 4)

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This Figure applies only to: Group 3.

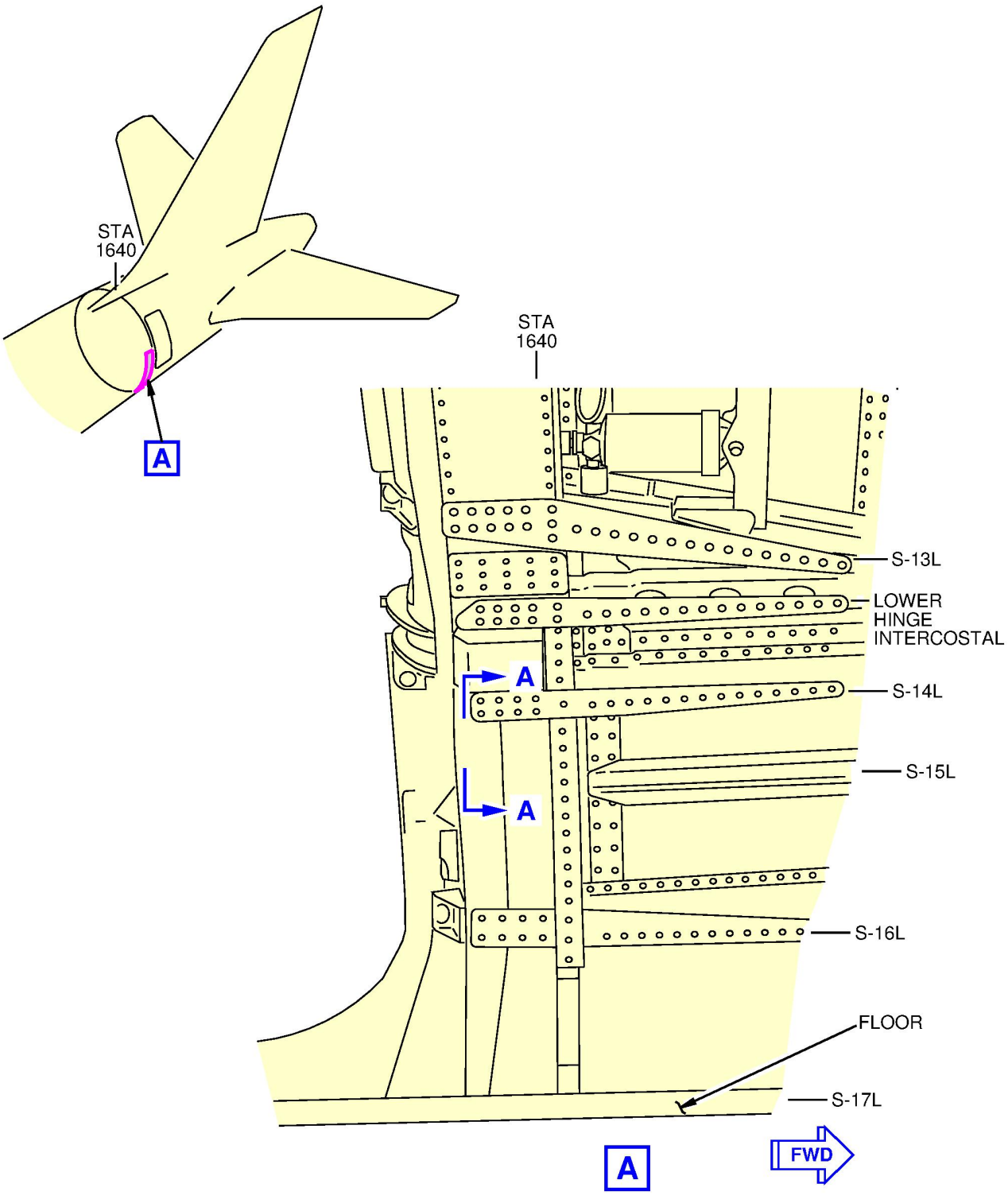

FIGURE 13: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - GENERAL VISUAL INSPECTION
(SHEET 1 OF 3)

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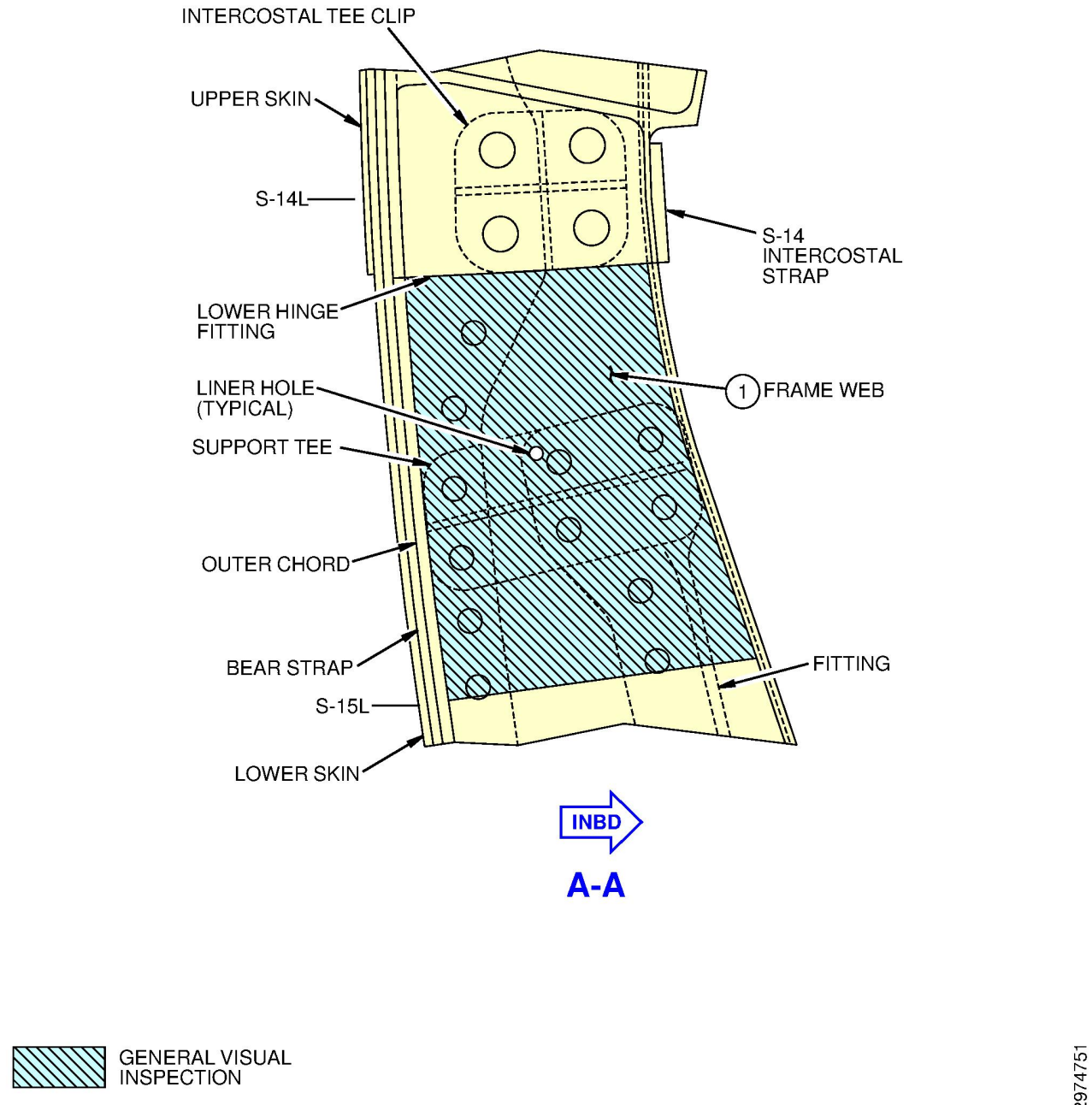

FIGURE 13: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - GENERAL VISUAL INSPECTION
(SHEET 2 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	FRAME WEB	-	1	(a)
(a) Do a General Visual Inspection of the frame web on the aft side for existing liner hole.					

FIGURE 13: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - GENERAL VISUAL INSPECTION
(SHEET 3 OF 3)

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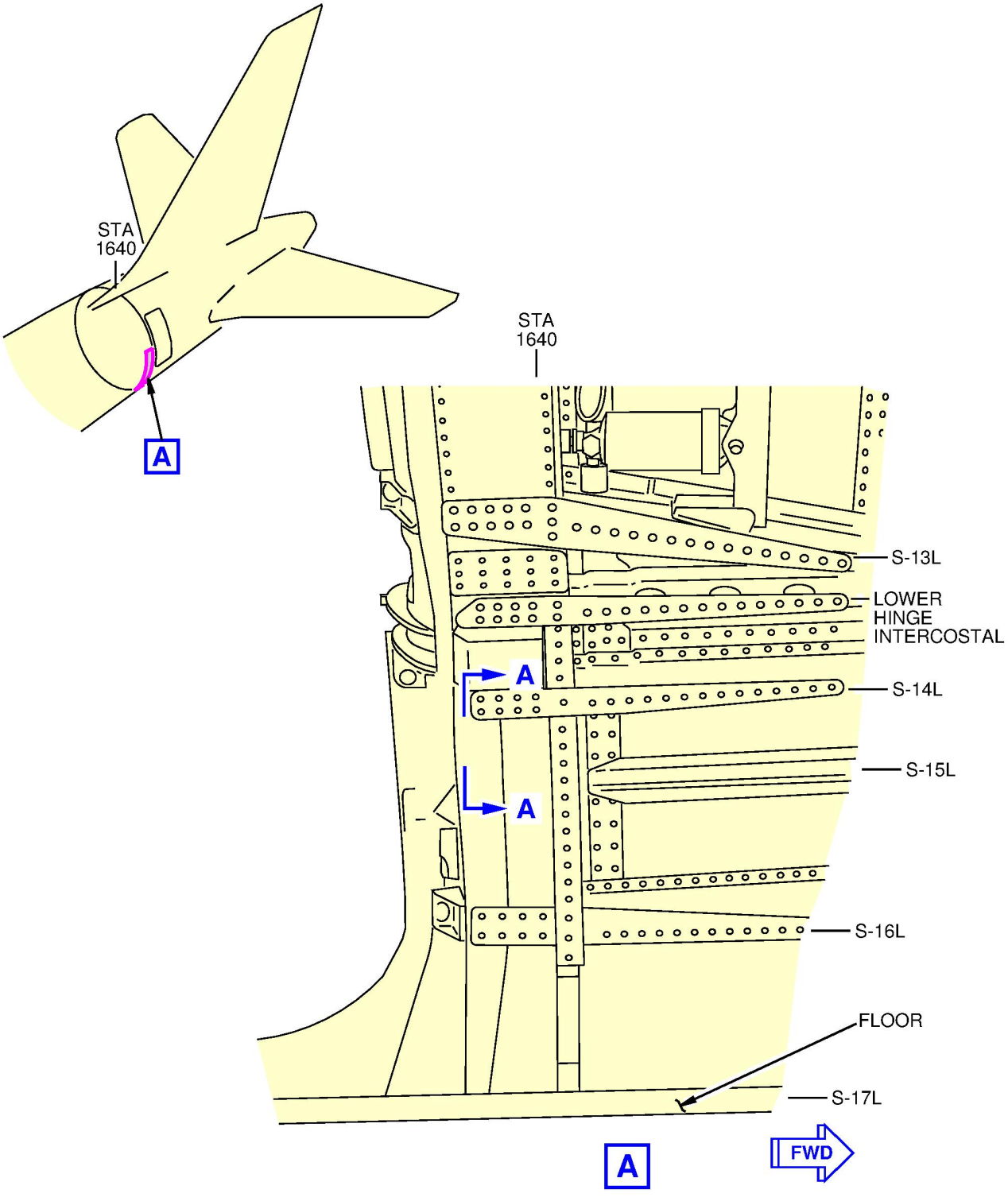

FIGURE 14: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION AROUND A PLUGGED LINER HOLE (SHEET 1 OF 3)

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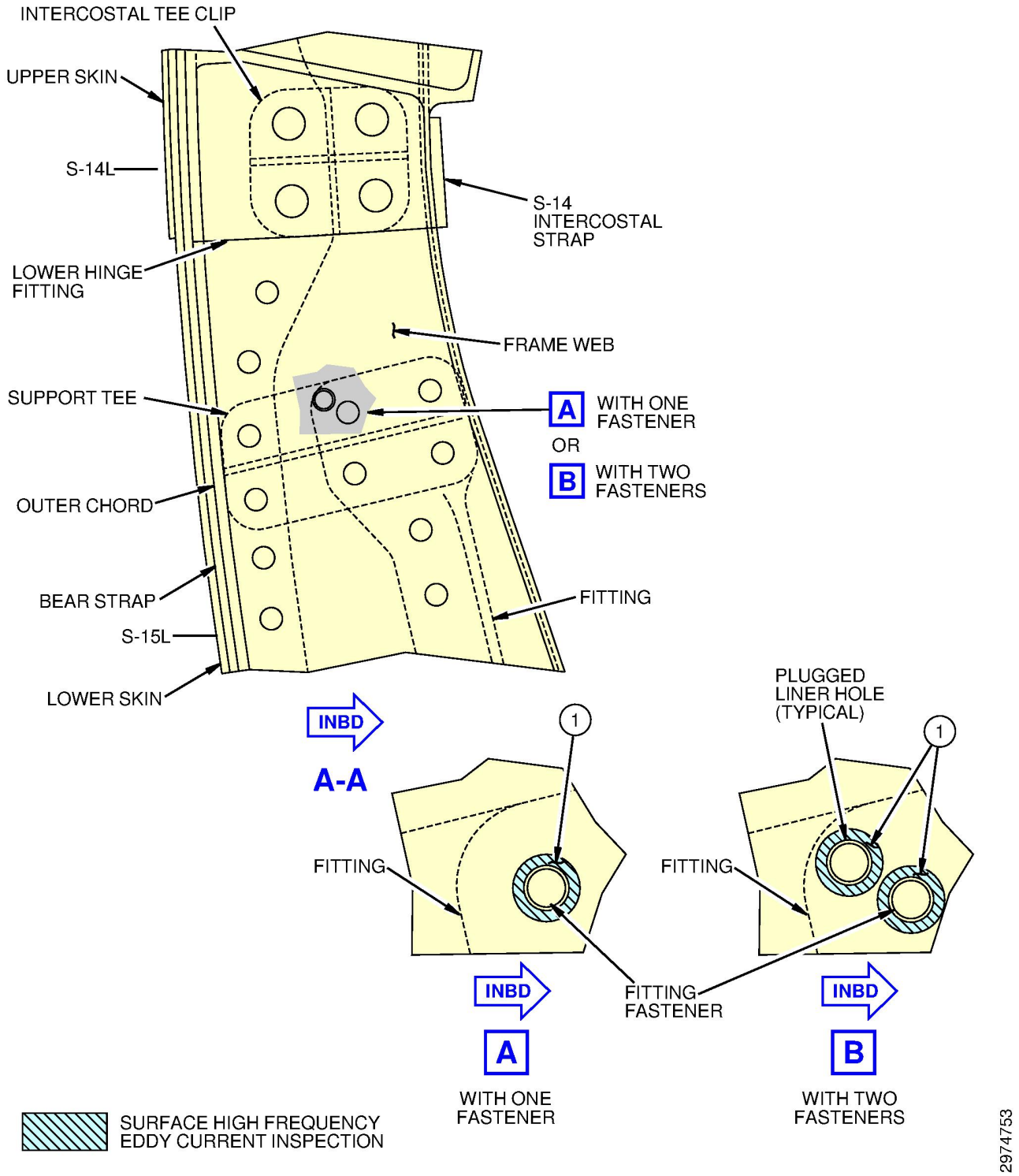

FIGURE 14: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION AROUND A PLUGGED LINER HOLE (SHEET 2 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	FRAME WEB	-	1	(a)(b)
(a) Do a surface High Frequency Eddy Current (HFEC) inspection of the frame web around the fitting fastener and the fastener in the plugged liner hole (if an adjacent second fastener exists) for any crack in accordance with 757 NDT Manual Part 6, 51-00-19.					
(b) There can be 1 or 2 fastener hole locations to inspect.					

FIGURE 14: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION AROUND A PLUGGED LINER HOLE (SHEET 3 OF 3)

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This Figure applies only to: Group 3.

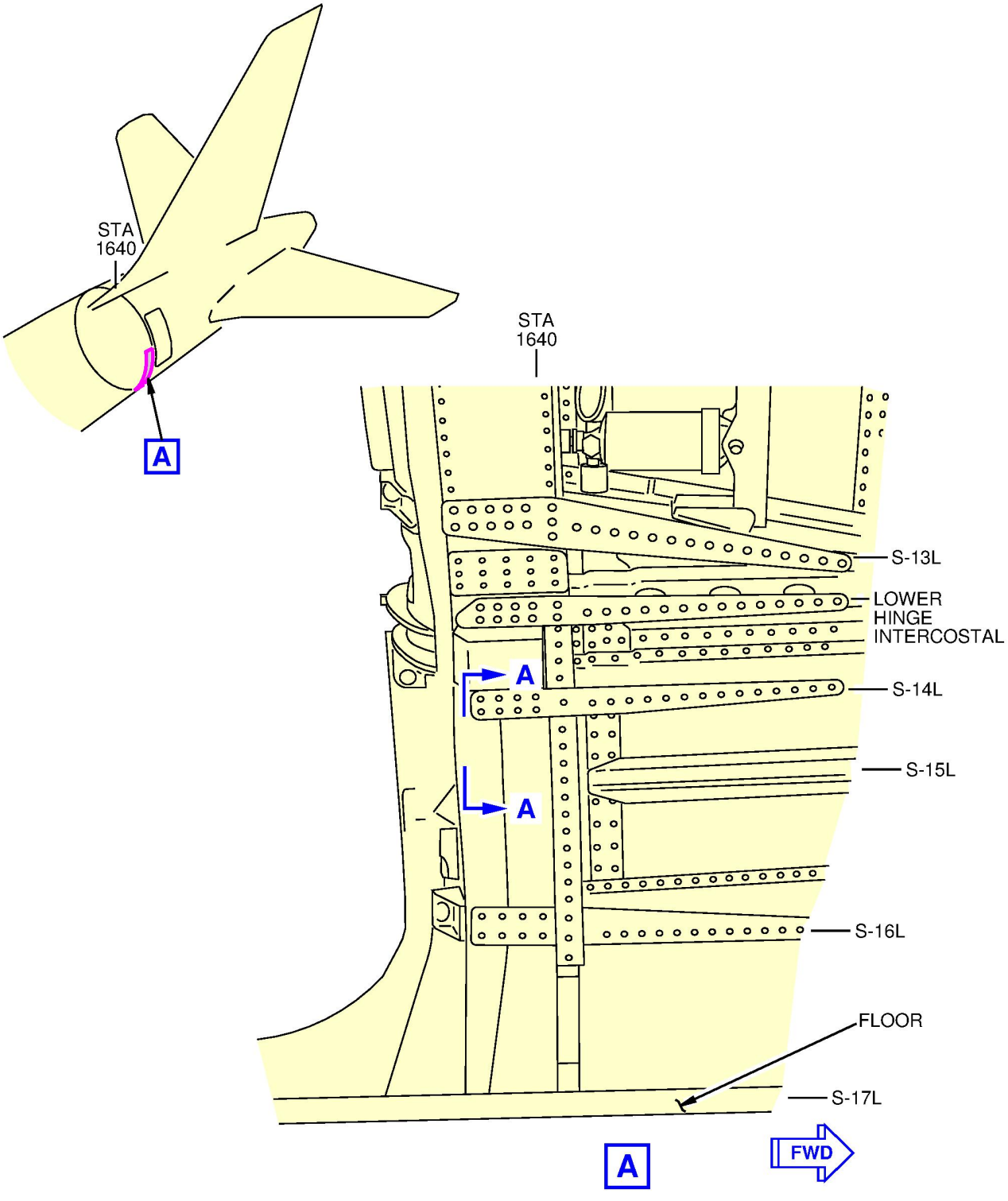

FIGURE 15: LEFT SIDE - FUSELAGE FRAME WEB AT STA 1640 BETWEEN S-14 AND S-15 - SURFACE HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION AROUND AN OPEN LINER HOLE (SHEET 1 OF 3)

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