Commercial Airplanes

777 Requirements Bulletin

ALERT

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SUBJECT: WINGS - Center Wing - Ring Chord, Front Spar Lower Chord and Front Spar Web - Inspection and Modification

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ALERT

Number: **777-57A0122 RB**
Original Issue: October 08, 2021
ATA System: 5710 5330

SUBJECT: WINGS - Center Wing - Ring Chord, Front Spar Lower Chord and Front Spar Web - Inspection and Modification

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 777-200, 777-200LR, 777-300, 777-300ER, 777F Airplane(s), line number(s) 41, 43, 47, 49, 52-67, 69-71, 73-74, 76, 78, 80, 82-88, 90-94, 96-99, 101-106, 108-112, 114-130, 132-133, 135-136, 138-140, 142-145, 147-158, 160-167, 169-172, 174-178, 180-212, 215-239, 241-263, 265-279, 281, 283-289, 291-292, 294, 298-337, 339-343, 345-348, 350-436, 438-481, 483-494, 496-506, 508, 510-522, 524-634, 636-1566, 1568-1573, 1575-1580, 1582-1586, 1588-1604, 1606-1610, 1612-1614, 1616-1619, 1621-1623, 1625-1628, 1630-1632, 1634-1637, 1639-1641, 1643-1646, 1648-1650, 1652-1655, 1657-1658, 1660-1667, 1669, 1671, 1673, 1675-1676, 1678-1679, 1681, 1683-1684, 1686-1687, 1689-1712, 1714-1715, 1718-1719, 1721-1722 in 9 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.

NOTE: The Variable Number table below includes all affected airplanes up to Line Number 1722. Affected airplanes after Line Number 1722 will be added to the service bulletin's MyBoeingFleet.com (MBF) "get effectivity" result when they are added to the MBF Fleet Profile Page.

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GROUP	CONFIGURATION	DESCRIPTION
1	-	777-200 and 777-300 Airplanes.
	1	777-200 and 777-300 Airplanes with left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0084 or 777-53-0087.
	2	777-200 and 777-300 Airplanes with right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	3	777-200 and 777-300 Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0084 or 777-53-0087.
	4	777-200 and 777-300 Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	5	777-200 and 777-300 Airplanes with left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	6	777-200 and 777-300 Airplanes with left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	7	777-200 and 777-300 Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777-200 and 777-300 Airplanes with right side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	9	777-200 and 777-300 Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	10	777-200 and 777-300 Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	11	777-200 and 777-300 Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	12	777-200 and 777-300 Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	13	777-200 and 777-300 Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	14	777-200 and 777-300 Airplanes with left side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	15	777-200 and 777-300 Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.

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GROUP	CONFIGURATION	DESCRIPTION
	16	777-200 and 777-300 Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.

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GROUP	CONFIGURATION	DESCRIPTION
2	-	777-200LR Airplanes Line Numbers with Stringer S-36 and S-37 End Fittings.
	1	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0087.
	2	777-200LR Airplanes with right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	3	777-200LR Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0084 or 777-53-0087.
	4	777-200LR Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	5	777-200LR Airplanes with left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	6	777-200LR Airplanes with left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	7	777-200LR Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777-200LR Airplanes with right side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	9	777-200LR Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	10	777-200LR Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	11	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	12	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	13	777-200LR Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	14	777-200LR Airplanes with left side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	15	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin SB 777-53-0087.

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GROUP	CONFIGURATION	DESCRIPTION
3	-	777-200LR Airplanes without Stringer S-36 and S-37 End Fittings.
	1	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0087.
	2	777-200LR Airplanes with right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	3	777-200LR Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0084 or 777-53-0087.
	4	777-200LR Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	5	777-200LR Airplanes with left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	6	777-200LR Airplanes with left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	7	777-200LR Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777-200LR Airplanes with right side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	9	777-200LR Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	10	777-200LR Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	11	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	12	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	13	777-200LR Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	14	777-200LR Airplanes with left side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	15	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin SB 777-53-0087.
4	-	777-200LR Airplanes with new production Underwing Longeron.
	1	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	2	777-200LR Airplanes with right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	3	777-200LR Airplanes with left side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	4	777-200LR Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.

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GROUP	CONFIGURATION	DESCRIPTION
5	-	777F Airplanes with original production Underwing Longeron.
	1	777F Airplanes with left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0087.
	2	777F Airplanes with right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	3	777F Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0084 or 777-53-0087.
	4	777F Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	5	777F Airplanes with left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	6	777F Airplanes with left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	7	777F Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777F Airplanes with right side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	9	777F Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	10	777F Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	11	777F Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	12	777F Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	13	777F Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	14	777F Airplanes with left side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	15	777F Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777F Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin SB 777-53-0087.
6	-	777F Airplanes with new production Underwing Longeron.
	1	777F Airplanes with left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	2	777F Airplanes with right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	3	777F Airplanes with left side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	4	777F Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.

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GROUP	CONFIGURATION	DESCRIPTION
7	-	777-300ER Airplanes with Stringer S-36 and S-37 End Fittings.
	1	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0084.
	2	777-300ER Airplanes with right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	3	777-300ER Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0084 or 777-53-0087.
	4	777-300ER Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	5	777-300ER Airplanes with left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	6	777-300ER Airplanes with left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	7	777-300ER Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777-300ER Airplanes with right side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	9	777-300ER Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	10	777-300ER Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	11	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	12	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	13	777-300ER Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	14	777-300ER Airplanes with left side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	15	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084.

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GROUP	CONFIGURATION	DESCRIPTION
8	-	777-300ER Airplanes without Stringer S-36 and S-37 End Fittings.
	1	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0084.
	2	777-300ER Airplanes with right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	3	777-300ER Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right Under Wing Longeron (UWL) that has not been modified in accordance with 777-53-0084 or 777-53-0087.
	4	777-300ER Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	5	777-300ER Airplanes with left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	6	777-300ER Airplanes with left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087, and left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	7	777-300ER Airplanes with right side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	8	

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GROUP	CONFIGURATION	DESCRIPTION
		777-300ER Airplanes with right side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	9	777-300ER Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	10	777-300ER Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	11	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair, and left and right side Under Wing Longeron (UWL) not modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	12	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and right side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	13	777-300ER Airplanes with left side Front Spar Lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	14	777-300ER Airplanes with left side Front Spar lower Chord (FSLC) only repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
	15	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left side Under Wing Longeron (UWL) only modified in accordance with Service Bulletin (SB) 777-53-0084 or SB 777-53-0087.
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GROUP	CONFIGURATION	DESCRIPTION
		777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair and left and right side Under Wing Longeron (UWL) modified in accordance with Service Bulletin (SB) 777-53-0084.
9	-	777-300ER Airplanes with new production Underwing Longeron.
	1	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) that have not been repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	2	777-300ER Airplanes with right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	3	777-300ER Airplanes with left side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.
	4	777-300ER Airplanes with left and right side Front Spar Lower Chord (FSLC) repaired in accordance with Structural Repair Manual (SRM) 57-10-10 or similar Boeing ODA approved repair.

Airplane Models:

777-200, 777-200LR, 777-300, 777-300ER, 777F

Variable Number	Group
WB001 - WB021	1
WB031 - WB046	1
WB051 - WB088	1
WB101 - WB106	1
WB121 - WB125	1
WB131 - WB148	1
WB151 - WB155	1
WB161 - WB177	1
WB181 - WB194	1
WB201 - WB215	1
WB231 - WB247	1

Variable Number	Group
WB271 - WB273	1
WB276 - WB286	1
WB291 - WB302	1
WB306 - WB307	1
WB311 - WB337	1
WB341 - WB342	1
WB366 - WB368	1
WB371 - WB388	1
WB406	1
WB411 - WB413	1
WB416 - WB439	1

Variable Number	Group
WB446 - WB453	1
WB476	1
WB481 - WB484	1
WB501 - WB512	1
WB531 - WB537	1
WB551 - WB554	1
WB591 - WB597	1
WB601 - WB606	1
WB611 - WB622	1
WB631 - WB638	1
WB646 - WB649	1

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Variable Number	Group
WC051 - WC073	1
WC101 - WC104	1
WC111 - WC120	1
WC221 - WC224	1
WC241 - WC243	1
WC281 - WC290	1
WC301 - WC308	1
WC361 - WC364	1
WC371 - WC374	1
WC381 - WC395	1
WC441	1
WC446 - WC449	1
WC456 - WC459	1
WC486 - WC493	1
WC506 - WC508	1
WC521 - WC522	1
WC531 - WC536	1
WC546 - WC548	1
WC556	1
WC566 - WC567	1
WC571 - WC574	1
WC581	1
WC586 - WC587	1
WC591 - WC595	1
WD001 - WD002	2
WD011 - WD013	2
WD014 - WD018	3
WD031 - WD036	3
WD046 - WD055	3
WD066 - WD075	3
WD081 - WD089	3
WD091	3
WD096	3

Variable Number	Group
WD101 - WD106	3
WD111 - WD112	3
WD116 - WD117	3
WD121 - WD122	3
WD123	4
WD156	4
WD501 - WD506	7
WD507 - WD513	8
WD521 - WD534	7
WD535 - WD541	8
WD546 - WD551	7
WD552 - WD554	8
WD561 - WD568	7
WD569 - WD573	8
WD581 - WD591	7
WD592 - WD599	8
WD606 - WD609	7
WD621 - WD631	7
WD632	8
WD651 - WD655	7
WD656 - WD665	8
WD671 - WD675	7
WD676 - WD677	8
WD691 - WD699	7
WD700 - WD709	8
WD741 - WD742	7
WD743 - WD752	8
WD761	7
WD762 - WD771	8
WD786 - WD787	7
WD788	8
WD796 - WD837	8
WD846 - WD867	8

Variable Number	Group
WD871 - WD906	8
WD907 - WD910	9
WD911 - WD918	8
WD921 - WD957	8
WD966 - WD970	8
WD981 - WD982	8
WD986 - WD987	8
WD991 - WD996	8
WE001 - WE007	8
WE011 - WE012	8
WE021 - WE026	8
WE031 - WE040	8
WE051 - WE057	8
WE071 - WE078	8
WE081 - WE084	8
WE091 - WE095	8
WE126 - WE178	8
WE186 - WE219	8
WE226 - WE231	8
WE236 - WE253	8
WE261 - WE267	8
WE271 - WE278	8
WE291 - WE298	8
WE301 - WE320	8
WE331 - WE346	8
WE347 - WE350	9
WE351 - WE356	8
WE366 - WE368	9
WE376 - WE377	8
WE381	8
WE386 - WE387	8
WE391 - WE392	8
WE396 - WE405	8

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Variable Number	Group
WE406 - WE411	9
WE416 - WE420	8
WE426 - WE431	8
WE436 - WE446	8
WE451 - WE478	8
WE479 - WE484	9
WE486 - WE493	8
WE495 - WE499	8
WE501 - WE504	8
WE511 - WE516	8
WE526 - WE528	8
WE536 - WE549	8
WE556 - WE571	8
WE572 - WE573	9
WE576 - WE583	8
WE584 - WE587	9
WE591	8
WE601 - WE605	8
WE626 - WE627	8
WE631	8
WE641 - WE642	8
WE646 - WE647	8
WE651 - WE661	8
WE666 - WE677	8
WE681	8
WE682 - WE689	9
WE701 - WE705	8
WE711 - WE712	8
WE731 - WE732	8

Variable Number	Group
WE736 - WE740	8
WE746 - WE764	8
WE765 - WE772	9
WE776 - WE786	8
WE791 - WE792	8
WE796	8
WE797 - WE798	9
WE801 - WE806	9
WE811 - WE812	8
WE826	8
WE827 - WE828	9
WE831 - WE835	9
WE851 - WE853	9
WE856 - WE857	9
WE861 - WE863	9
WE866 - WE868	9
WE871	9
WF001 - WF004	5
WF016 - WF027	5
WF028 - WF029	6
WF031 - WF043	5
WF046 - WF069	5
WF070 - WF074	6
WF075 - WF077	5
WF081 - WF088	5
WF096 - WF101	5
WF106 - WF109	5
WF111 - WF124	5
WF131 - WF144	5

Variable Number	Group
WF146 - WF147	5
WF151 - WF152	5
WF156 - WF160	5
WF161 - WF165	6
WF166 - WF173	5
WF176 - WF179	5
WF180	6
WF181 - WF184	5
WF191	5
WF201	6
WF206 - WF208	5
WF209 - WF215	6
WF216 - WF217	5
WF221 - WF228	6
WF231 - WF248	6
WF256 - WF258	6
WF261 - WF262	6
WF266 - WF288	6
WF296	6
WF301 - WF305	6
WF311 - WF314	6
WF321	6
WF326	6
WF336 - WF338	6
WF340 - WF341	6
WF367	6
WF371 - WF372	6
-	-
-	-

B. Spares Affected
None.

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 777-57A0122 RB. The Airworthiness Directive will make the compliance tasks and times given in Requirements Bulletin 777-57A0122 RB mandatory.

Accomplish the required actions, based on the applicable conditions in Tables 1 through 50, in accordance with Accomplishment Instructions.

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.

Group 1, Configuration 1-4:
Table 1: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 4,500 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack.			
CONDITION 1: NO CRACK FOUND.	CONDITION 1 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-		10,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 1 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)	-		16,000 flight cycles or 50,000 flight hours, whichever occurs first.

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Group 1, Configuration 1-4:
Table 1: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 2: ANY CRACK FOUND.	CONDITION 2 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 2 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	10,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 2 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)	-	16,000 flight cycles or 64,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 1, 5, 9, 13:
Table 2: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 4,500 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack.			
CONDITION 3: NO CRACK FOUND.	CONDITION 3 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		10,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 3 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)	-		16,000 flight cycles or 50,000 flight hours, whichever occurs first.
CONDITION 4: ANY CRACK FOUND.	CONDITION 4 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
	CONDITION 4 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		10,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 4 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)	-		16,000 flight cycles or 64,000 flight hours, whichever occurs first.

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Group 1, Configuration 1, 5, 9, 13:
Table 2: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Group 1, Configuration 9-12:
Table 3: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 16,000 flight cycles or 64,000 flight hours after the left side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 4,500 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.			
CONDITION 5: NO CRACK FOUND.	CONDITION 5 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-		10,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 5 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-		16,000 flight cycles or 64,000 flight hours, whichever occurs first.

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Group 1, Configuration 9-12:
Table 3: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 6: ANY CRACK FOUND.	CONDITION 6 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 6 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	10,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 6 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	16,000 flight cycles or 64,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 3, 7, 11, 15:
Table 4: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 16,000 flight cycles or 64,000 flight hours after the right side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 4,500 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.			
CONDITION 7: NO CRACK FOUND.	CONDITION 7 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		10,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 7 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-		16,000 flight cycles or 64,000 flight hours, whichever occurs first.
CONDITION 8: ANY CRACK FOUND.	CONDITION 8 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
	CONDITION 8 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		10,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 8 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-		16,000 flight cycles or 64,000 flight hours, whichever occurs first.

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Group 1, Configuration 3, 7, 11, 15:
Table 4: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Group 1, Configuration 5-8:
Table 5: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 4,500 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.			
CONDITION 9: NO CRACK FOUND.	CONDITION 9 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)	-		16,000 flight cycles or 50,000 flight hours, whichever occurs first.
	CONDITION 9 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-		16,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 1, Configuration 5-8:
Table 5: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 10: ANY CRACK FOUND.	CONDITION 10 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 10 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	16,000 flight cycles or 60,000 flight hours, whichever occurs first.
	CONDITION 10 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)	-	16,000 flight cycles or 64,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 2, 6, 10, 14:
Table 6: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 4,500 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.			
CONDITION 11: NO CRACK FOUND.	CONDITION 11 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)	-		16,000 flight cycles or 50,000 flight hours, whichever occurs first.
	CONDITION 11 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		16,000 flight cycles or 60,000 flight hours, whichever occurs first.
CONDITION 12: ANY CRACK FOUND.	CONDITION 12 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
	CONDITION 12 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		16,000 flight cycles or 60,000 flight hours, whichever occurs first.
	CONDITION 12 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)	-		16,000 flight cycles or 64,000 flight hours, whichever occurs first.

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Group 1, Configuration 2, 6, 10, 14:
Table 6: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Group 1, Configuration 13-16:
Table 7: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 16,000 flight cycles or 64,000 flight hours after the left side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 4,500 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.			
CONDITION 13: NO CRACK FOUND.	CONDITION 13 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-		16,000 flight cycles or 60,000 flight hours, whichever occurs first.
	CONDITION 13 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-		16,000 flight cycles or 64,000 flight hours, whichever occurs first.

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Group 1, Configuration 13-16:
Table 7: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 14: ANY CRACK FOUND.	CONDITION 14 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 14 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	16,000 flight cycles or 60,000 flight hours, whichever occurs first.
	CONDITION 14 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	16,000 flight cycles or 64,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 4, 8, 12, 16:
Table 8: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 16,000 flight cycles or 64,000 flight hours after the right side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 4,500 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.			
CONDITION 15: NO CRACK FOUND.	CONDITION 15 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		16,000 flight cycles or 60,000 flight hours, whichever occurs first.
	CONDITION 15 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-		16,000 flight cycles or 64,000 flight hours, whichever occurs first.
CONDITION 16: ANY CRACK FOUND.	CONDITION 16 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
	CONDITION 16 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		16,000 flight cycles or 60,000 flight hours, whichever occurs first.
	CONDITION 16 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-		16,000 flight cycles or 64,000 flight hours, whichever occurs first.

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Group 1, Configuration 4, 8, 12, 16:
Table 8: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Group 2, Configuration 1-4; Group 3, Configuration 1-4; Group 7, Configuration 1-4; Group 8, Configuration 1-4:
Table 9: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and an Ultrasonic (UT) inspection of the left side ring chord for any crack.			

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Group 2, Configuration 1-4; Group 3, Configuration 1-4; Group 7, Configuration 1-4; Group 8, Configuration 1-4:

Table 9: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 17: NO CRACK FOUND.	CONDITION 17 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	-	8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 17 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack (a)(b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.
CONDITION 18: ANY CRACK FOUND.	CONDITION 18 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 18 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 18 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web of the left side front spar lower chord for any crack. (a)(b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 2, Configuration 1-4; Group 3, Configuration 1-4; Group 7, Configuration 1-4; Group 8, Configuration 1-4:
Table 9: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

Group 2, Configuration 1, 5, 9, 13; Group 3, Configuration 1, 5, 9, 13; Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13:
Table 10: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and an Ultrasonic (UT) inspection of the right side ring chord for any crack.			

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Group 2, Configuration 1, 5, 9, 13; Group 3, Configuration 1, 5, 9, 13; Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13:
Table 10: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 19: NO CRACK FOUND.	CONDITION 19 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	-	8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 19 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.
CONDITION 20: ANY CRACK FOUND.	CONDITION 20 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 20 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 20 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 2, Configuration 1, 5, 9, 13; Group 3, Configuration 1, 5, 9, 13; Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13:
Table 10: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

Group 2, Configuration 9-12; Group 3, Configuration 9-12; Group 7, Configuration 9-12; Group 8, Configuration 9-12:
Table 11: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) inspection of the left side repair angle for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the left side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.			

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Group 2, Configuration 9-12; Group 3, Configuration 9-12; Group 7, Configuration 9-12; Group 8, Configuration 9-12:

Table 11: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 21: NO CRACK FOUND.	CONDITION 21 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the left side repair angle for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 21 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.
CONDITION 22: ANY CRACK FOUND.	CONDITION 22 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 22 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 22 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 3, 7, 11, 15; Group 3, Configuration 3, 7, 11, 15; Group 7, Configuration 3, 7, 11, 15; Group 8, Configuration 3, 7, 11, 15:
Table 12: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the right side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.			
CONDITION 23: NO CRACK FOUND.	CONDITION 23 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the right side repair angle for any crack. (a)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 23 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 2, Configuration 3, 7, 11, 15; Group 3, Configuration 3, 7, 11, 15; Group 7, Configuration 3, 7, 11, 15; Group 8, Configuration 3, 7, 11, 15:
Table 12: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 24: ANY CRACK FOUND.	CONDITION 24 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 24 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 24 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 7, Configuration 5-8; Group 8, Configuration 5-8:

Table 13: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.			
CONDITION 25: NO CRACK FOUND.	CONDITION 25 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	-		8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 25 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.

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Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 7, Configuration 5-8; Group 8, Configuration 5-8:

Table 13: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 26: ANY CRACK FOUND.	CONDITION 26 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 26 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 26 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web of the left side front spar lower chord for any crack. (a)(b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

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Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14:
Table 14: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.			
CONDITION 27: NO CRACK FOUND.	CONDITION 27 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	-		8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 27 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.

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Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14:
Table 14: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 28: ANY CRACK FOUND.	CONDITION 28 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 28 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 28 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

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Group 2, Configuration 13-16; Group 3, Configuration 13-16; Group 7, Configuration 13-16; Group 8, Configuration 13-16:
Table 15: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the left side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) Inspection of the left side repair angle for any crack.			
CONDITION 29: NO CRACK FOUND.	CONDITION 29 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 29 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and repeat the Ultrasonic (UT) Inspection of the left side repair angle for any crack. (a)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 2, Configuration 13-16; Group 3, Configuration 13-16; Group 7, Configuration 13-16; Group 8, Configuration 13-16:
Table 15: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 30: ANY CRACK FOUND.	CONDITION 30 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 30 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 30 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 4, 8, 12, 16; Group 3, Configuration 4, 8, 12, 16; Group 7, Configuration 4, 8, 12, 16; Group 8, Configuration 4, 8, 12, 16:
Table 16: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the right side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) Inspection of the right side repair angle for any crack.			
CONDITION 31: NO CRACK FOUND.	CONDITION 31 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 31 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and repeat the Ultrasonic (UT) Inspection of the right side repair angle for any crack. (a)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 2, Configuration 4, 8, 12, 16; Group 3, Configuration 4, 8, 12, 16; Group 7, Configuration 4, 8, 12, 16; Group 8, Configuration 4, 8, 12, 16:
Table 16: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 32: ANY CRACK FOUND.	CONDITION 32 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 32 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 32 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 1-4:
Table 17: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 109: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 40.	Do a left side front spar lower chord modification.	Before further flight.		-
CONDITION 110: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 40.	Do a left side front spar lower chord modification.	Before further flight.		-

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Group 2, Configuration 1-4:
Table 17: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 2, Configuration 1-4:
Table 17: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 33: NO CRACK FOUND.	CONDITION 33 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 33 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 33 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 33 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 2, Configuration 1-4:
Table 17: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 34: ANY CRACK FOUND.	CONDITION 34 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 34 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 34 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 34 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 34 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 1, 5, 9, 13:
Table 18: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 111: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 103.	Do a right side front spar lower chord modification.	Before further flight.		-
CONDITION 112: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 103.	Do a right side front spar lower chord modification	Before further flight.		-

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Group 2, Configuration 1, 5, 9, 13:
Table 18: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 2, Configuration 1, 5, 9, 13:
Table 18: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 35: NO CRACK FOUND.	CONDITION 35 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 35 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 35 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 35 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 2, Configuration 1, 5, 9, 13:
Table 18: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 36: ANY CRACK FOUND.	CONDITION 36 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 36 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 36 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 36 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 36 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 3, Configuration 1-4:
Table 19: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 113: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 41.	Do a left side front spar lower chord modification	Before further flight.		-
CONDITION 114: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 41.	Do a left side front spar lower chord modification	Before further flight.		-

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Group 3, Configuration 1-4:
Table 19: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 3, Configuration 1-4:
Table 19: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 37: NO CRACK FOUND.	CONDITION 37 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 37 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 37 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 37 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 3, Configuration 1-4:
Table 19: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 38: ANY CRACK FOUND.	CONDITION 38 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 38 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 38 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 38 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 38 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 3, Configuration 1, 5, 9, 13:
Table 20: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 115: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 104.	Do a right side front spar lower chord modification.	Before further flight.		-
CONDITION 116: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 104.	Do a right side front spar lower chord modification.	Before further flight.		-

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Group 3, Configuration 1, 5, 9, 13:
Table 20: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 3, Configuration 1, 5, 9, 13:
Table 20: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 39: NO CRACK FOUND.	CONDITION 39 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 39 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 39 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 39 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 3, Configuration 1, 5, 9, 13:
Table 20: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 40: ANY CRACK FOUND.	CONDITION 40 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 40 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 40 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 40 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 40 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 5-8:
Table 21: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0087, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of SB 777-53-0087.	-

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Group 2, Configuration 5-8:
Table 21: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 41: NO CRACK FOUND.	CONDITION 41 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 41 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 41 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 41 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 2, Configuration 5-8:
Table 21: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 42: ANY CRACK FOUND.	CONDITION 42 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 42 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 42 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 42 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 42 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 2, 6, 10, 14:
Table 22: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0087, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of SB 777-53-0087.	-

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Group 2, Configuration 2, 6, 10, 14:
Table 22: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 43: NO CRACK FOUND.	CONDITION 43 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 43 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 43 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 43 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 2, Configuration 2, 6, 10, 14:
Table 22: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 44: ANY CRACK FOUND.	CONDITION 44 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 44 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 44 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 44 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 44 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 3, Configuration 5-8:
Table 23: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0087, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of SB 777-53-0087.	-

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Group 3, Configuration 5-8:
Table 23: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 45: NO CRACK FOUND.	CONDITION 45 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 45 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 45 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 45 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 3, Configuration 5-8:
Table 23: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 46: ANY CRACK FOUND.	CONDITION 46 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 46 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 46 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 46 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 46 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 3, Configuration 2, 6, 10, 14:
Table 24: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0087, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of SB 777-53-0087.	-

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Group 3, Configuration 2, 6, 10, 14:
Table 24: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 47: NO CRACK FOUND.	CONDITION 47 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 47 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 47 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 47 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 3, Configuration 2, 6, 10, 14:
Table 24: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 48: ANY CRACK FOUND.	CONDITION 48 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 48 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack. (a)	-	8,000 flight cycles.
	CONDITION 48 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack. (a)	-	8,000 flight cycles.
	CONDITION 48 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 48 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 7, Configuration 1-4:
Table 25: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 117: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 42.	Do a left side front spar lower chord modification.	Before further flight.		-
CONDITION 118: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 42.	Do a left side front spar lower chord modification.	Before further flight.		-

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Group 7, Configuration 1-4:
Table 25: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 light hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 7, Configuration 1-4:
Table 25: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 49: NO CRACK FOUND.	CONDITION 49 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 49 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 49 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 49 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 7, Configuration 1-4:
Table 25: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 50: ANY CRACK FOUND.	CONDITION 50 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 50 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 50 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 50 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 50 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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ALERT **ALERT**

Group 7, Configuration 1, 5, 9, 13:
Table 26: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 119: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 105.	Do a right side front spar lower chord modification.	Before further flight.		-
CONDITION 120: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 105.	Do a right side front spar lower chord modification.	Before further flight.		-

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Group 7, Configuration 1, 5, 9, 13:
Table 26: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3.Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 7, Configuration 1, 5, 9, 13:
Table 26: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 51: NO CRACK FOUND.	CONDITION 51 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 51 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 51 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 51 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 7, Configuration 1, 5, 9, 13:
Table 26: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 52: ANY CRACK FOUND.	CONDITION 52 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 52 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 52 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 52 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 52 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 8, Configuration 1-4:
Table 27: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 121: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 43.	Do a left side front spar lower chord modification.	Before further flight.		-
CONDITION 122: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 43.	Do a left side front spar lower chord modification.	Before further flight.		-

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Group 8, Configuration 1-4:
Table 27: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 light hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 8, Configuration 1-4:
Table 27: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 53: NO CRACK FOUND.	CONDITION 53 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack. (a)	-	8,000 flight cycles.
	CONDITION 53 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 53 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 53 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 8, Configuration 1-4:
Table 27: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 54: ANY CRACK FOUND.	CONDITION 54 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 54 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 54 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 54 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 54 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 8, Configuration 1, 5, 9, 13:
Table 28: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 123: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 106.	Do a right side front spar lower chord modification.	Before further flight.		-
CONDITION 124: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 106.	Do a right side front spar lower chord modification.	Before further flight.		-

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Group 8, Configuration 1, 5, 9, 13:
Table 28: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 8, Configuration 1, 5, 9, 13:
Table 28: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 55: NO CRACK FOUND.	CONDITION 55 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 55 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 55 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 55 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 8, Configuration 1, 5, 9, 13:
Table 28: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 56: ANY CRACK FOUND.	CONDITION 56 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 56 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 56 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 56 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 56 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 7, Configuration 5-8:
Table 29: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0084, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of SB 777-53-0084.	-

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Group 7, Configuration 5-8:
Table 29: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 57: NO CRACK FOUND.	CONDITION 57 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 57 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 57 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 57 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 7, Configuration 5-8:
Table 29: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 58: ANY CRACK FOUND.	CONDITION 58 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 58 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 58 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 58 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 58 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 7, Configuration 2, 6, 10, 14:
Table 30: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0084, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of SB 777-53-0084.	-

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Group 7, Configuration 2, 6, 10, 14:
Table 30: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 59: NO CRACK FOUND.	CONDITION 59 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 59 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 59 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 59 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 7, Configuration 2, 6, 10, 14:
Table 30: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 60: ANY CRACK FOUND.	CONDITION 60 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 60 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 60 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 60 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 60 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 8, Configuration 5-8:
Table 31: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0084, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of SB 777-53-0084.	-

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Group 8, Configuration 5-8:
Table 31: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 61: NO CRACK FOUND.	CONDITION 61 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 61 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 61 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 61 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 8, Configuration 5-8:
Table 31: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 62: ANY CRACK FOUND.	CONDITION 62 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 62 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 62 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 62 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 62 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 8, Configuration 2, 6, 10, 14:
Table 32: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0084, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 30,000 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 135,000 - (3*FC) - FH is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 30,000 total flight cycles. 3. Before the result of 135,000 - (3*TFC) - TFH is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of SB 777-53-0084.	-

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Group 8, Configuration 2, 6, 10, 14:
Table 32: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 63: NO CRACK FOUND.	CONDITION 63 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 63 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 63 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 63 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 8, Configuration 2, 6, 10, 14:
Table 32: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 64: ANY CRACK FOUND.	CONDITION 64 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 64 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 64 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 64 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 64 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 1-4:
Table 33: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.			
CONDITION 65: NO CRACK FOUND.	CONDITION 65 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	-		8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 65 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)(b)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 1-4:
Table 33: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 66: ANY CRACK FOUND.	CONDITION 66 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 66 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)(b)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 66 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)(b)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

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Group 5, Configuration 1, 5, 9, 13:
Table 34: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.			
CONDITION 67: NO CRACK FOUND.	CONDITION 67 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	-		8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 67 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 1, 5, 9, 13:
Table 34: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 68: ANY CRACK FOUND.	CONDITION 68 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 68 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 68 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

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Group 5, Configuration 9-12:
Table 35: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) inspection of the left side repair angle for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the left side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.			
CONDITION 69: NO CRACK FOUND.	CONDITION 69 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the left side repair angle for any crack. (a)	-		10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 69 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 9-12:
Table 35: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 70: ANY CRACK FOUND.	CONDITION 70 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 70 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 70 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 3, 7, 11, 15:

Table 36: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the right side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.			
CONDITION 71: NO CRACK FOUND.	CONDITION 71 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack. (a)	-		10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 71 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 3, 7, 11, 15:
Table 36: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 72: ANY CRACK FOUND.	CONDITION 72 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 72 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 72 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 5-8; Group 6, Configuration 1-2:
Table 37: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.			
CONDITION 73: NO CRACK FOUND.	CONDITION 73 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	-		8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 73 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)(b)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 5-8; Group 6, Configuration 1-2:
Table 37: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 74: ANY CRACK FOUND.	CONDITION 74 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 74 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)(b)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 74 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)(b)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

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Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3:
Table 38: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.			
CONDITION 75: NO CRACK FOUND.	CONDITION 75 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	-		8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 75 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3:
Table 38: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 76: ANY CRACK FOUND.	CONDITION 76 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 76 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 76 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

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Group 5, Configuration 13-16; Group 6, Configuration 3-4:
Table 39: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) inspection of the left side repair angle for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the left side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.			
CONDITION 77: NO CRACK FOUND.	CONDITION 77 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the left side repair angle for any crack. (a)	-		10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 77 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 13-16; Group 6, Configuration 3-4:
Table 39: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 78: ANY CRACK FOUND.	CONDITION 78 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 78 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 78 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 4, 8, 12, 16; Group 6, Configuration 2, 4:
Table 40: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the right side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.			
CONDITION 79: NO CRACK FOUND.	CONDITION 79 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack. (a)	-		10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 79 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 4, 8, 12, 16; Group 6, Configuration 2, 4:
Table 40: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 80: ANY CRACK FOUND.	CONDITION 80 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 80 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 80 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 1-4:
Table 41: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 125: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 41.	Do a left side front spar lower chord modification.	Before further flight.		-
CONDITION 126: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 41.	Do a left side front spar lower chord modification.	Before further flight.		-

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Group 5, Configuration 1-4:
Table 41: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 18,750 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 28,093 - (0.179*FH) - FC is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 18,750 total flight cycles. 3. Before the result of 28,093 - (0.179*TFH) - TFC is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 5, Configuration 1-4:
Table 41: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 81: NO CRACK FOUND.	CONDITION 81 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 81 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 81 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 81 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the left side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 1-4:
Table 41: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 82: ANY CRACK FOUND.	CONDITION 82 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 82 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 82 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 82 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 82 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the left side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 1, 5, 9, 13:
Table 42: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
CONDITION 127: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 104.	Do a right side front spar lower chord modification.	Before further flight.		-
CONDITION 128: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 104.	Do a right side front spar lower chord modification.	Before further flight.		-

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Group 5, Configuration 1, 5, 9, 13:
Table 42: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of ACTION 1, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 18,750 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 28,093 - (0.179*FH) - FC is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 18,750 total flight cycles. 3. Before the result of 28,093 - (0.179*TFH) -TFC is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	Within 8,000 flight cycles after accomplishment of ACTION 1.	-

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Group 5, Configuration 1, 5, 9, 13:
Table 42: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 83: NO CRACK FOUND.	CONDITION 83 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 83 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 83 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 83 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the right side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 1, 5, 9, 13:
Table 42: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 84: ANY CRACK FOUND.	CONDITION 84 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 84 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 84 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 84 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 84 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the right side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 5-8:
Table 43: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0087, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 18,750 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 28,093 - (0.179*FH) - FC is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 18,750 total flight cycles.	Within 8,000 flight cycles after accomplishment of SB 777-53-0087.	-

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Group 5, Configuration 5-8:
Table 43: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
		3. Before the result of 28,093 - (0.179*TFH) - TFC is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.	
CONDITION 85: NO CRACK FOUND.	CONDITION 85 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 85 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 85 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 85 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the left side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 5-8:
Table 43: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 86: ANY CRACK FOUND.	CONDITION 86 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 86 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the left side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 86 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 86 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 86 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the left side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 2, 6, 10, 14:
Table 44: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	After accomplishment of SB 777-53-0087, whichever occurs first: 1. Within 90,000 flight hours. 2. Within 18,750 flight cycles. 3. Before a combination of Flight Cycles (FC) and Flight Hours (FH), so that 28,093 - (0.179*FH) - FC is less than or equal to zero.		-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	Whichever occurs first: 1. Before 90,000 total flight hours. 2. Before 18,750 total flight cycles.	Within 8,000 flight cycles after accomplishment of SB 777-53-0087.	-

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Group 5, Configuration 2, 6, 10, 14:
Table 44: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
		3. Before the result of 28,093 - (0.179*TFH) - TFC is less than or equal to zero, where TFC is Total Flight Cycles and TFH is Total Flight Hours.		
CONDITION 87: NO CRACK FOUND.	CONDITION 87 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-		8,000 flight cycles.
	CONDITION 87 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-		8,000 flight cycles.
	CONDITION 87 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-		10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 87 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the right side ring chord for any crack. (a)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 5, Configuration 2, 6, 10, 14:
Table 44: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 88: ANY CRACK FOUND.	CONDITION 88 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 8 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) Inspection of the right side Underwing Longeron (UWL) for any crack.	-	8,000 flight cycles.
	CONDITION 8 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	-	8,000 flight cycles.
	CONDITION 8 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 88 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the right side ring chord for any crack. (a)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 6, Configuration 1-2:
Table 45: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification. (a)	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
CONDITION 89: NO CRACK FOUND.	CONDITION 89 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (b)	-		10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 89 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the left side ring chord for any crack. (b)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 6, Configuration 1-2:
Table 45: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 90: ANY CRACK FOUND.	CONDITION 90 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 90 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (b)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 90 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) Inspection of the left side ring chord for any crack. (b)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.
(a) Accomplishment of this modification does not impact inspections of the underwing longeron and fuselage skin required by 777 MPD Section 9 and these inspections remain in effect.			
(b) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

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Group 6, Configuration 1, 3:
Table 46: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification. (a)	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
CONDITION 91: NO CRACK FOUND.	CONDITION 91 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (b)	-		10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 91 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (b)	-		11,000 flight cycles or 60,000 flight hours, whichever occurs first.

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Group 6, Configuration 1, 3:
Table 46: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 92: ANY CRACK FOUND.	CONDITION 92 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 92 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (b)	-	10,000 flight cycles or 56,000 flight hours, whichever occurs first.
	CONDITION 92 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (b)	-	11,000 flight cycles or 60,000 flight hours, whichever occurs first.
(a) Accomplishment of this modification does not impact inspections of the underwing longeron and fuselage skin required by 777 MPD Section 9 and these inspections remain in effect.			
(b) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

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ALERT **ALERT**

Group 4, Configuration 1-2; Group 9, Configuration 1-2:
Table 47: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.			
CONDITION 93: NO CRACK FOUND.	CONDITION 93 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	-		8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 93 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.

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Group 4, Configuration 1-2; Group 9, Configuration 1-2:
Table 47: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 94: ANY CRACK FOUND.	CONDITION 94 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 94 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 94 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)(b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 4, Configuration 1, 3; Group 9, Configuration 1, 3:
Table 48: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	Before 8,000 total flight cycles or 25,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.			
CONDITION 95: NO CRACK FOUND.	CONDITION 95 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	-		8,000 flight cycles or 25,000 flight hours, whichever occurs first.
	CONDITION 95 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.

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Group 4, Configuration 1, 3; Group 9, Configuration 1, 3:
Table 48: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 96: ANY CRACK FOUND.	CONDITION 96 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 96 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 96 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 4, Configuration 3-4; Group 9, Configuration 3-4:
Table 49: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the left side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) inspection of the left side repair angle for any crack.			
CONDITION 97: NO CRACK FOUND.	CONDITION 97 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 97 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the left side repair angle for any crack. (a)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 4, Configuration 3-4; Group 9, Configuration 3-4:
Table 49: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 98: ANY CRACK FOUND.	CONDITION 98 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 98 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 98 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 4, Configuration 2, 4; Group 9, Configuration 2, 4:
Table 50: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after the left side front spar lower chord is repaired by SRM-57-10-10, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack.			
CONDITION 99: NO CRACK FOUND.	CONDITION 99 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 99 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the right side repair angle for any crack. (a)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 4, Configuration 2, 4; Group 9, Configuration 2, 4:
Table 50: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 100: ANY CRACK FOUND.	CONDITION 100 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 100 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 100 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 4, Configuration 1-2:
Table 51: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification. (a)	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
CONDITION 101: NO CRACK FOUND.	CONDITION 101 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (b)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 101 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (b)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 4, Configuration 1-2:
Table 51: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 102: ANY CRACK FOUND.	CONDITION 102 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 102 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 102 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.
(a) Accomplishment of this modification does not impact inspections of the underwing longeron and fuselage skin required by 777 MPD Section 9 and these inspections remain in effect.			
(b) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

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Group 4, Configuration 1, 3:
Table 52: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification. (a)	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
CONDITION 103: NO CRACK FOUND.	CONDITION 103 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (b)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 103 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (b)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 4, Configuration 1, 3:
Table 52: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 104: ANY CRACK FOUND.	CONDITION 104 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 104 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 104 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.

(a) Accomplishment of this modification does not impact inspections of the underwing longeron and fuselage skin required by 777 MPD Section 9 and these inspections remain in effect.

(b) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 9, Configuration 1-2:
Table 53: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification. (a)	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
CONDITION 105: NO CRACK FOUND.	CONDITION 105 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (b)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 105 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (b)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 9, Configuration 1-2:
Table 53: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 106: ANY CRACK FOUND.	CONDITION 106 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 106 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 106 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.
(a) Accomplishment of this modification does not impact inspections of the underwing longeron and fuselage skin required by 777 MPD Section 9 and these inspections remain in effect.			
(b) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

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Group 9, Configuration 1, 3:
Table 54: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification. (a)	Before 16,000 total flight cycles or 50,000 total flight hours, whichever occurs first.	Within 3,000 flight cycles or 12,000 flight hours after the original issue date of Requirements Bulletin 777-57A0122 RB, whichever occurs first.	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	Within 10,000 flight cycles or 50,000 flight hours after accomplishment of ACTION 1, whichever occurs first.		-
CONDITION 107: NO CRACK FOUND.	CONDITION 107 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (b)	-		8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 107 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (b)	-		11,000 flight cycles or 56,000 flight hours, whichever occurs first.

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Group 9, Configuration 1, 3:
Table 54: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Boeing Recommended Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 108: ANY CRACK FOUND.	CONDITION 108 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 108 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (b)	-	8,000 flight cycles or 37,500 flight hours, whichever occurs first.
	CONDITION 108 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (b)	-	11,000 flight cycles or 56,000 flight hours, whichever occurs first.
(a) Accomplishment of this modification does not impact inspections of the underwing longeron and fuselage skin required by 777 MPD Section 9 and these inspections remain in effect.			
(b) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

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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In addition, the Manager of the FAA Seattle ACO Branch approves accomplishing underwing longeron inspections, repairs, and modifications in accordance with Boeing Requirements Bulletin 777-57A0122 RB, as an AMOC to the inspection and corrective action requirements of paragraph (g) of AD 2019-11-02. This AMOC only applies to modified longerons. If the modification is accomplished on one side only, the requirements of AD 2019-11-02 remain fully applicable to the unmodified side and must be complied with accordingly.

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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 777-SL-51-013, 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 777 Structural Repair Manual, Chapter 51.
  - Values for airframe maintenance tasks are included in Chapter 20 of 777 Aircraft Maintenance Manual (AMM).
  - Non-standard torque values for maintenance tasks are included in the applicable installation step.

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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. Where the work instructions include installation of a kept part, a new or serviceable part with the same part number can be installed as an alternative to the kept part.

8. 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.

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

10. A Detailed Inspection is defined as: An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. This could include tactile assessment in which a component or assembly can be checked for tightness/security. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors and magnifying lenses may be necessary. Surface cleaning and elaborate access procedures may be required.

11. 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.

13. 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 1-4:
Table 1: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack.	FIGURE 2 FIGURE 3	-
CONDITION 1: NO CRACK FOUND.	CONDITION 1 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 9	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 1	-
	CONDITION 1 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)	FIGURE 2 FIGURE 3	-

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Group 1, Configuration 1-4:
Table 1: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 2: ANY CRACK FOUND.	CONDITION 2 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 2 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 2 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)	FIGURE 2 FIGURE 3	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 1, 5, 9, 13:
Table 2: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack.	FIGURE 12 FIGURE 13	-
CONDITION 3: NO CRACK FOUND.	CONDITION 3 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 19	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 11	-
	CONDITION 3 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)	FIGURE 12 FIGURE 13	-

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Group 1, Configuration 1, 5, 9, 13:
Table 2: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 4: ANY CRACK FOUND.	CONDITION 4 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 4 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 4 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)	FIGURE 12 FIGURE 13	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 9-12:
Table 3: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4	-
CONDITION 5: NO CRACK FOUND.	CONDITION 5 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 1	-
	CONDITION 5 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-

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Group 1, Configuration 9-12:
Table 3: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 6: ANY CRACK FOUND.	CONDITION 6 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 6 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 6 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 3, 7, 11, 15:
Table 4: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14	-
CONDITION 7: NO CRACK FOUND.	CONDITION 7 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 11	-
	CONDITION 7 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-

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Group 1, Configuration 3, 7, 11, 15:
Table 4: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 8: ANY CRACK FOUND.	CONDITION 8 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 8 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 8 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 5-8:
Table 5: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 2 FIGURE 3	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	FIGURE 1	-
CONDITION 9: NO CRACK FOUND.	CONDITION 9 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)	FIGURE 9	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 2 FIGURE 3	-
	CONDITION 9 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-

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Group 1, Configuration 5-8:
Table 5: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 10: ANY CRACK FOUND.	CONDITION 10 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 10 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 10 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)	FIGURE 2 FIGURE 3	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 2, 6, 10, 14:
Table 6: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 12 FIGURE 13	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	FIGURE 11	-
CONDITION 11: NO CRACK FOUND.	CONDITION 11 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)	FIGURE 19	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 12 FIGURE 13	-
	CONDITION 11 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-

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Group 1, Configuration 2, 6, 10, 14:
Table 6: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 12: ANY CRACK FOUND.	CONDITION 12 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 12 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 12 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)	FIGURE 12 FIGURE 13	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 13-16:
Table 7: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4	-
CONDITION 13: NO CRACK FOUND.	CONDITION 13 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 1	-
	CONDITION 13 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-

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Group 1, Configuration 13-16:
Table 7: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 14: ANY CRACK FOUND.	CONDITION 14 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 14 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 14 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 1, Configuration 4, 8, 12, 16:
Table 8: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14	-
CONDITION 15: NO CRACK FOUND.	CONDITION 15 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 11	-
	CONDITION 15 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-

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Group 1, Configuration 4, 8, 12, 16:
Table 8: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 16: ANY CRACK FOUND.	CONDITION 16 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 16 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 16 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 1-4; Group 3, Configuration 1-4; Group 7, Configuration 1-4; Group 8, Configuration 1-4:

Table 9: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and an Ultrasonic (UT) inspection of the left side ring chord for any crack.	FIGURE 1 FIGURE 7	-
CONDITION 17: NO CRACK FOUND.	CONDITION 17 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	FIGURE 9	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	CONDITION 17 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1 FIGURE 7	-

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Group 2, Configuration 1-4; Group 3, Configuration 1-4; Group 7, Configuration 1-4; Group 8, Configuration 1-4:

Table 9: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 18: ANY CRACK FOUND.	CONDITION 18 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 18 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1	-
	CONDITION 18 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	FIGURE 2 FIGURE 3 FIGURE 6	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 2, Configuration 1, 5, 9, 13; Group 3, Configuration 1, 5, 9, 13; Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13:
Table 10: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and an Ultrasonic (UT) inspection the right side ring chord for any crack.	FIGURE 11 FIGURE 17	-
CONDITION 19: NO CRACK FOUND.	CONDITION 19 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	FIGURE 19	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	CONDITION 19 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11 FIGURE 17	-

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Group 2, Configuration 1, 5, 9, 13; Group 3, Configuration 1, 5, 9, 13; Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13:
Table 10: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 20: ANY CRACK FOUND.	CONDITION 20 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 20 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11	-
	CONDITION 20 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	FIGURE 12 FIGURE 13	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 2, Configuration 9-12; Group 3, Configuration 9-12; Group 7, Configuration 9-12; Group 8, Configuration 9-12:

Table 11: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) inspection of the left side repair angle for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 5 FIGURE 4 FIGURE 8	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.	FIGURE 1 FIGURE 7	-
CONDITION 21: NO CRACK FOUND.	CONDITION 21 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the left side repair angle for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 5 FIGURE 4 FIGURE 8	-
	CONDITION 21 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

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Group 2, Configuration 9-12; Group 3, Configuration 9-12; Group 7, Configuration 9-12; Group 8, Configuration 9-12:

Table 11: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 22: ANY CRACK FOUND.	CONDITION 22 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 22 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 22 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 3, 7, 11, 15; Group 3, Configuration 3, 7, 11, 15; Group 7, Configuration 3, 7, 11, 15; Group 8, Configuration 3, 7, 11, 15:
Table 12: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 15 FIGURE 14 FIGURE 18	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.	FIGURE 11 FIGURE 17	-
CONDITION 23: NO CRACK FOUND.	CONDITION 23 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the right side repair angle for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 15 FIGURE 14 FIGURE 18	-
	CONDITION 23 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

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Group 2, Configuration 3, 7, 11, 15; Group 3, Configuration 3, 7, 11, 15; Group 7, Configuration 3, 7, 11, 15; Group 8, Configuration 3, 7, 11, 15:
Table 12: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 24: ANY CRACK FOUND.	CONDITION 24 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 24 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 24 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 7, Configuration 5-8; Group 8, Configuration 5-8:

Table 13: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	FIGURE 1	-
CONDITION 25: NO CRACK FOUND.	CONDITION 25 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	FIGURE 9	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	CONDITION 25 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1	-

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Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 7, Configuration 5-8; Group 8, Configuration 5-8:

Table 13: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 26: ANY CRACK FOUND.	CONDITION 26 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 26 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1	-
	CONDITION 26 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)(b)	FIGURE 2 FIGURE 3	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14:
Table 14: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	FIGURE 11	-
CONDITION 27: NO CRACK FOUND.	CONDITION 27 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	FIGURE 19	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	CONDITION 27 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11	-

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Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14:
Table 14: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 28: ANY CRACK FOUND.	CONDITION 28 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 28 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11	-
	CONDITION 28 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	FIGURE 12 FIGURE 13	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 2, Configuration 13-16; Group 3, Configuration 13-16; Group 7, Configuration 13-16; Group 8, Configuration 13-16:

Table 15: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) inspection of the left side repair angle for any crack.	FIGURE 5 FIGURE 4 FIGURE 8	-
CONDITION 29: NO CRACK FOUND.	CONDITION 29 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 1	-
	CONDITION 29 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the left side repair angle for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 8	-

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Group 2, Configuration 13-16; Group 3, Configuration 13-16; Group 7, Configuration 13-16; Group 8, Configuration 13-16:
Table 15: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 30: ANY CRACK FOUND.	CONDITION 30 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 30 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 30 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle for any crack. (a)	FIGURE 5 FIGURE 4	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 4, 8, 12, 16; Group 3, Configuration 4, 8, 12, 16; Group 7, Configuration 4, 8, 12, 16; Group 8, Configuration 4, 8, 12, 16:
Table 16: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack.	FIGURE 15 FIGURE 14 FIGURE 18	-
CONDITION 31: NO CRACK FOUND.	CONDITION 31 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 11	-
	CONDITION 31 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the right side repair angle for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 18	-

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Group 2, Configuration 4, 8, 12, 16; Group 3, Configuration 4, 8, 12, 16; Group 7, Configuration 4, 8, 12, 16; Group 8, Configuration 4, 8, 12, 16:
Table 16: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 32: ANY CRACK FOUND.	CONDITION 32 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 32 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 32 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 1-4:
Table 17: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 21 FIGURE 27 FIGURE 35 FIGURE 39 FIGURE 40	-
CONDITION 109: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 40.	Do a left side front spar lower chord modification.	FIGURE 45 FIGURE 46 FIGURE 49 FIGURE 50 FIGURE 52 FIGURE 54 FIGURE 58 FIGURE 62 FIGURE 72 FIGURE 81	-
CONDITION 110: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 40.	Do a left side front spar lower chord modification.	FIGURE 45 FIGURE 46 FIGURE 49 FIGURE 50 FIGURE 52 FIGURE 54 FIGURE 67 FIGURE 72 FIGURE 81	-

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Group 2, Configuration 1-4:
Table 17: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4 FIGURE 10	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-

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Group 2, Configuration 1-4:
Table 17: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 33: NO CRACK FOUND.	CONDITION 33 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-.
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 33 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 33 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 33 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 2, Configuration 1-4:
Table 17: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 34: ANY CRACK FOUND.	CONDITION 34 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 34 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	CONDITION 34 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 34 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 34 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 1, 5, 9, 13:
Table 18: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 84 FIGURE 90 FIGURE 98 FIGURE 102 FIGURE 103	-
CONDITION 111: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 103.	Do a right side front spar lower chord modification.	FIGURE 108 FIGURE 109 FIGURE 112 FIGURE 113 FIGURE 115 FIGURE 117 FIGURE 121 FIGURE 125 FIGURE 135 FIGURE 144	-
CONDITION 112: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 103.	Do a right side front spar lower chord modification.	FIGURE 108 FIGURE 109 FIGURE 112 FIGURE 113 FIGURE 115 FIGURE 117 FIGURE 130 FIGURE 135 FIGURE 144	-

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Group 2, Configuration 1, 5, 9, 13:
Table 18: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 145	-
	ACTION 3: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	ACTION 4: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	FIGURE 11	-
	ACTION 5: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 2, Configuration 1, 5, 9, 13:
Table 18: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 35: NO CRACK FOUND.	CONDITION 35 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 35 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 35 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 35 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 2, Configuration 1, 5, 9, 13:
Table 18: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 36: ANY CRACK FOUND.	CONDITION 36 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 36 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 36 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 36 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 36 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 3, Configuration 1-4:
Table 19: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 21 FIGURE 28 FIGURE 36 FIGURE 39 FIGURE 41	-
CONDITION 113: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 41	Do a left side front spar lower chord modification.	FIGURE 46 FIGURE 49 FIGURE 50 FIGURE 52 FIGURE 54 FIGURE 59 FIGURE 63 FIGURE 73 FIGURE 81	-
CONDITION 114: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 41.	Do a left side front spar lower chord modification.	FIGURE 46 FIGURE 49 FIGURE 50 FIGURE 52 FIGURE 54 FIGURE 68 FIGURE 73 FIGURE 81	-

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Group 3, Configuration 1-4:
Table 19: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4 FIGURE 10	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-

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Group 3, Configuration 1-4:
Table 19: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 37: NO CRACK FOUND.	CONDITION 37 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-.
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 37 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 37 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 37 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 3, Configuration 1-4:
Table 19: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 38: ANY CRACK FOUND.	CONDITION 38 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 38 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	CONDITION 38 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 38 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 38 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 3, Configuration 1, 5, 9, 13:
Table 20: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 84 FIGURE 91 FIGURE 99 FIGURE 102 FIGURE 104	-
CONDITION 115: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 104.	Do a right side front spar lower chord modification.	FIGURE 109 FIGURE 112 FIGURE 113 FIGURE 115 FIGURE 117 FIGURE 122 FIGURE 126 FIGURE 136 FIGURE 144	-
CONDITION 116: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 104.	Do a right side front spar lower chord modification.	FIGURE 109 FIGURE 112 FIGURE 113 FIGURE 115 FIGURE 117 FIGURE 131 FIGURE 136 FIGURE 144	-

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Group 3, Configuration 1, 5, 9, 13:
Table 20: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 145	-
	ACTION 3: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	ACTION 4: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	FIGURE 11	-
	ACTION 5: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 3, Configuration 1, 5, 9, 13:
Table 20: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 39: NO CRACK FOUND.	CONDITION 39 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 39 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 39 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 39 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 3, Configuration 1, 5, 9, 13:
Table 20: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 40: ANY CRACK FOUND.	CONDITION 40 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 40 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 40 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 40 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 40 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 2, Configuration 5-8:
Table 21: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 22 FIGURE 29 FIGURE 44 FIGURE 47 FIGURE 48 FIGURE 49 FIGURE 50 FIGURE 53 FIGURE 55 FIGURE 75 FIGURE 81	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 5 FIGURE 4 FIGURE 10	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	FIGURE 1	-
		FIGURE 82	-

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Group 2, Configuration 5-8:
Table 21: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.		
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-

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Group 2, Configuration 5-8:
Table 21: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 41: NO CRACK FOUND.	CONDITION 41 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 41 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 41 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 41 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 2, Configuration 5-8:
Table 21: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 42: ANY CRACK FOUND.	CONDITION 42 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 42 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	CONDITION 42 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 42 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 42 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 2, Configuration 5-8:
Table 21: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

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Group 2, Configuration 2, 6, 10, 14:
Table 22: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 85 FIGURE 92 FIGURE 102 FIGURE 107 FIGURE 110 FIGURE 111 FIGURE 112 FIGURE 113 FIGURE 116 FIGURE 118 FIGURE 138 FIGURE 144	
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-

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Group 2, Configuration 2, 6, 10, 14:
Table 22: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
CONDITION 43: NO CRACK FOUND.	CONDITION 43 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 43 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 43 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 43 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 2, Configuration 2, 6, 10, 14:
Table 22: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 44: ANY CRACK FOUND.	CONDITION 44 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 44 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 44 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 44 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 44 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 3, Configuration 5-8:
Table 23: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 22 FIGURE 30 FIGURE 39 FIGURE 44 FIGURE 47 FIGURE 48 FIGURE 49 FIGURE 50 FIGURE 53 FIGURE 55 FIGURE 75 FIGURE 81	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 5 FIGURE 4 FIGURE 10	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	FIGURE 1	-
		FIGURE 82	-

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Group 3, Configuration 5-8:
Table 23: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.		
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-

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Group 3, Configuration 5-8:
Table 23: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 45: NO CRACK FOUND.	CONDITION 45 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 45 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 45 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 45 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 3, Configuration 5-8:
Table 23: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 46: ANY CRACK FOUND.	CONDITION 46 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 426(ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	CONDITION 46 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 46 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 46 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 3, Configuration 5-8:
Table 23: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

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Group 3, Configuration 2, 6, 10, 14:
Table 24: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 85 FIGURE 93 FIGURE 102 FIGURE 107 FIGURE 110 FIGURE 111 FIGURE 112 FIGURE 113 FIGURE 116 FIGURE 118 FIGURE 138 FIGURE 144	
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-

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Group 3, Configuration 2, 6, 10, 14:
Table 24: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
CONDITION 47: NO CRACK FOUND.	CONDITION 47 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 47 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 47 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 47 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 3, Configuration 2, 6, 10, 14:
Table 24: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 48: ANY CRACK FOUND.	CONDITION 48 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 48 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 48 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 48 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 48 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 7, Configuration 1-4:
Table 25: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 25 FIGURE 33 FIGURE 38 FIGURE 39 FIGURE 42	-
CONDITION 117: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 42.	Do a left side front spar lower chord modification.	FIGURE 46 FIGURE 49 FIGURE 50 FIGURE 52 FIGURE 54 FIGURE 60 FIGURE 65 FIGURE 76	-
CONDITION 118: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 42.	Do a left side front spar lower chord modification.	FIGURE 46 FIGURE 49 FIGURE 50 FIGURE 52 FIGURE 54 FIGURE 70 FIGURE 76	-

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Group 7, Configuration 1-4:
Table 25: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4 FIGURE 10	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-

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Group 7, Configuration 1-4:
Table 25: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 49: NO CRACK FOUND.	CONDITION 49 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack. (a)	FIGURE 82	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 49 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack. (a)	FIGURE 83	-
	CONDITION 49 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 49 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 7, Configuration 1-4:
Table 25: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 50: ANY CRACK FOUND.	CONDITION 50 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 50 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	CONDITION 50 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 50 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 50 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 7, Configuration 1, 5, 9, 13:
Table 26: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 88 FIGURE 96 FIGURE 101 FIGURE 102 FIGURE 105	-
CONDITION 119: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 105.	Do a right side front spar lower chord modification.	FIGURE 109 FIGURE 112 FIGURE 113 FIGURE 115 FIGURE 117 FIGURE 123 FIGURE 128 FIGURE 139	-
CONDITION 120: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 105.	Do a right side front spar lower chord modification.	FIGURE 109 FIGURE 112 FIGURE 113 FIGURE 115 FIGURE 117 FIGURE 133 FIGURE 139	-

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Group 7, Configuration 1, 5, 9, 13:
Table 26: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-

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Group 7, Configuration 1, 5, 9, 13:
Table 26: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 51: NO CRACK FOUND.	CONDITION 51 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 51 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 51 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 51 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 7, Configuration 1, 5, 9, 13:
Table 26: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 52: ANY CRACK FOUND.	CONDITION 52 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 52 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 52 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 52 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 52 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 8, Configuration 1-4:
Table 27: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 25 FIGURE 33 FIGURE 38 FIGURE 39 FIGURE 43	-
CONDITION 121: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 43.	Do a left side front spar lower chord modification.	FIGURE 46 FIGURE 49 FIGURE 50 FIGURE 52 FIGURE 54 FIGURE 61 FIGURE 66 FIGURE 78	-
CONDITION 122: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 43.	Do a left side front spar lower chord modification.	FIGURE 46 FIGURE 49 FIGURE 50 FIGURE 52 FIGURE 54 FIGURE 71 FIGURE 78	-
	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-

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Group 8, Configuration 1-4:
Table 27: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4 FIGURE 10	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-

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Group 8, Configuration 1-4:
Table 27: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 53: NO CRACK FOUND.	CONDITION 53 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 53 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 53 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 53 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 8, Configuration 1-4:
Table 27: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 54: ANY CRACK FOUND.	CONDITION 54 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 54 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	CONDITION 54 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 54 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 54 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 8, Configuration 1, 5, 9, 13:
Table 28: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 88 FIGURE 96 FIGURE 101 FIGURE 102 FIGURE 106	-
CONDITION 123: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 106	Do a right side front spar lower chord modification.	FIGURE 109 FIGURE 112 FIGURE 113 FIGURE 115 FIGURE 117 FIGURE 124 FIGURE 129 FIGURE 141	-
CONDITION 124: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 106.	Do a right side front spar lower chord modification.	FIGURE 109 FIGURE 112 FIGURE 113 FIGURE 115 FIGURE 117 FIGURE 134 FIGURE 141	-

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Group 8, Configuration 1, 5, 9, 13:
Table 28: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-

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Group 8, Configuration 1, 5, 9, 13:
Table 28: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 55: NO CRACK FOUND.	CONDITION 55 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack. (a)	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 55 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 55 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	FIGURE 11	-
	CONDITION 55 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 8, Configuration 1, 5, 9, 13:
Table 28: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 56: ANY CRACK FOUND.	CONDITION 56 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 56 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 56 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 56 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 56 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 7, Configuration 5-8:
Table 29: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 26 FIGURE 34 FIGURE 39 FIGURE 44 FIGURE 47 FIGURE 48 FIGURE 49 FIGURE 50 FIGURE 53 FIGURE 55 FIGURE 77	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4 FIGURE 10	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
		FIGURE 83	-

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Group 7, Configuration 5-8:
Table 29: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.		
CONDITION 57: NO CRACK FOUND.	CONDITION 57 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack. (a)	FIGURE 82	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 57 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 57 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	FIGURE 1	-
	CONDITION 57 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 7, Configuration 5-8:
Table 29: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 58: ANY CRACK FOUND.	CONDITION 58 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 58 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack. (a)	FIGURE 82	-
	CONDITION 58 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack. (a)	FIGURE 83	-
	CONDITION 58 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 58 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 7, Configuration 2, 6, 10, 14:
Table 30: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 89 FIGURE 97 FIGURE 102 FIGURE 107 FIGURE 110 FIGURE 111 FIGURE 112 FIGURE 113 FIGURE 116 FIGURE 118 FIGURE 140	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		FIGURE 146	-

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Group 7, Configuration 2, 6, 10, 14:
Table 30: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.		
CONDITION 59: NO CRACK FOUND.	CONDITION 59 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 59 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 59 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 59 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 7, Configuration 2, 6, 10, 14:
Table 30: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 60: ANY CRACK FOUND.	CONDITION 60 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 60 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 60 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 60 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 60 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 8, Configuration 5-8:
Table 31: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 26 FIGURE 34 FIGURE 39 FIGURE 44 FIGURE 47 FIGURE 48 FIGURE 49 FIGURE 50 FIGURE 53 FIGURE 55 FIGURE 80	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4 FIGURE 10	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
		FIGURE 83	-

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Group 8, Configuration 5-8:
Table 31: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.		
CONDITION 61: NO CRACK FOUND.	CONDITION 61 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack. (a)	FIGURE 82	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 61 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 61 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	FIGURE 1	-
	CONDITION 61 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

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Group 8, Configuration 5-8:
Table 31: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 62: ANY CRACK FOUND.	CONDITION 62 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 62 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	CONDITION 62 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 62 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 62 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 8, Configuration 2, 6, 10, 14:
Table 32: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 89 FIGURE 97 FIGURE 102 FIGURE 107 FIGURE 110 FIGURE 111 FIGURE 112 FIGURE 113 FIGURE 116 FIGURE 118 FIGURE 143	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		FIGURE 146	-

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Group 8, Configuration 2, 6, 10, 14:
Table 32: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.		
CONDITION 63: NO CRACK FOUND.	CONDITION 63 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack. (a)	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 63 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 63 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	FIGURE 11	-
	CONDITION 63 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

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Group 8, Configuration 2, 6, 10, 14:
Table 32: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 64: ANY CRACK FOUND.	CONDITION 64 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 64 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 64 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 64 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 64 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 1-4:
Table 33: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.	FIGURE 1 FIGURE 7	-
CONDITION 65: NO CRACK FOUND.	CONDITION 65 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	FIGURE 9	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	CONDITION 65 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1 FIGURE 7	-

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Group 5, Configuration 1-4:
Table 33: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 66: ANY CRACK FOUND.	CONDITION 66 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 66 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)(b)	FIGURE 2 FIGURE 3	-
	CONDITION 66 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1 FIGURE 7	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 5, Configuration 1, 5, 9, 13:
Table 34: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.	FIGURE 11 FIGURE 17	-
CONDITION 67: NO CRACK FOUND.	CONDITION 67 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	FIGURE 19	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	CONDITION 67 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11 FIGURE 17	-

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Group 5, Configuration 1, 5, 9, 13:
Table 34: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 68: ANY CRACK FOUND.	CONDITION 68 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 68 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	FIGURE 12 FIGURE 13	-
	CONDITION 68 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11 FIGURE 17	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 5, Configuration 9-12:
Table 35: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) inspection of the left side repair angle for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 5 FIGURE 4 FIGURE 8	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.	FIGURE 1 FIGURE 7	-
CONDITION 69: NO CRACK FOUND.	CONDITION 69 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection left side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the left side repair angle for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 5 FIGURE 4 FIGURE 8	-
	CONDITION 69 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

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Group 5, Configuration 9-12:
Table 35: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 70: ANY CRACK FOUND.	CONDITION 70 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 70 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-
	CONDITION 70 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 3, 7, 11, 15:
Table 36: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 15 FIGURE 14 FIGURE 18	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.	FIGURE 11 FIGURE 17	-
CONDITION 71: NO CRACK FOUND.	CONDITION 71 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 15 FIGURE 14 FIGURE 18	-
	CONDITION 71 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

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Group 5, Configuration 3, 7, 11, 15:
Table 36: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 72: ANY CRACK FOUND.	CONDITION 72 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 72 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-
	CONDITION 72 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 5-8; Group 6, Configuration 1-2:
Table 37: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.	FIGURE 1 FIGURE 7	-
CONDITION 73: NO CRACK FOUND.	CONDITION 73 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	FIGURE 9	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	CONDITION 73 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1 FIGURE 7	-

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Group 5, Configuration 5-8; Group 6, Configuration 1-2:
Table 37: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 74: ANY CRACK FOUND.	CONDITION 74 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 74 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)(b)	FIGURE 2 FIGURE 3	-
	CONDITION 74 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1 FIGURE 7	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3:
Table 38: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.	FIGURE 11 FIGURE 17	-
CONDITION 75: NO CRACK FOUND.	CONDITION 75 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	FIGURE 19	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	CONDITION 75 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11 FIGURE 17	-

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Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3:
Table 38: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 76: ANY CRACK FOUND.	CONDITION 76 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 76 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	FIGURE 12 FIGURE 13	-
	CONDITION 76 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and repeat the Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11 FIGURE 17	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.

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Group 5, Configuration 13-16; Group 6, Configuration 3-4:
Table 39: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) inspection of the left side repair angle for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 5 FIGURE 4 FIGURE 8	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.	FIGURE 1 FIGURE 7	-
CONDITION 77: NO CRACK FOUND.	CONDITION 77 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection left side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the left side repair angle for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 5 FIGURE 4 FIGURE 8	-
	CONDITION 77 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

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Group 5, Configuration 13-16; Group 6, Configuration 3-4:
Table 39: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 78: ANY CRACK FOUND.	CONDITION 78 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 78 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-
	CONDITION 78 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 4, 8, 12, 16; Group 6, Configuration 2, 4:
Table 40: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 15 FIGURE 14 FIGURE 18	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.	FIGURE 11 FIGURE 17	-
CONDITION 79: NO CRACK FOUND.	CONDITION 79 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 15 FIGURE 14 FIGURE 18	-
	CONDITION 79 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

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Group 5, Configuration 4, 8, 12, 16; Group 6, Configuration 2, 4:
Table 40: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 80: ANY CRACK FOUND.	CONDITION 80 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 80 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-
	CONDITION 80 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 1-4:
Table 41: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 23 FIGURE 31 FIGURE 37 FIGURE 39 FIGURE 41	-
CONDITION 125: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 41.	Do a left side front spar lower chord modification.	FIGURE 46 FIGURE 49 FIGURE 51 FIGURE 52 FIGURE 56 FIGURE 59 FIGURE 64 FIGURE 73 FIGURE 81	-
CONDITION 126: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 41.	Do a left side front spar lower chord modification.	FIGURE 46 FIGURE 49 FIGURE 51 FIGURE 52 FIGURE 56 FIGURE 69 FIGURE 73 FIGURE 81	-

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Group 5, Configuration 1-4:
Table 41: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1 FIGURE 7	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-

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Group 5, Configuration 1-4:
Table 41: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 81: NO CRACK FOUND.	CONDITION 81 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 82	-
	CONDITION 81 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 81 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-
	CONDITION 81 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

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Group 5, Configuration 1-4:
Table 41: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 82: ANY CRACK FOUND.	CONDITION 82 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 82 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	CONDITION 82 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 82 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-
	CONDITION 82 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 1, 5, 9, 13:
Table 42: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 86 FIGURE 94 FIGURE 100 FIGURE 102 FIGURE 104	-
CONDITION 127: ANY CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 104.	Do a right side front spar lower chord modification.	FIGURE 109 FIGURE 112 FIGURE 114 FIGURE 115 FIGURE 119 FIGURE 122 FIGURE 127 FIGURE 136 FIGURE 144	-
CONDITION 128: NO CRACK FOUND INSIDE THE FUSELAGE SKIN TRIM LINE BOUNDARY IN FIGURE 104.	Do a right side front spar lower chord modification.	FIGURE 109 FIGURE 112 FIGURE 114 FIGURE 115 FIGURE 119 FIGURE 132 FIGURE 136 FIGURE 144	-

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Group 5, Configuration 1, 5, 9, 13:
Table 42: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	-	-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
	-	-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11 FIGURE 17	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-

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Group 5, Configuration 1, 5, 9, 13:
Table 42: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 83: NO CRACK FOUND.	CONDITION 83 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 83 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 83 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-
	CONDITION 83 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

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Group 5, Configuration 1, 5, 9, 13:
Table 42: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 84: ANY CRACK FOUND.	CONDITION 84 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 84 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 84 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 84 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-
	CONDITION 84 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 5-8:
Table 43: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 24 FIGURE 32 FIGURE 39 FIGURE 44 FIGURE 47 FIGURE 48 FIGURE 49 FIGURE 51 FIGURE 53 FIGURE 57 FIGURE 75 FIGURE 81	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1 FIGURE 7	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4 FIGURE 10	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-

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Group 5, Configuration 5-8:
Table 43: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
CONDITION 85: NO CRACK FOUND.	CONDITION 85 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 85 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-.
	CONDITION 85 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-
	CONDITION 85 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

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Group 5, Configuration 5-8:
Table 43: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 86: ANY CRACK FOUND.	CONDITION 86 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 86 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the left side Underwing Longeron (UWL) for any crack.	FIGURE 82	-
	CONDITION 86 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the left side fuselage skin for any crack.	FIGURE 83	-
	CONDITION 86 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 10	-
	CONDITION 86 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 5, Configuration 2, 6, 10, 14:
Table 44: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 87 FIGURE 95 FIGURE 102 FIGURE 107 FIGURE 110 FIGURE 111 FIGURE 112 FIGURE 114 FIGURE 116 FIGURE 120 FIGURE 138 FIGURE 144	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11 FIGURE 17	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14 FIGURE 20	-
	ACTION 4: Do a detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-

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Group 5, Configuration 2, 6, 10, 14:
Table 44: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
	ACTION 5: Do a Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
CONDITION 87: NO CRACK FOUND.	CONDITION 87 (ACTION 1): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 87 (ACTION 2): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 87 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-
	CONDITION 87 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

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Group 5, Configuration 2, 6, 10, 14:
Table 44: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 88: ANY CRACK FOUND.	CONDITION 88 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 88 (ACTION 2): Repeat the detailed inspection and Ultrasonic (UT) inspection of the right side Underwing Longeron (UWL) for any crack.	FIGURE 145	-
	CONDITION 88 (ACTION 3): Repeat the Surface High Frequency Eddy Current (HFEC) inspection of the right side fuselage skin for any crack.	FIGURE 146	-
	CONDITION 88 (ACTION 4): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 20	-
	CONDITION 88 (ACTION 5): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 6, Configuration 1-2:
Table 45: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 24 FIGURE 32 FIGURE 39 FIGURE 44 FIGURE 47 FIGURE 48 FIGURE 49 FIGURE 51 FIGURE 53 FIGURE 57 FIGURE 74 FIGURE 81	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1 FIGURE 7	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4	-

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Group 6, Configuration 1-2:
Table 45: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 89: NO CRACK FOUND.	CONDITION 89 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 5 FIGURE 4	-
	CONDITION 89 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-
CONDITION 90: ANY CRACK FOUND.	CONDITION 90 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 90 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-
	CONDITION 90 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 6, Configuration 1, 3:
Table 46: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		-	Do PART 2: JACK AIRPLANE.
		FIGURE 87 FIGURE 95 FIGURE 102 FIGURE 107 FIGURE 110 FIGURE 111 FIGURE 112 FIGURE 114 FIGURE 116 FIGURE 120 FIGURE 137 FIGURE 144	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 15 FIGURE 14	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack.	FIGURE 11 FIGURE 17	-

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Group 6, Configuration 1, 3:
Table 46: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 91: NO CRACK FOUND.	CONDITION 91 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 15 FIGURE 14	-
	CONDITION 91 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-
CONDITION 92: ANY CRACK FOUND.	CONDITION 92 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 92 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-
	CONDITION 92 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection and Ultrasonic (UT) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-

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Group 6, Configuration 1, 3:
Table 46: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Group 4, Configuration 1-2; Group 9, Configuration 1-2:
Table 47: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the left side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	FIGURE 1	-

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Group 4, Configuration 1-2; Group 9, Configuration 1-2:
Table 47: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 93: NO CRACK FOUND.	CONDITION 93 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the left side front spar lower chord for any crack. (a)(b)	FIGURE 9	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 2 FIGURE 3 FIGURE 6	-
	CONDITION 93 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1	-
CONDITION 94: ANY CRACK FOUND.	CONDITION 94 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 94 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)(b)	FIGURE 1	-
	CONDITION 94 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side front spar lower chord and front spar web for any crack. (a)(b)	FIGURE 2 FIGURE 3	-

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Group 4, Configuration 1-2; Group 9, Configuration 1-2:
Table 47: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the left front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

Group 4, Configuration 1, 3; Group 9, Configuration 1, 3:
Table 48: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and do an Ultrasonic (UT) inspection of the right side front spar lower chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	FIGURE 11	-

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Group 4, Configuration 1, 3; Group 9, Configuration 1, 3:
Table 48: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
CONDITION 95: NO CRACK FOUND.	CONDITION 95 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web and repeat the Ultrasonic (UT) inspection of the right side front spar lower chord for any crack. (a)(b)	FIGURE 19	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 12 FIGURE 13 FIGURE 16	-
	CONDITION 95 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11	-
CONDITION 96: ANY CRACK FOUND.	CONDITION 96 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 96 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)(b)	FIGURE 11	-
	CONDITION 96 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side front spar lower chord and front spar web for any crack. (a)(b)	FIGURE 12 FIGURE 13	-

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Group 4, Configuration 1, 3; Group 9, Configuration 1, 3:
Table 48: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			
(b) Accomplishment of the right front spar lower chord modification must be done by the times given in the corresponding table and is a terminating action for this repeat inspection.			

Group 4, Configuration 3-4; Group 9, Configuration 3-4:
Table 49: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and do an Ultrasonic (UT) inspection of the left side repair angle for any crack.	FIGURE 5 FIGURE 4 FIGURE 8	-

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Group 4, Configuration 3-4; Group 9, Configuration 3-4:
Table 49: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 97: NO CRACK FOUND.	CONDITION 97 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 1	-
	CONDITION 97 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the left side repair angle for any crack. (a)	FIGURE 5 FIGURE 4 FIGURE 8	-
CONDITION 98: ANY CRACK FOUND.	CONDITION 98 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 98 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1	-
	CONDITION 98 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-

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Group 4, Configuration 3-4; Group 9, Configuration 3-4:
Table 49: Wing - Front Spar at Station (STA) 1035, Left Body Line (LBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Group 4, Configuration 2, 4; Group 9, Configuration 2, 4:
Table 50: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11	-
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and do an Ultrasonic (UT) inspection of the right side repair angle for any crack.	FIGURE 15 FIGURE 14 FIGURE 18	-

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Group 4, Configuration 2, 4; Group 9, Configuration 2, 4:
Table 50: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 99: NO CRACK FOUND.	CONDITION 99 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 11	-
	CONDITION 99 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web and repeat the Ultrasonic (UT) inspection of the right side repair angle for any crack. (a)	FIGURE 15 FIGURE 14 FIGURE 18	-
CONDITION 100: ANY CRACK FOUND.	CONDITION 100 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 100 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11	-
	CONDITION 100 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-

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Group 4, Configuration 2, 4; Group 9, Configuration 2, 4:
Table 50: Wing - Front Spar at Station (STA) 1035, Right Body Line (RBL) 84 - High Frequency Eddy Current (HFEC) and Ultrasonic (UT) Inspection.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
(a) It is not required to do the repeat inspections of the ring chord, front spar lower chord or front spar web in areas where a repair covers the affected inspection zone provided: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND 2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

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Group 4, Configuration 1-2:
Table 51: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		FIGURE 22 FIGURE 30 FIGURE 44 FIGURE 47 FIGURE 48 FIGURE 49 FIGURE 50 FIGURE 53 FIGURE 55 FIGURE 74 FIGURE 81	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1 FIGURE 7	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4	-

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Group 4, Configuration 1-2:
Table 51: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 101: NO CRACK FOUND.	CONDITION 101 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 1 FIGURE 7	-
	CONDITION 101 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-
CONDITION 102: ANY CRACK FOUND.	CONDITION 102 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 102 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-
	CONDITION 102 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 4, Configuration 1, 3:
Table 52: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		FIGURE 85 FIGURE 93 FIGURE 107 FIGURE 110 FIGURE 111 FIGURE 112 FIGURE 113 FIGURE 116 FIGURE 118 FIGURE 137 FIGURE 144	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11 FIGURE 17	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14	-

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Group 4, Configuration 1, 3:
Table 52: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 103: NO CRACK FOUND.	CONDITION 103 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 11 FIGURE 17	-
	CONDITION 103 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-
CONDITION 104: ANY CRACK FOUND.	CONDITION 104 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 104 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-
	CONDITION 104 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 9, Configuration 1-2:
Table 53 Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a left side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		FIGURE 26 FIGURE 34 FIGURE 39 FIGURE 44 FIGURE 47 FIGURE 48 FIGURE 49 FIGURE 50 FIGURE 53 FIGURE 55 FIGURE 79	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 1 FIGURE 7	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack.	FIGURE 5 FIGURE 4	-

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Group 9, Configuration 1-2:
Table 53 Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Left Body Line (LBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 105: NO CRACK FOUND.	CONDITION 105 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 10	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 1 FIGURE 7	-
	CONDITION 105 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-
CONDITION 106: ANY CRACK FOUND.	CONDITION 106 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 106 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side ring chord for any crack. (a)	FIGURE 1 FIGURE 7	-
	CONDITION 106 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the left side repair angle and front spar web for any crack. (a)	FIGURE 5 FIGURE 4	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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Group 9, Configuration 1, 3:
Table 54: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
All Airplanes.	ACTION 1: Do a right side front spar lower chord modification.	-	Do PART 1: OPEN ACCESS.
		FIGURE 89 FIGURE 97 FIGURE 102 FIGURE 107 FIGURE 110 FIGURE 111 FIGURE 112 FIGURE 113 FIGURE 116 FIGURE 118 FIGURE 142	-
		-	Do PART 3: LOWER THE AIRPLANE OFF JACKS.
		-	Do PART 4: CLOSE ACCESS.
	ACTION 2: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack.	-	Do PART 1: OPEN ACCESS.
		FIGURE 11 FIGURE 17	-
	ACTION 3: Do a surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack.	FIGURE 15 FIGURE 14	-

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Group 9, Configuration 1, 3:
Table 54: Wing - Front Spar Lower Chord Modification at Station (STA) 1035, Right Body Line (RBL) 84.

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 777-57A0122 Original Issue or later approved revisions as an accepted procedure.)
CONDITION 107: NO CRACK FOUND.	CONDITION 107 (ACTION 1): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 20	-
		-	Do PART 4: CLOSE ACCESS.
		FIGURE 11 FIGURE 17	-
	CONDITION 107 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-
CONDITION 108: ANY CRACK FOUND.	CONDITION 108 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS.
	CONDITION 108 (ACTION 2): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side ring chord for any crack. (a)	FIGURE 11 FIGURE 17	-
	CONDITION 108 (ACTION 3): Repeat the surface High Frequency Eddy Current (HFEC) inspection of the right side repair angle and front spar web for any crack. (a)	FIGURE 15 FIGURE 14	-

(a) It is not required to do the repeat inspections of the ring chord, repair angle or front spar web in areas where a repair covers the affected inspection zone provided:

1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 777-57A0122 RB and installed after the Original Issue date of Requirements Bulletin 777-57A0122 RB, AND

2. The installed repair was approved by the Boeing Company Organization Designation Authorization (ODA) via a FAA Form 8100-9.

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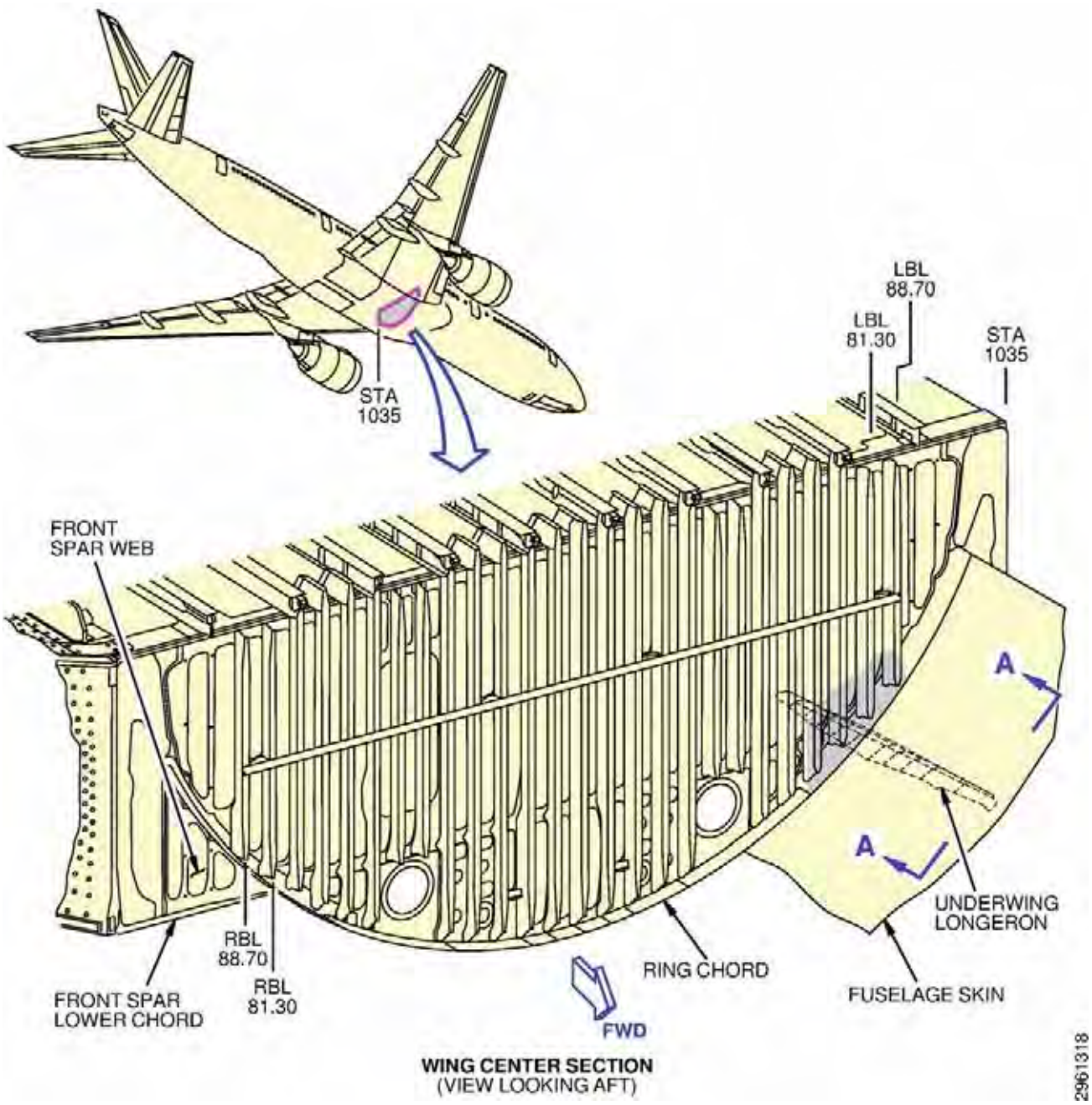
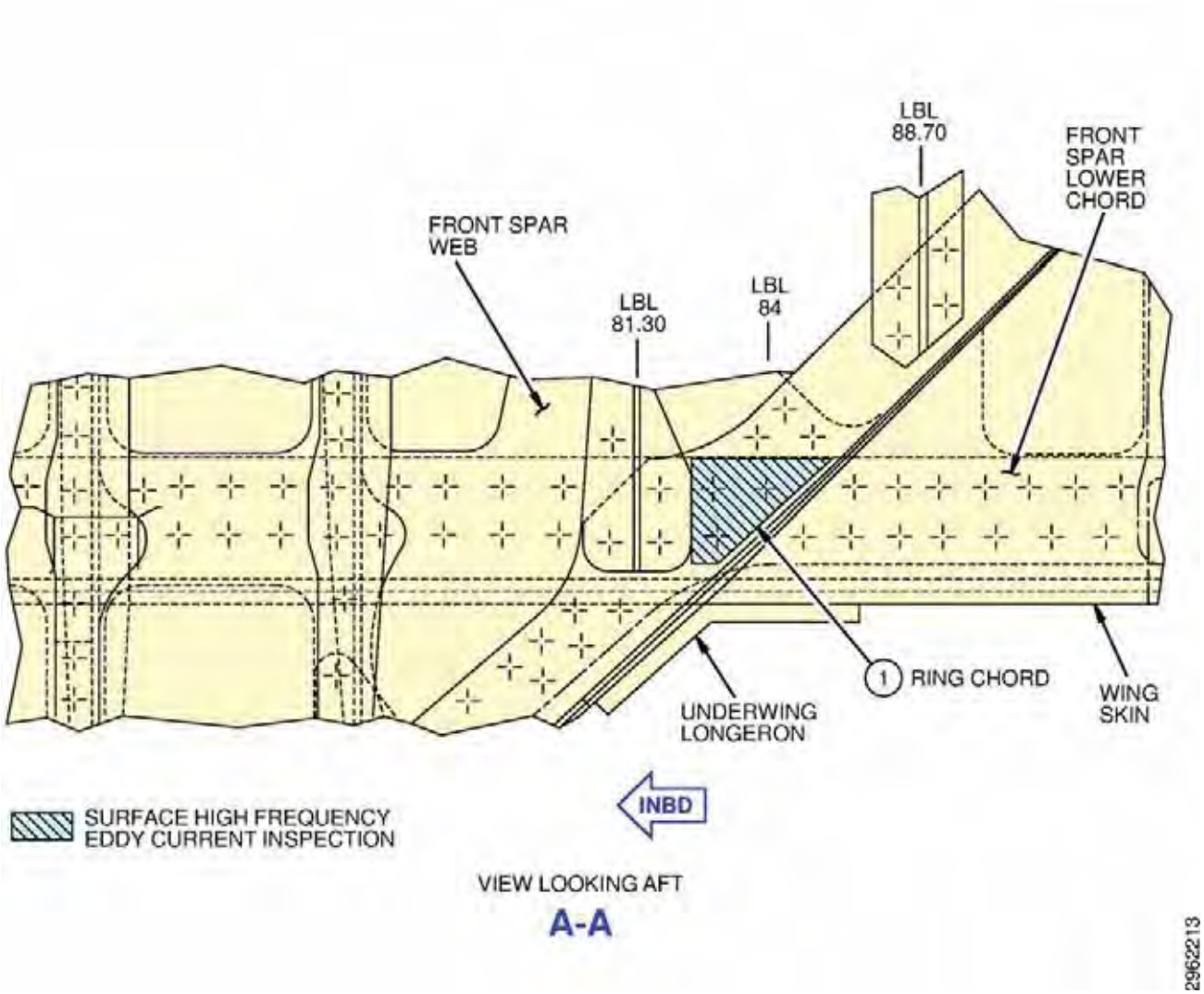


FIGURE 1: LEFT SIDE RING CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 2)

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

Step	Task	Name	Identification	Qty	More Data
1	Inspect	RING CHORD	-	-	(a)
(a) Do a surface High Frequency Eddy Current (HFEC) inspection of the surface around fasteners for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					

FIGURE 1: LEFT SIDE RING CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 2)

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This Figure applies only to: Group 1, Configuration 1-8; Group 2, Configuration 1-8; Group 3, Configuration 1-8; Group 4, Configuration 1-2; Group 5, Configuration 1-8; Group 6, Configuration 1-2; Group 7, Configuration 1-8; Group 8, Configuration 1-8; Group 9, Configuration 1-2.

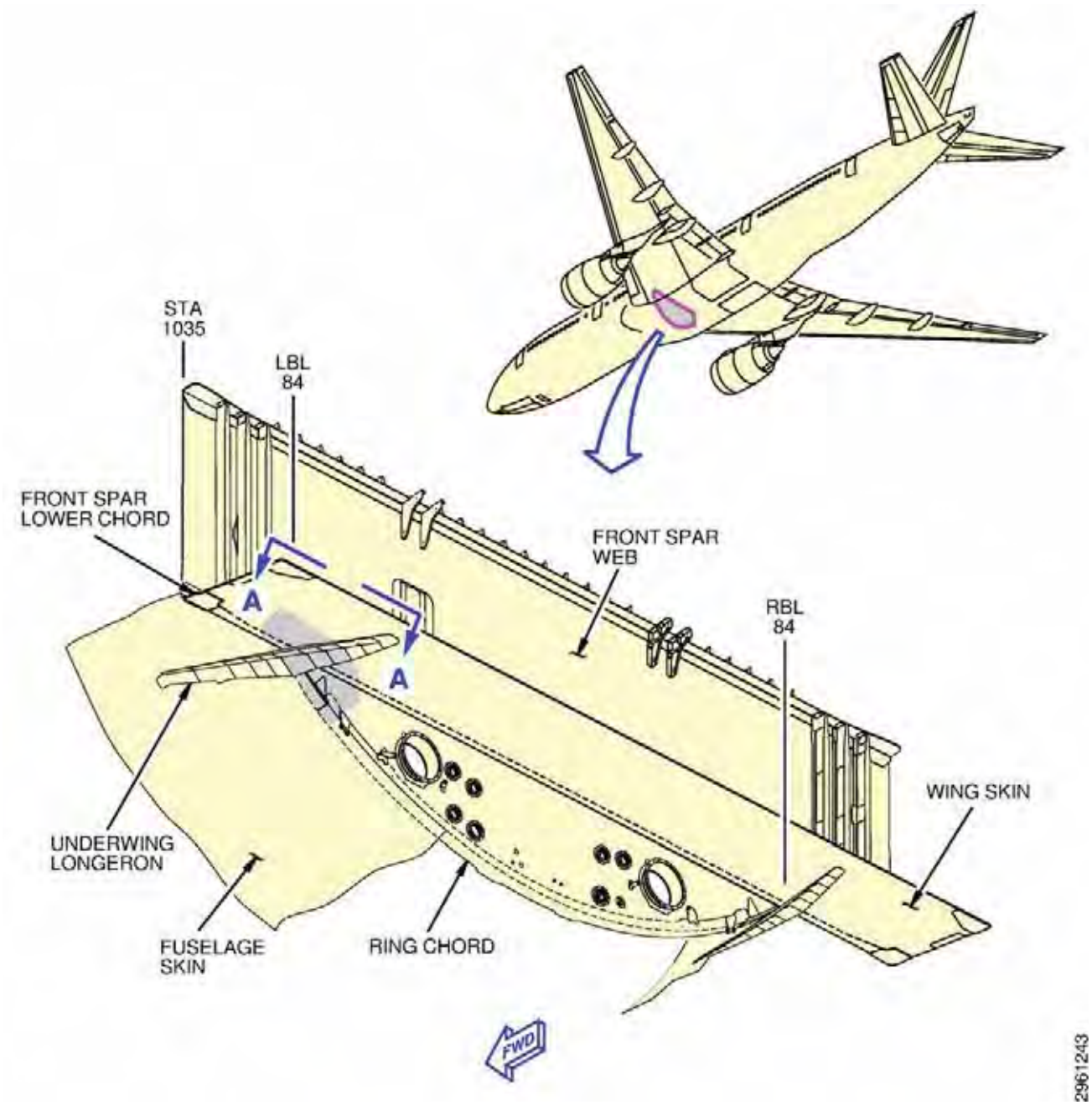


FIGURE 2: LEFT SIDE FRONT SPAR LOWER CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION
(SHEET 1 OF 3)

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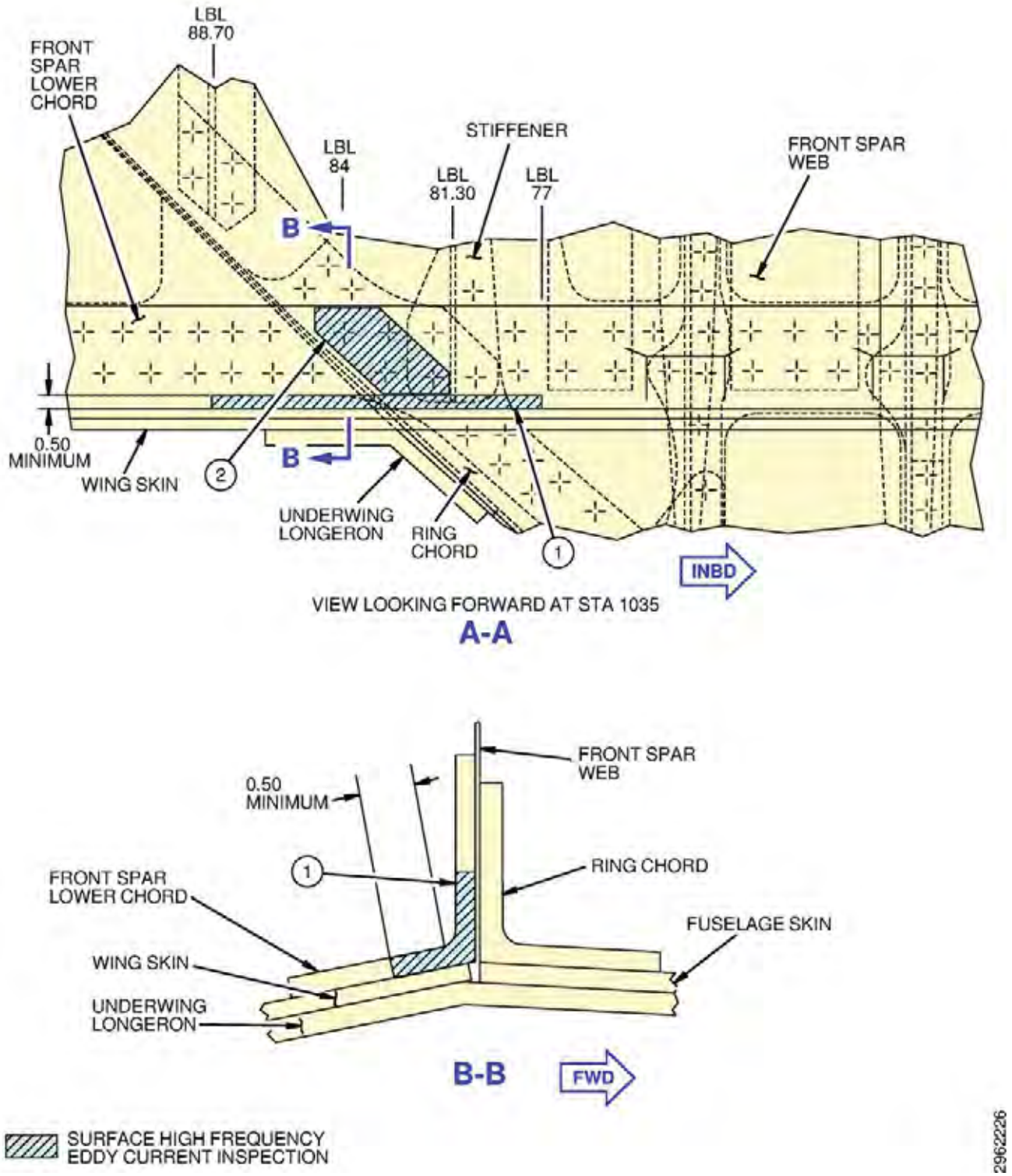


FIGURE 2: LEFT SIDE FRONT SPAR LOWER CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION
(SHEET 2 OF 3)

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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	FRONT SPAR LOWER CHORD	-	-	(a)
2	Inspect	FRONT SPAR LOWER CHORD	-	-	(b)
(a) Do a surface High Frequency Eddy Current inspection of the radius along the Front Spar Lower Chord in the inspection area for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					
(b) Do a surface High Frequency Eddy Current (HFEC) inspection of the surface around fasteners for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					

FIGURE 2: LEFT SIDE FRONT SPAR LOWER CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION
(SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 1, Configuration 1-8; Group 2, Configuration 1-8; Group 3, Configuration 1-8; Group 4, Configuration 1-2; Group 5, Configuration 1-8; Group 6, Configuration 1-2; Group 7, Configuration 1-8; Group 8, Configuration 1-8; Group 9, Configuration 1-2.

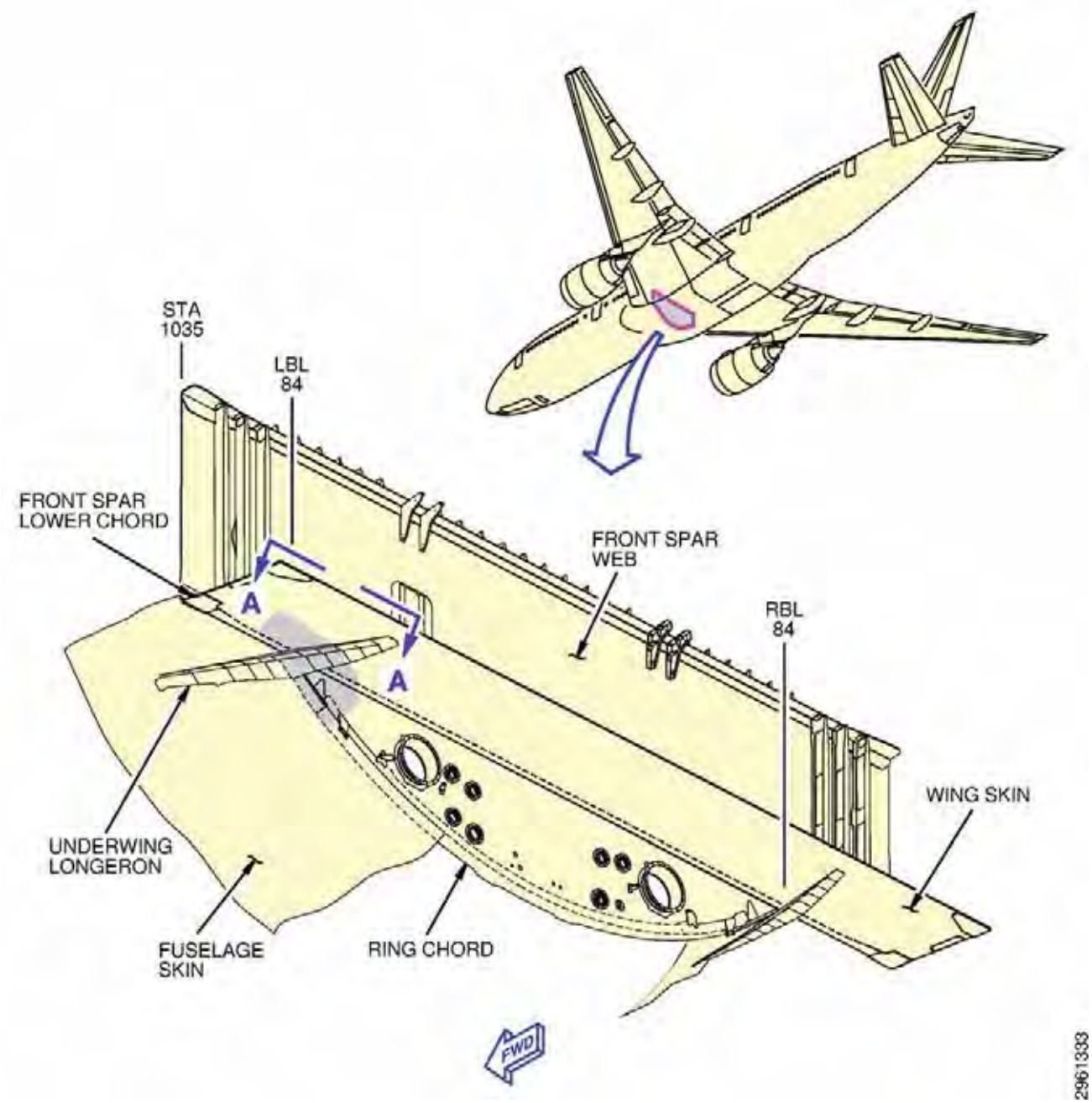
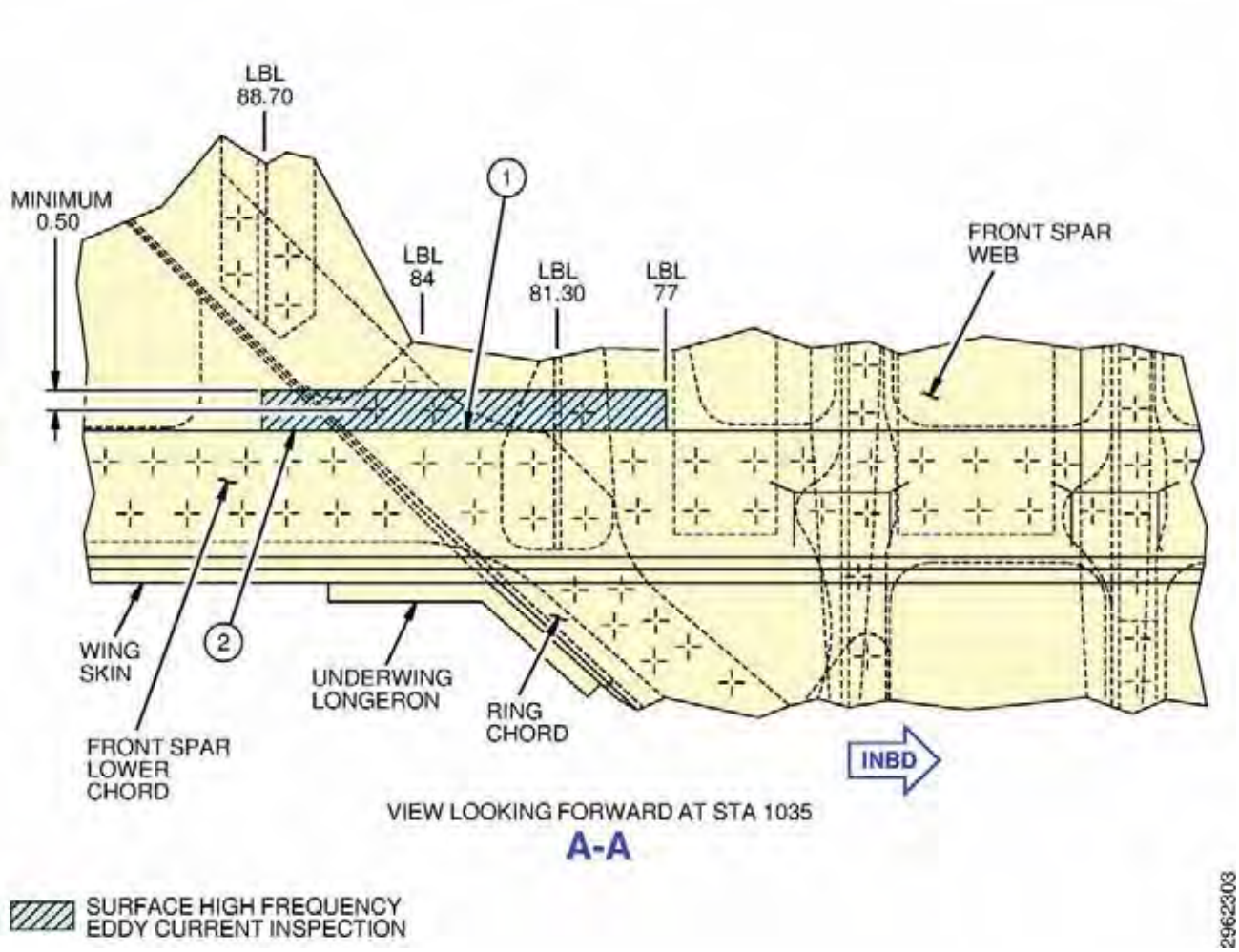


FIGURE 3: LEFT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 2)

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

Step	Task	Name	Identification	Qty	More Data
1	Remove	SEALANT	-	-	(a)
2	Inspect	FRONT SPAR WEB	-	-	(b)
(a) Use non-metallic tools to remove the fillet sealant. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.					
(b) Do a surface High Frequency Eddy Current (HFEC) inspection of the front spar web surface above the front spar lower chord for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					

FIGURE 3: LEFT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 2)

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This Figure applies only to: Group 1, Configuration 9-16; Group 2-9.

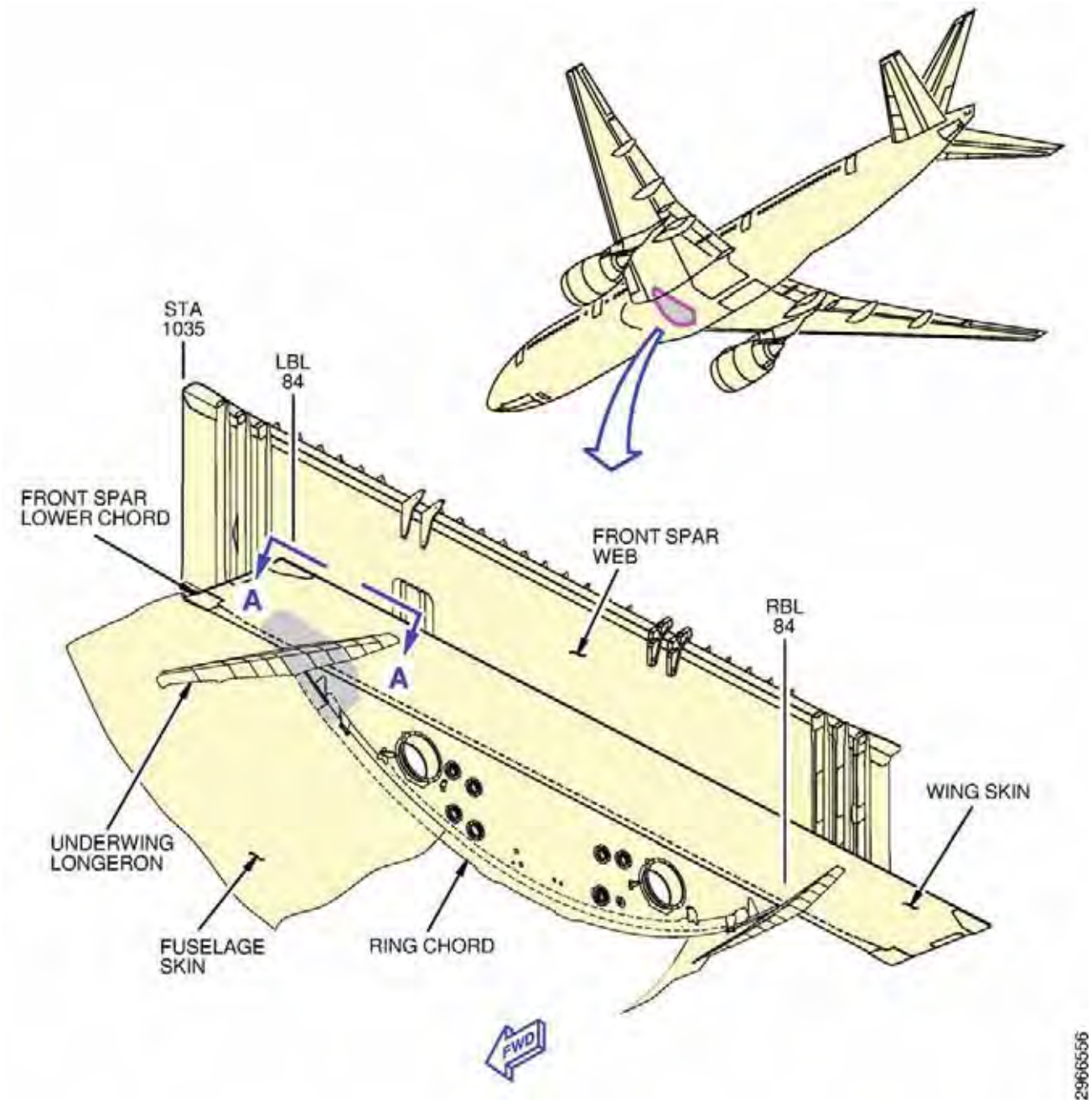


FIGURE 4: LEFT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 3)

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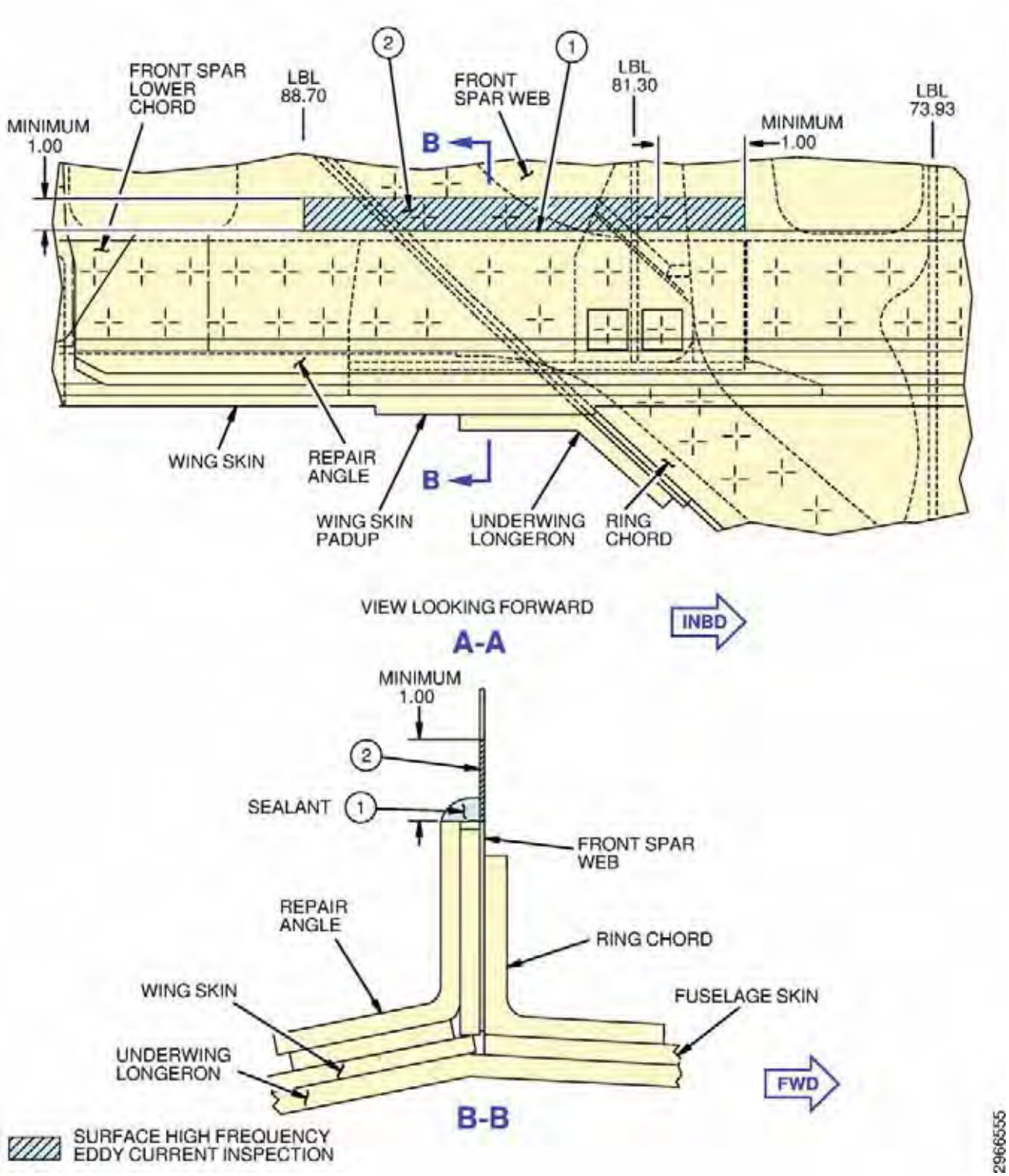


FIGURE 4: LEFT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 3)

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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	SEALANT	-	-	(a)
2	Inspect	FRONT SPAR WEB	-	-	(b)
(a) Use non-metallic tools to remove the fillet sealant. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.					
(b) Do a surface High Frequency Eddy Current (HFEC) inspection of the front spar web surface above the repair angle for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					

FIGURE 4: LEFT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 1, Configuration 9-16; Group 2, Configuration 9-16; Group 3, Configuration 9-16; Group 4, Configuration 3-4; Group 5, Configuration 9-16; Group 6, Configuration 3-4; Group 7, Configuration 9-16; Group 8, Configuration 9-16; Group 9, Configuration 2-3.

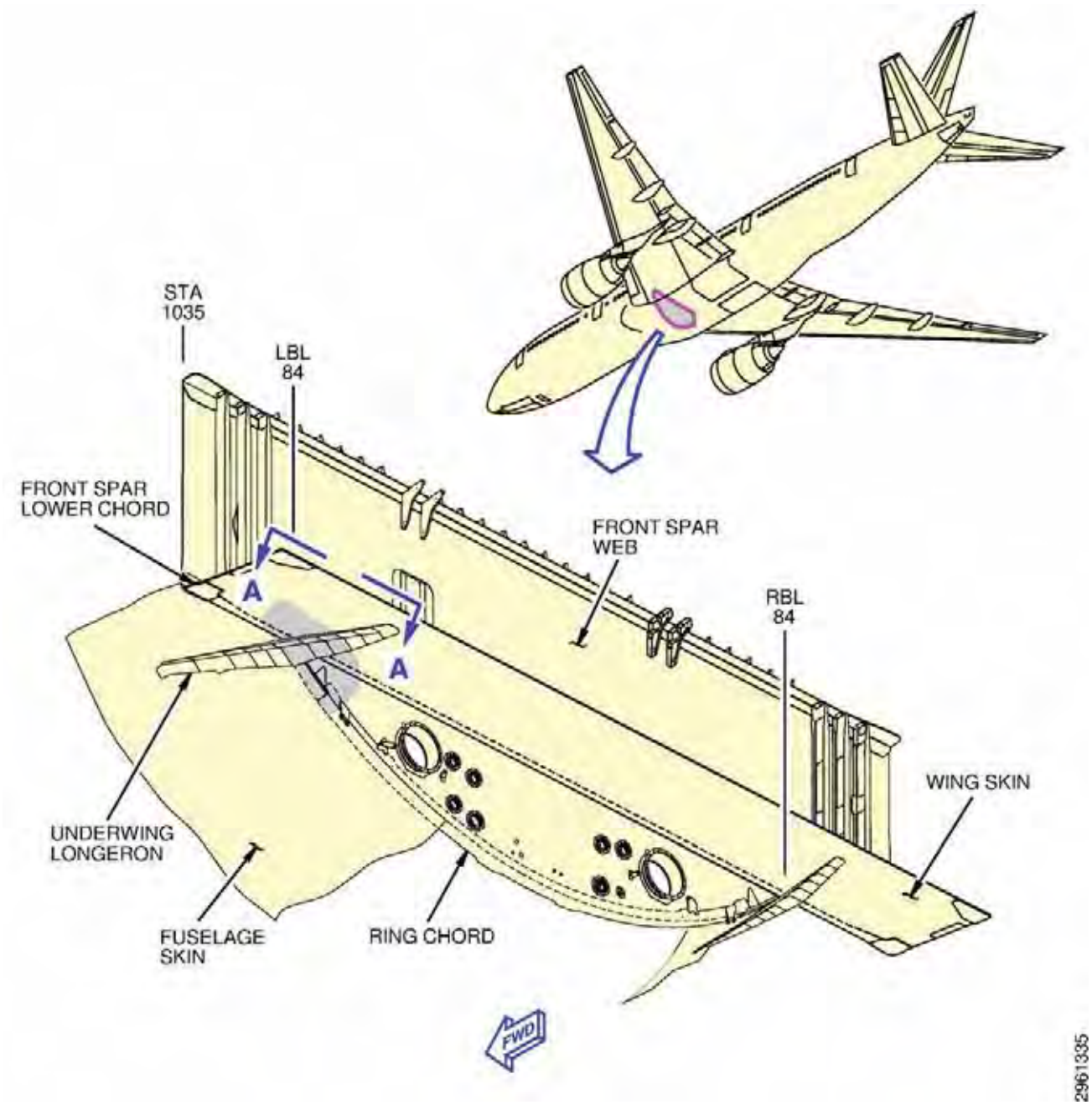


FIGURE 5: LEFT SIDE REPAIR ANGLE - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 3)

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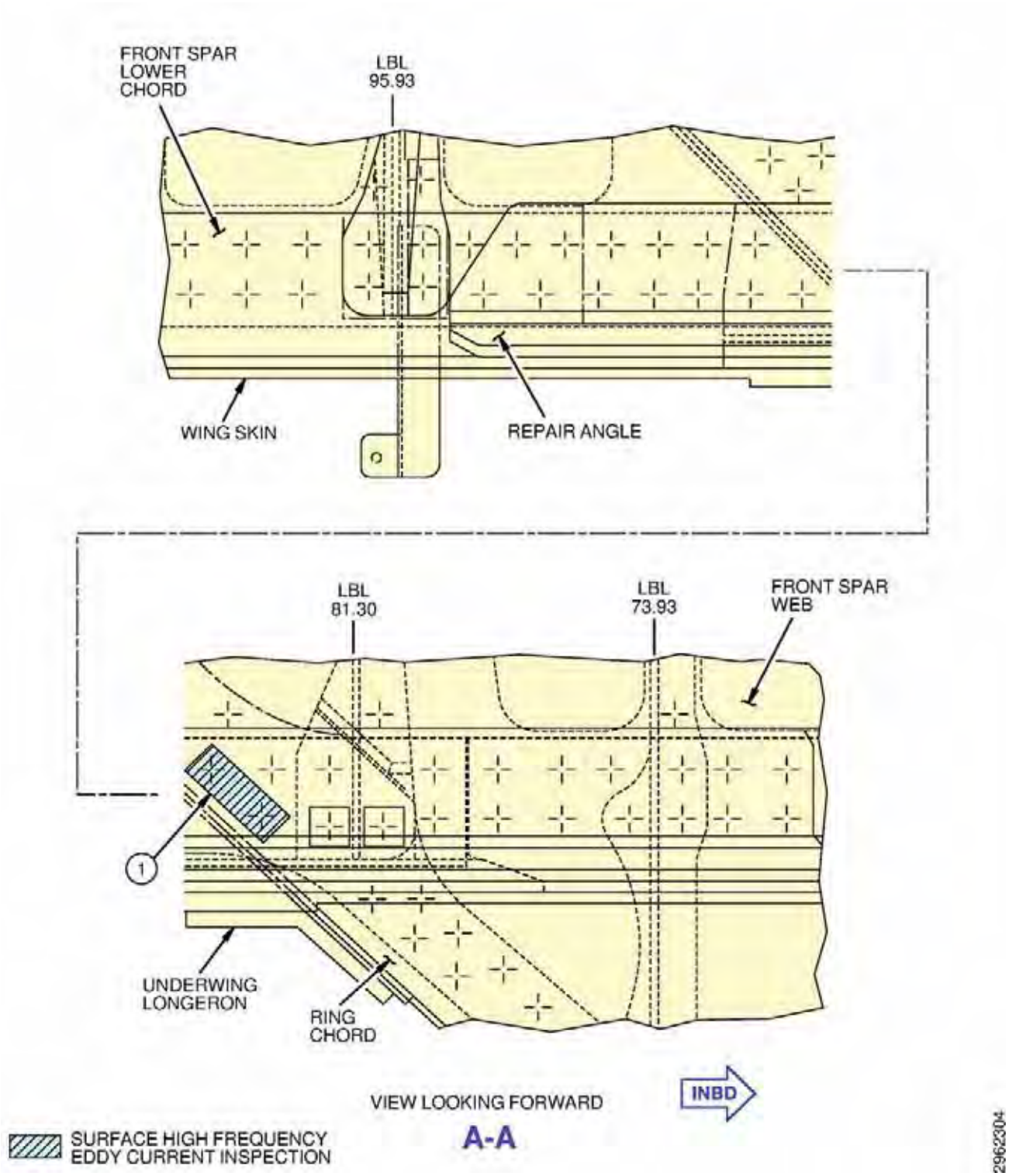


FIGURE 5: LEFT SIDE REPAIR ANGLE - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 3)

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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	REPAIR ANGLE	-	-	(a)
(a) Do a surface High Frequency Eddy Current (HFEC) inspection of the surface around fasteners of the repair angle for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					

FIGURE 5: LEFT SIDE REPAIR ANGLE - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-8; Group 3, Configuration 1-8; Group 4, Configuration 1-2; Group 5, Configuration 1-8; Group 6, Configuration 1-2; Group 7, Configuration 1-8; Group 8, Configuration 1-8; Group 9, Configuration 1-2.

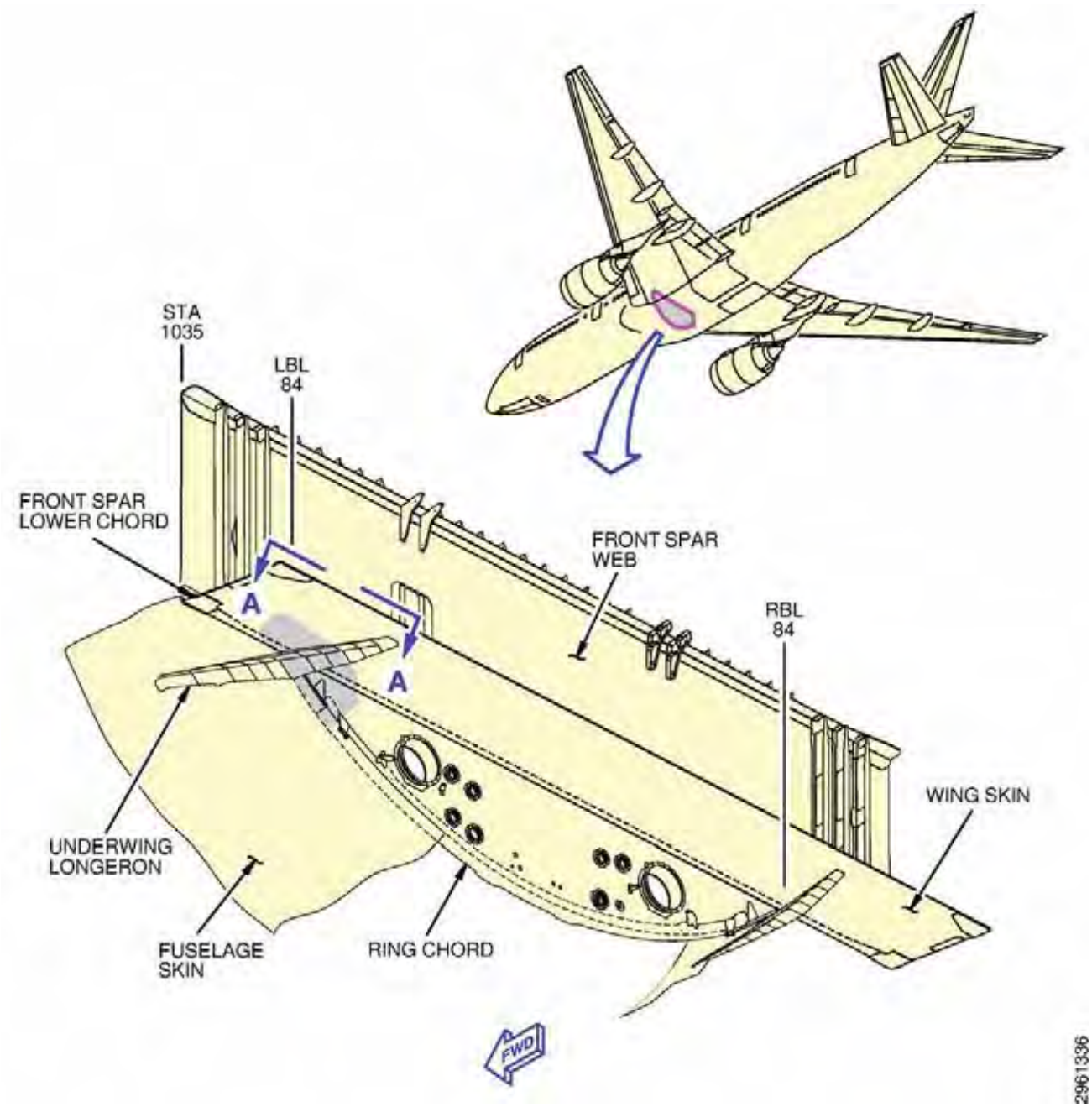


FIGURE 6: LEFT SIDE FRONT SPAR LOWER CHORD - ULTRASONIC (UT) INSPECTION (SHEET 1 OF 3)

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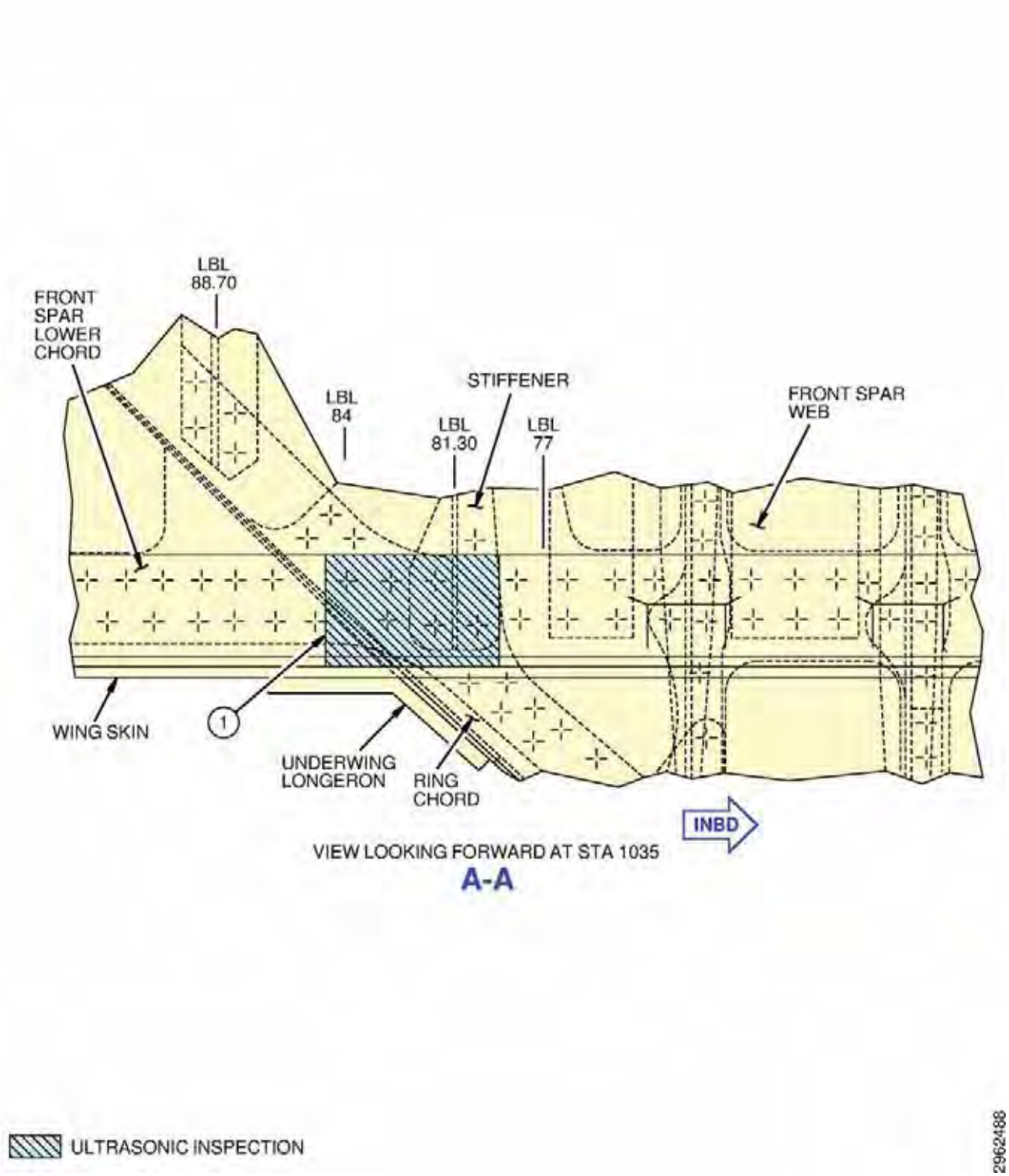


FIGURE 6: LEFT SIDE FRONT SPAR LOWER CHORD - ULTRASONIC (UT) INSPECTION (SHEET 2 OF 3)

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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	FRONT SPAR LOWER CHORD	-	-	(a)
(a) Do an Ultrasonic (UT) inspection on the vertical flange of the front spar lower chord for any crack in accordance with 777 NDT Manual Part 4, 57-10-06.					

FIGURE 6: LEFT SIDE FRONT SPAR LOWER CHORD - ULTRASONIC (UT) INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-4, 9-12; Group 3, Configuration 1-4, 9-12; Group 4, Configuration 1-2; Group 5-6; Group 7, Configuration 1-4, 9-12; Group 8, Configuration 1-4, 9-12; Group 9, Configuration 1-2.

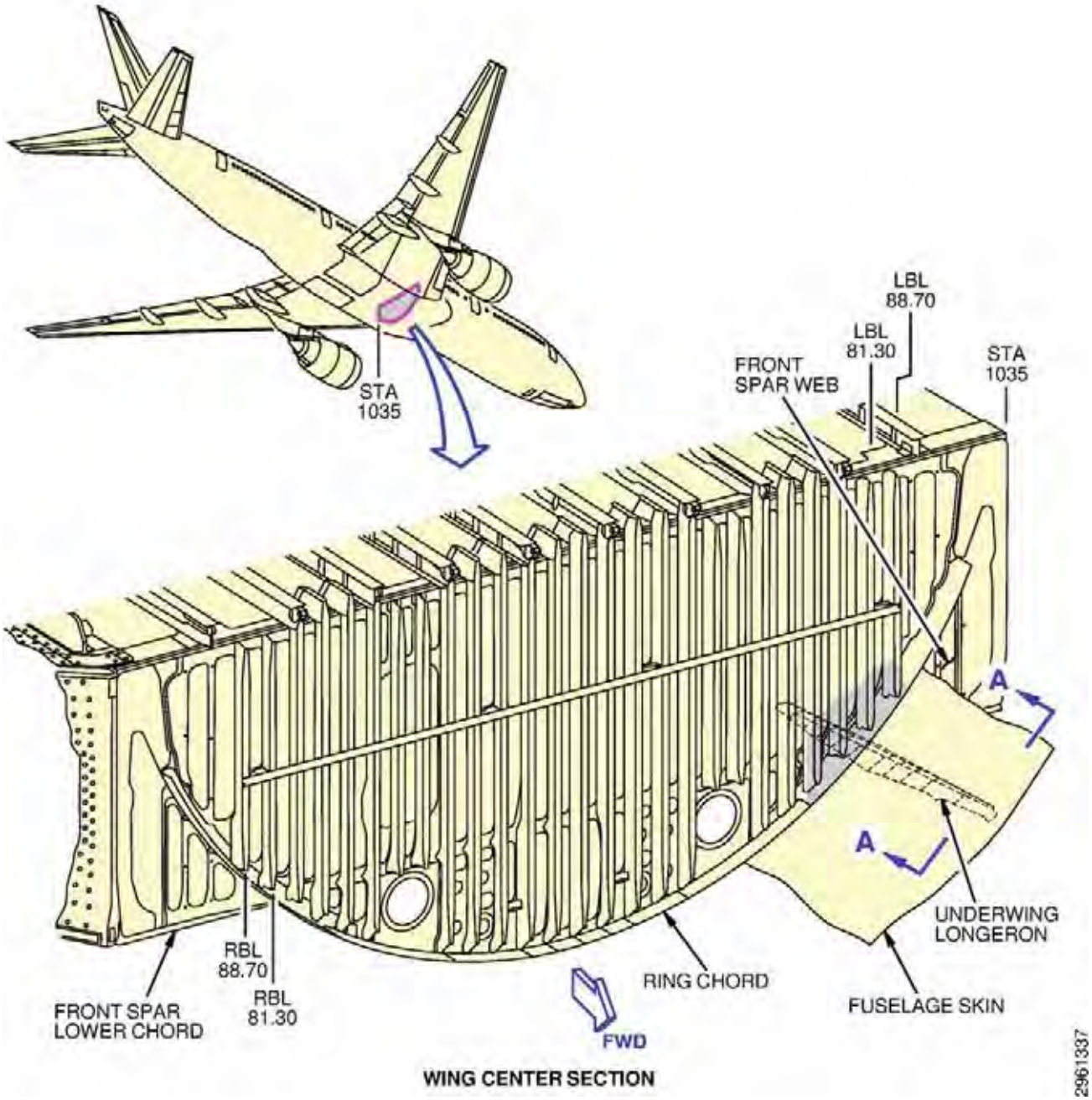
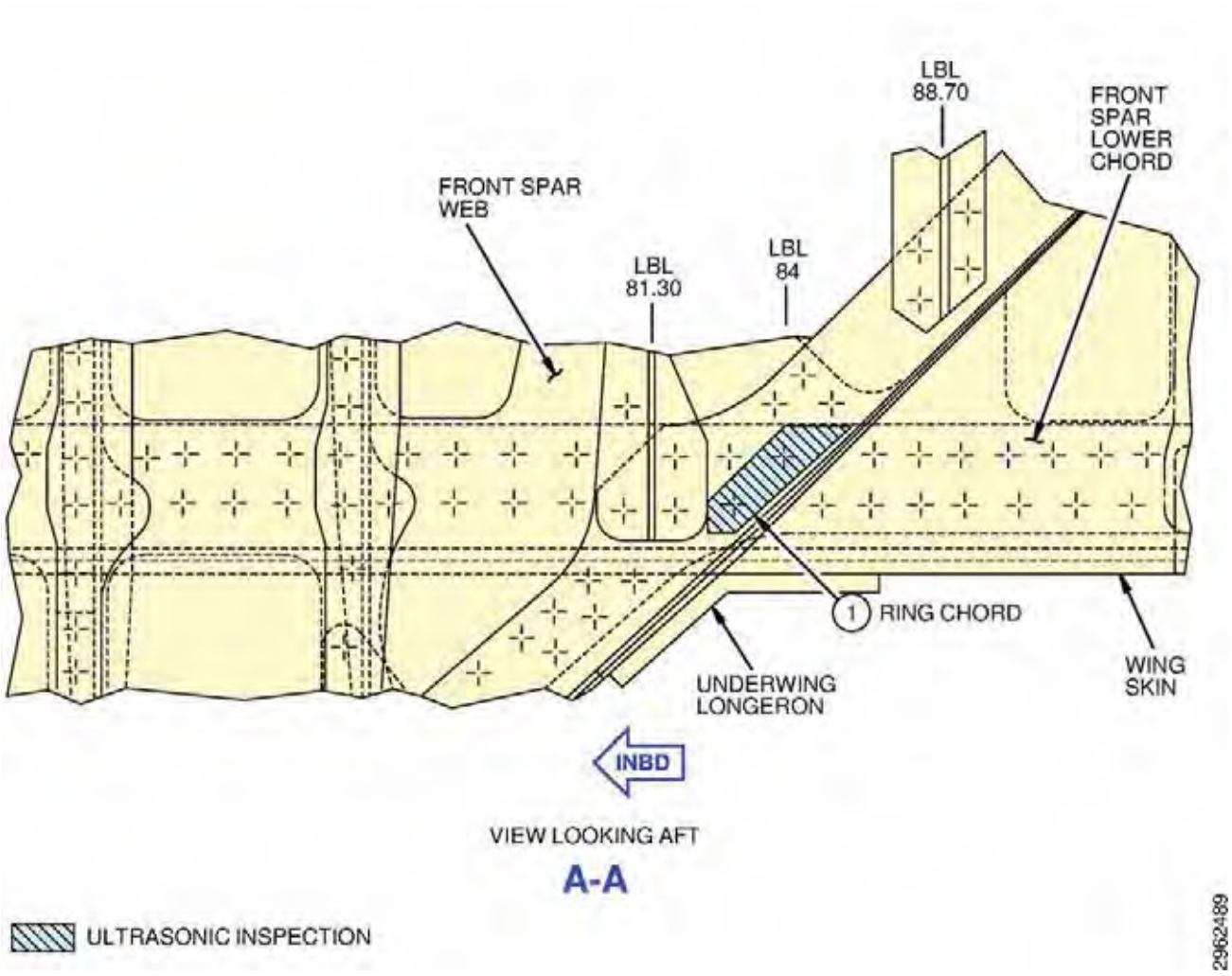


FIGURE 7: LEFT SIDE RING CHORD - ULTRASONIC (UT) INSPECTION (SHEET 1 OF 2)

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

Step	Task	Name	Identification	Qty	More Data
1	Inspect	RING CHORD	-	-	(a)
(a) Do an Ultrasonic (UT) inspection on the vertical flange of the ring chord for any crack in accordance with 777 NDT Manual Part 4, 57-10-07.					

FIGURE 7: LEFT SIDE RING CHORD - ULTRASONIC (UT) INSPECTION (SHEET 2 OF 2)

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This Figure applies only to: Group 2, Configuration 9-16; Group 3, Configuration 9-16; Group 4, Configuration 3-4; Group 5, Configuration 9-16; Group 6, Configuration 3-4; Group 7, Configuration 9-16; Group 8, Configuration 9-16; Group 9, Configuration 3-4.

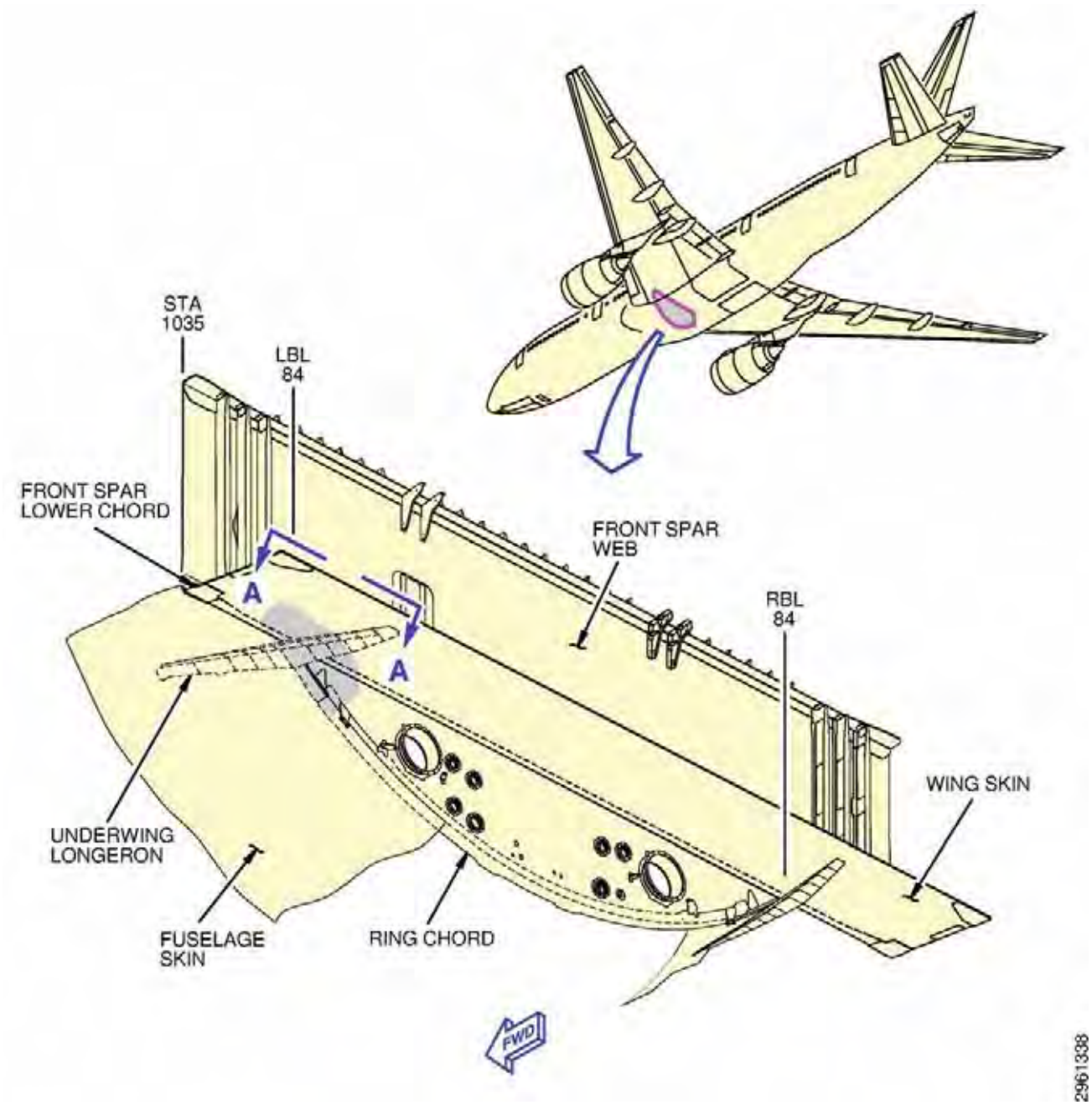


FIGURE 8: LEFT SIDE REPAIR ANGLE - ULTRASONIC INSPECTION (SHEET 1 OF 3)

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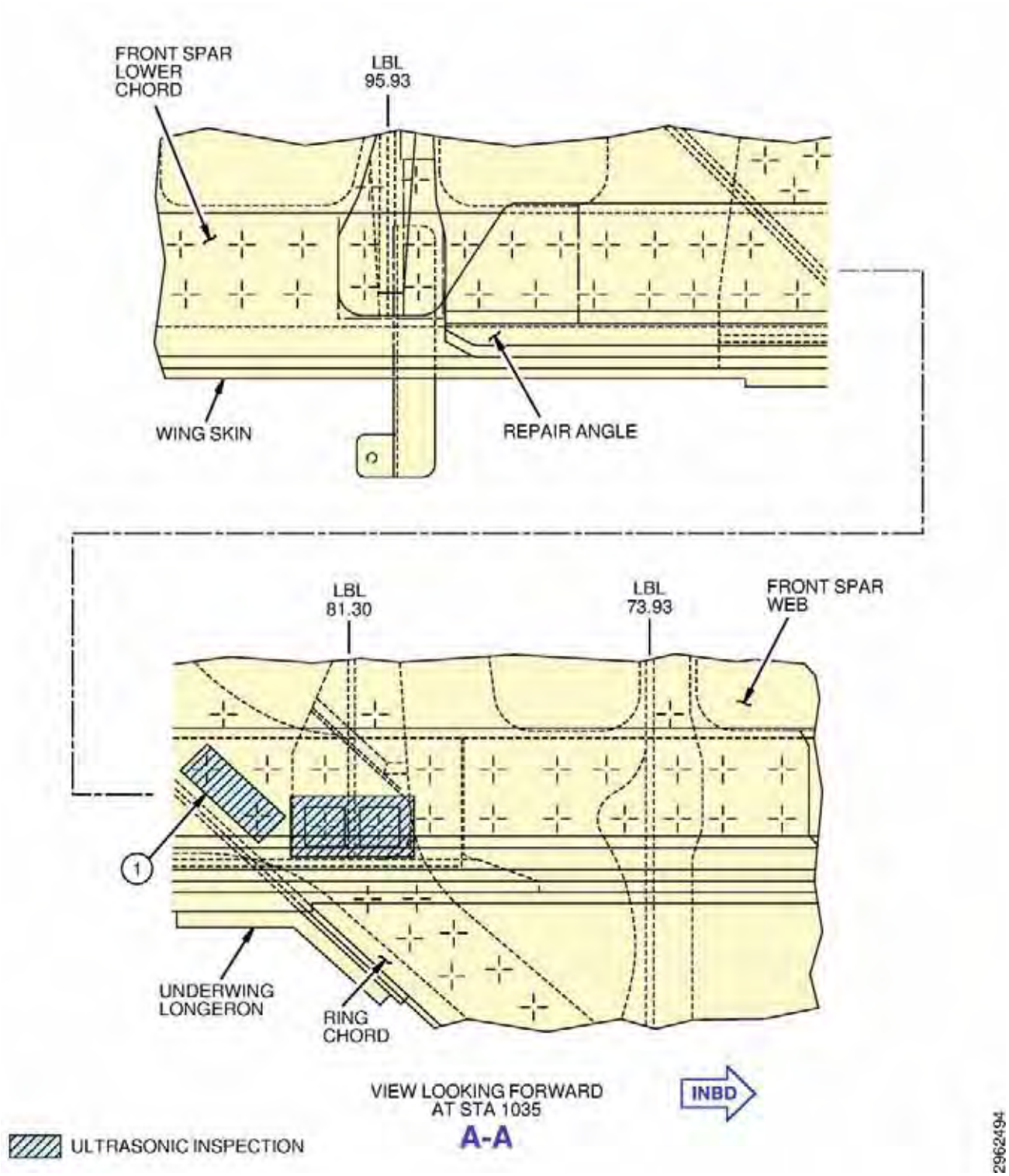


FIGURE 8: LEFT SIDE REPAIR ANGLE - ULTRASONIC INSPECTION (SHEET 2 OF 3)

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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	REPAIR ANGLE	-	-	(a)
(a) Do an Ultrasonic (UT) inspection on the vertical flange of the repair angle for any crack in accordance with 777 NDT Manual Part 4, 57-10-06.					

FIGURE 8: LEFT SIDE REPAIR ANGLE - ULTRASONIC INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 1, Configuration 1-8; Group 2, Configuration 1-8; Group 3, Configuration 1-8; Group 4, Configuration 1-2; Group 5, Configuration 1-8; Group 6, Configuration 1-2; Group 7, Configuration 1-8; Group 8, Configuration 1-8; Group 9, Configuration 1-2.

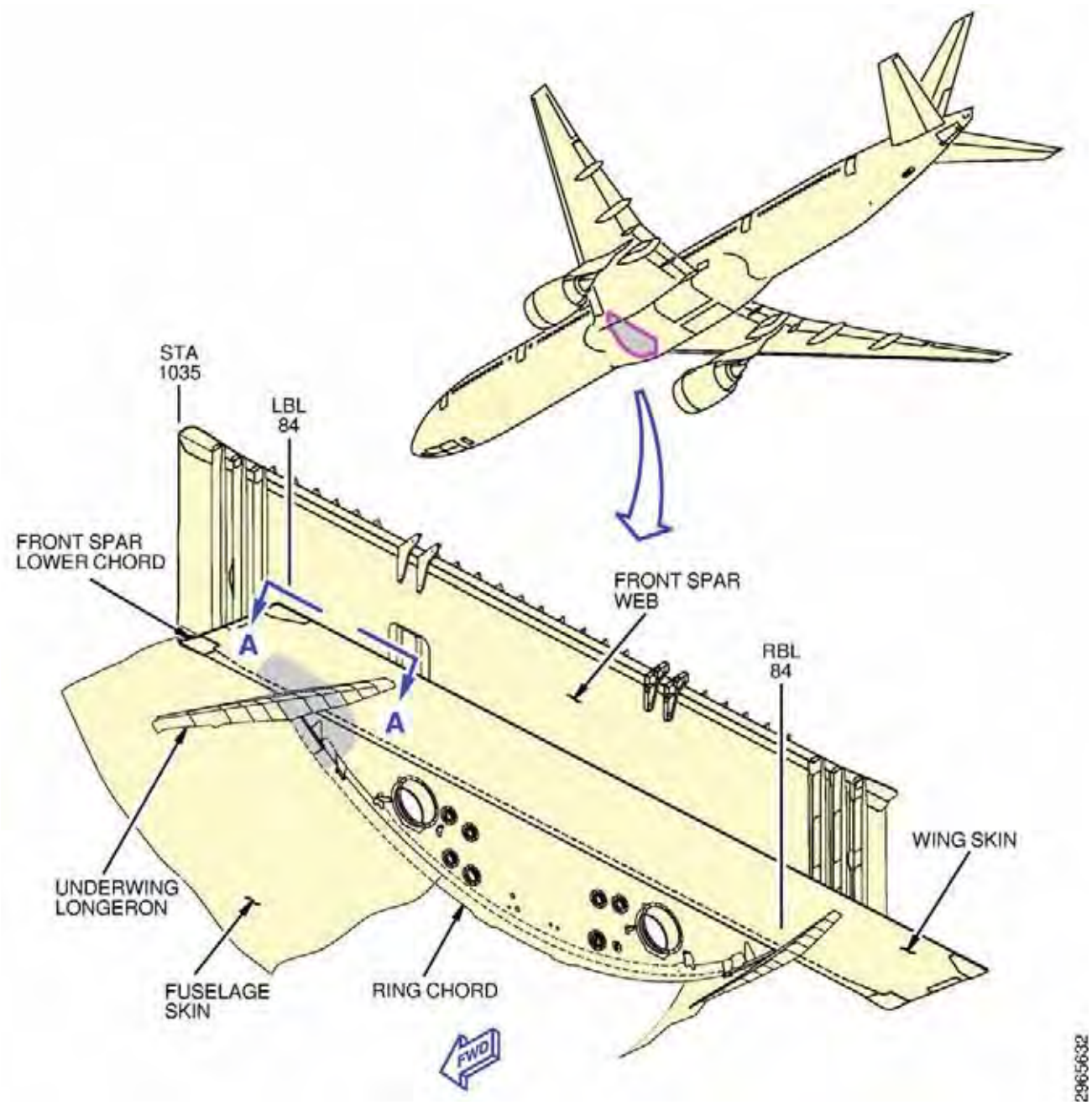


FIGURE 9: LEFT SIDE FRONT SPAR LOWER CHORD SEALANT APPLICATION (SHEET 1 OF 3)

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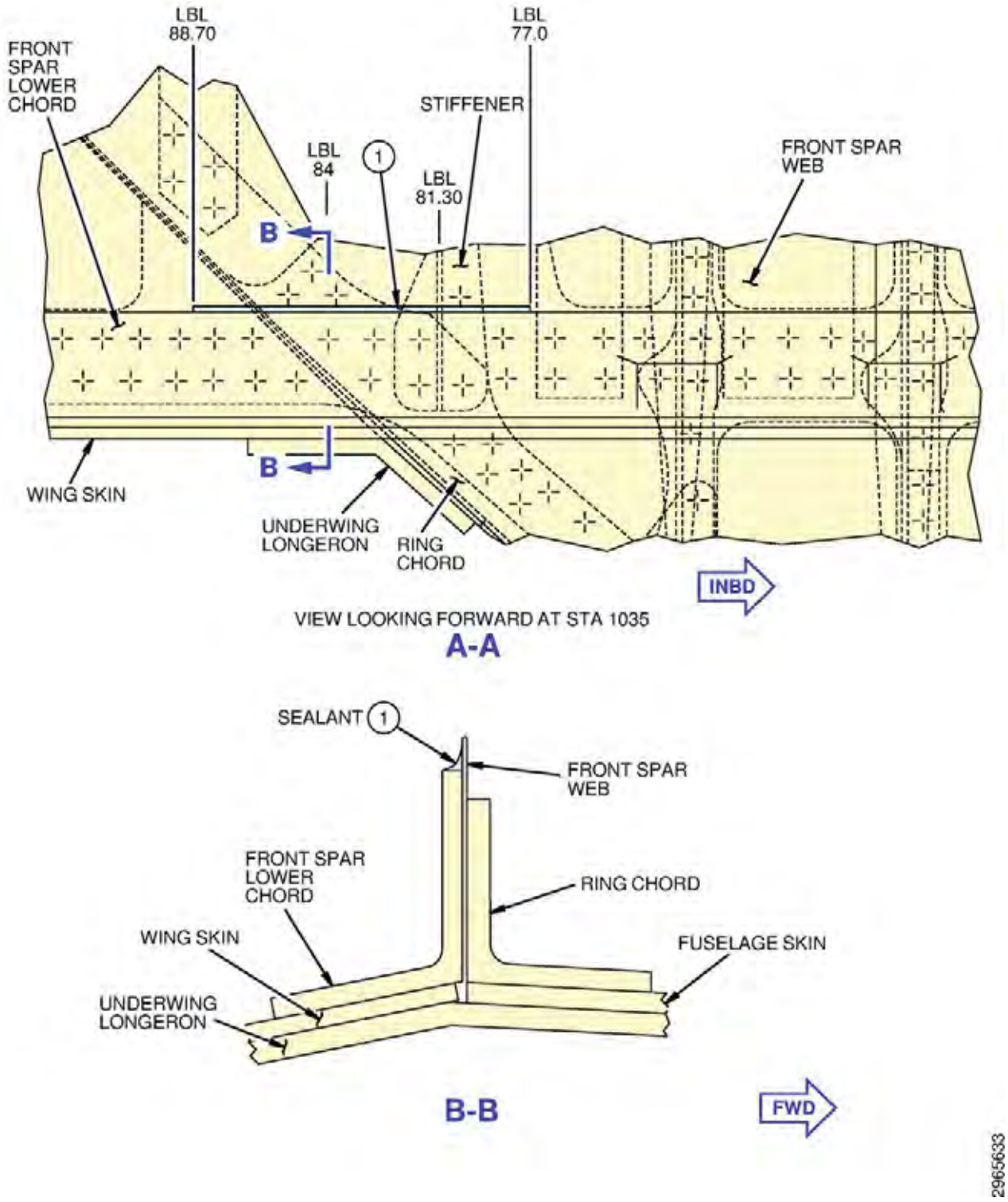


FIGURE 9: LEFT SIDE FRONT SPAR LOWER CHORD SEALANT APPLICATION (SHEET 2 OF 3)

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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	Apply	SEALANT	BMS 5-45	-	(a)
(a) Apply fillet seal to the front spar web common to the front spar lower chord where removed for front spar lower chord and front spar web inspections. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.					

FIGURE 9: LEFT SIDE FRONT SPAR LOWER CHORD SEALANT APPLICATION (SHEET 3 OF 3)

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This Figure applies only to: Group 1, Configuration 9-16; Group 2-9.

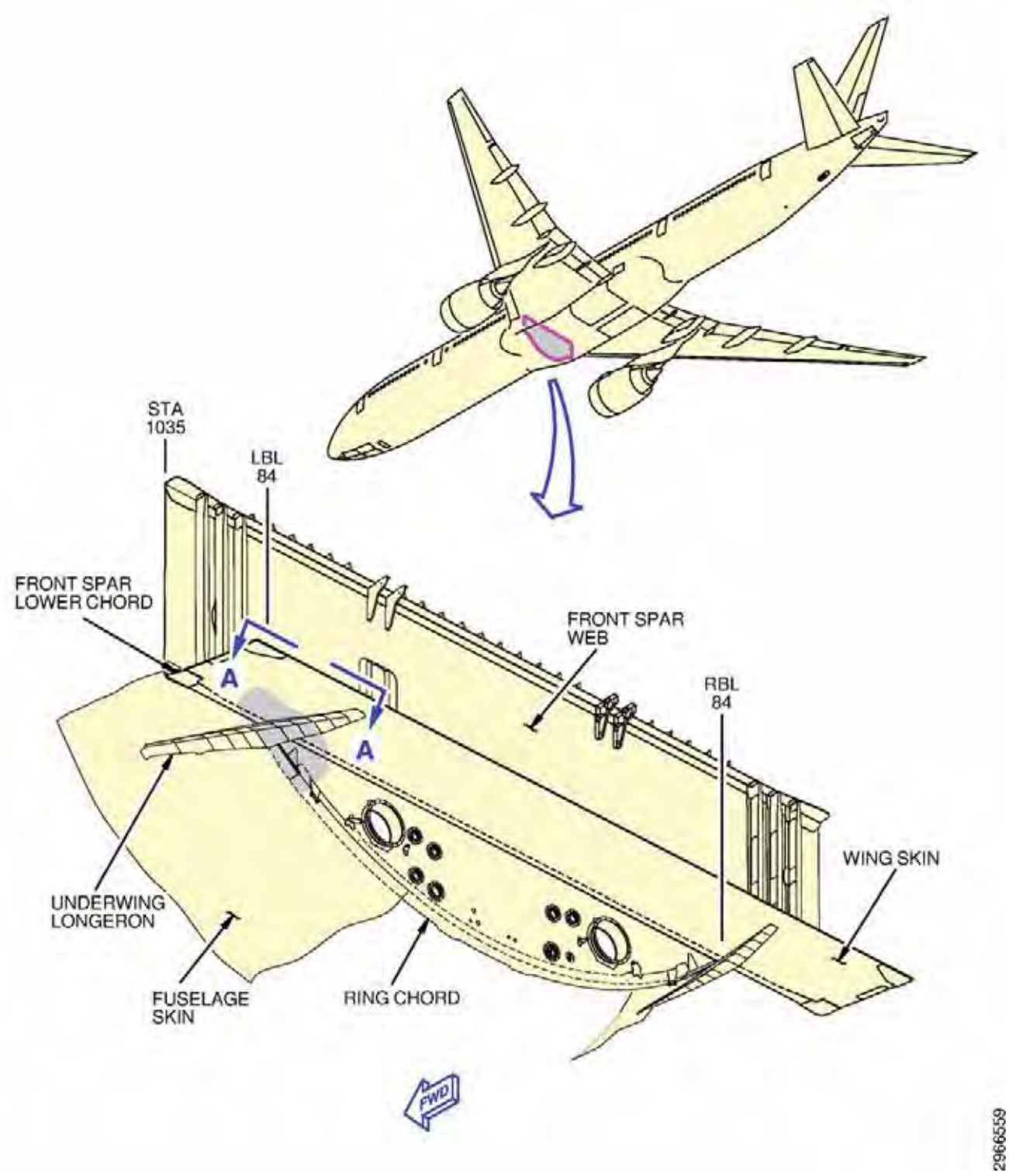


FIGURE 10: LEFT SIDE REPAIR ANGLE SEALANT APPLICATION (SHEET 1 OF 3)

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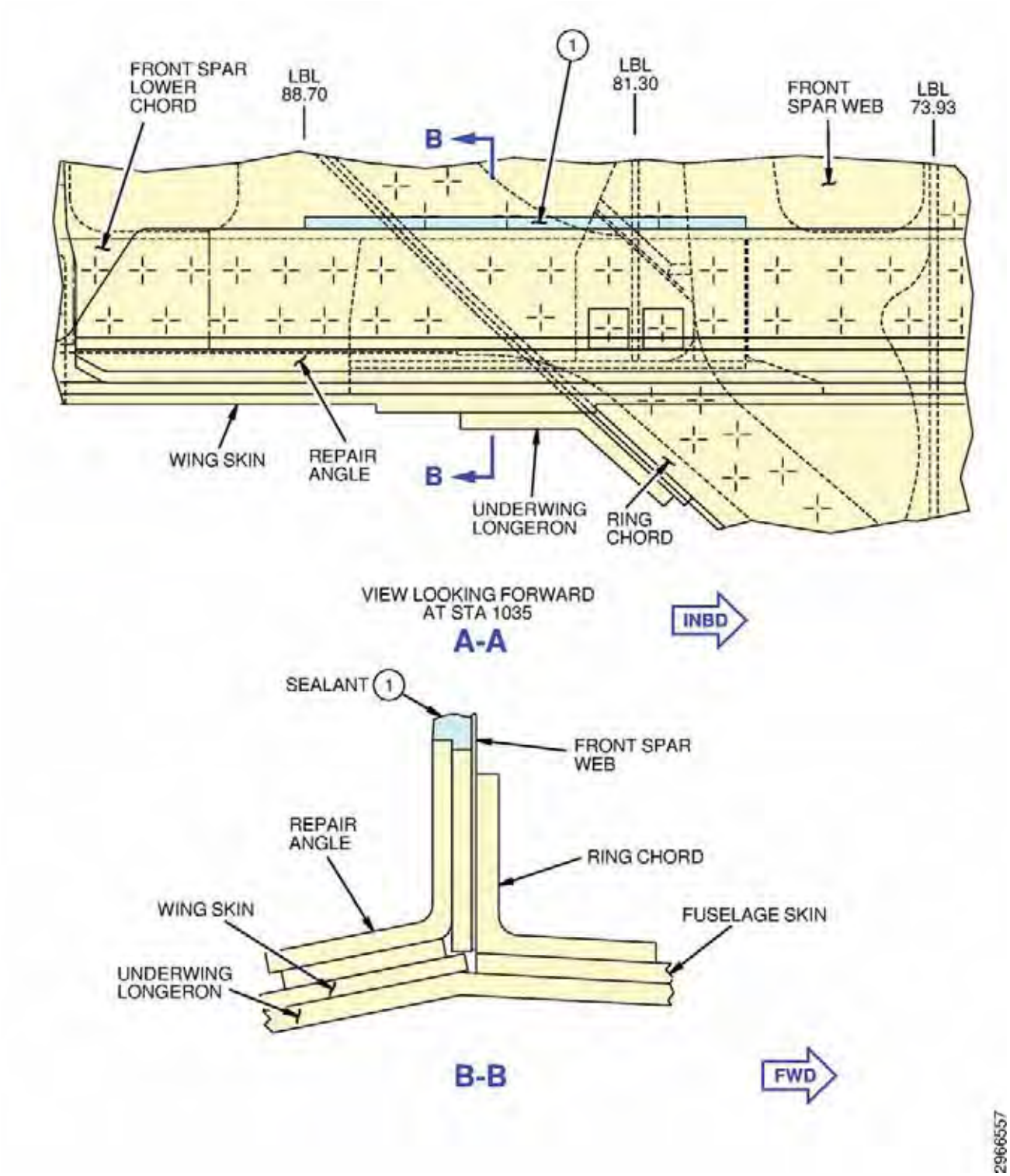


FIGURE 10: LEFT SIDE REPAIR ANGLE SEALANT APPLICATION (SHEET 2 OF 3)

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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	Apply	SEALANT	BMS 5-45	-	(a)
(a) Apply fillet seal to the front spar web common to the repair angle where removed for the repair angle and front spar web inspections. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.					

FIGURE 10: LEFT SIDE REPAIR ANGLE SEALANT APPLICATION (SHEET 3 OF 3)

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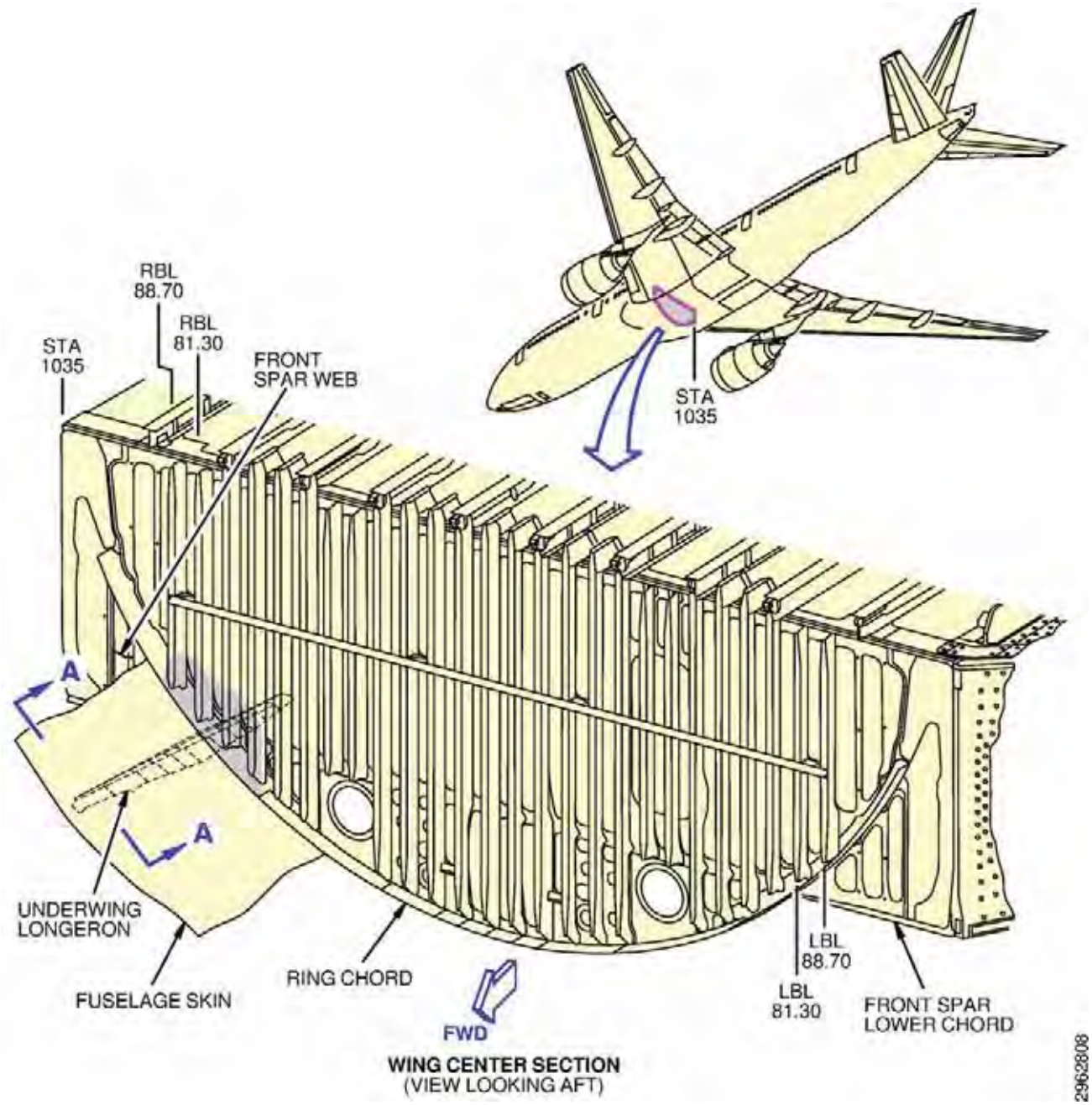
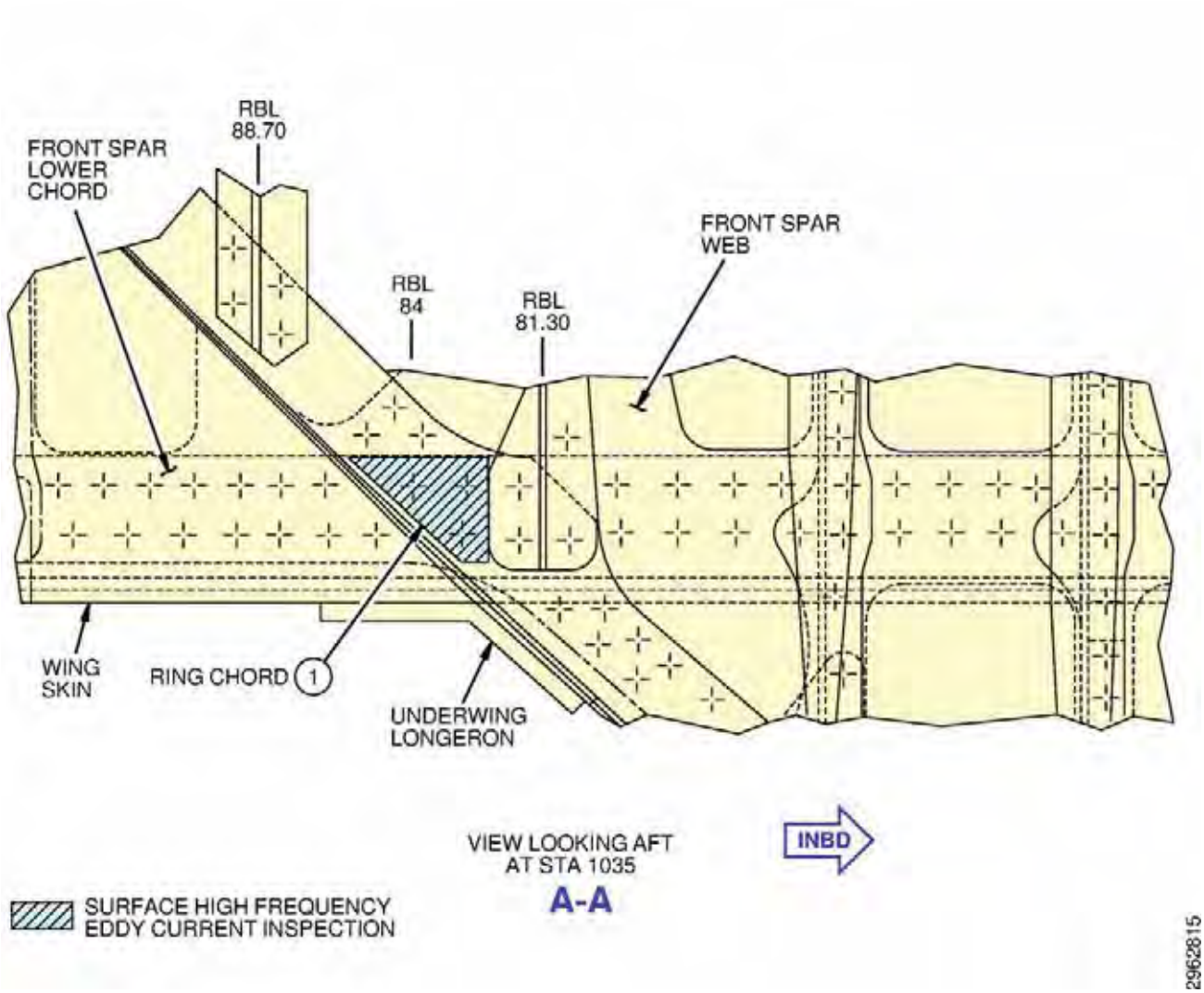


FIGURE 11: RIGHT SIDE RING CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 2)

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

Step	Task	Name	Identification	Qty	More Data
1	Inspect	RING CHORD	-	-	(a)
(a) Do a surface High Frequency Eddy Current (HFEC) inspection of the surface around fasteners for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					

FIGURE 11: RIGHT SIDE RING CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 2)

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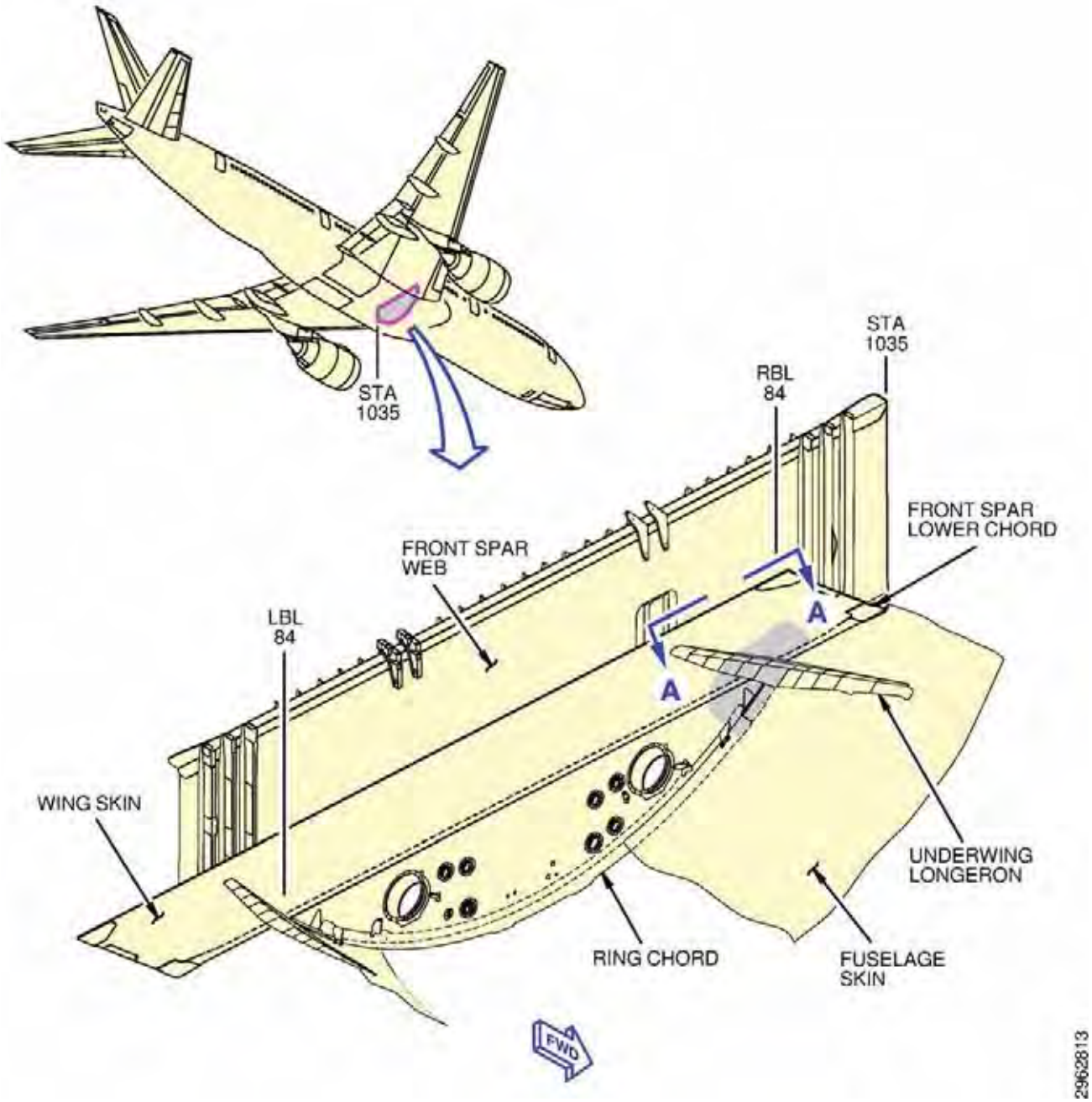


FIGURE 12: RIGHT SIDE FRONT SPAR LOWER CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION
(SHEET 1 OF 3)

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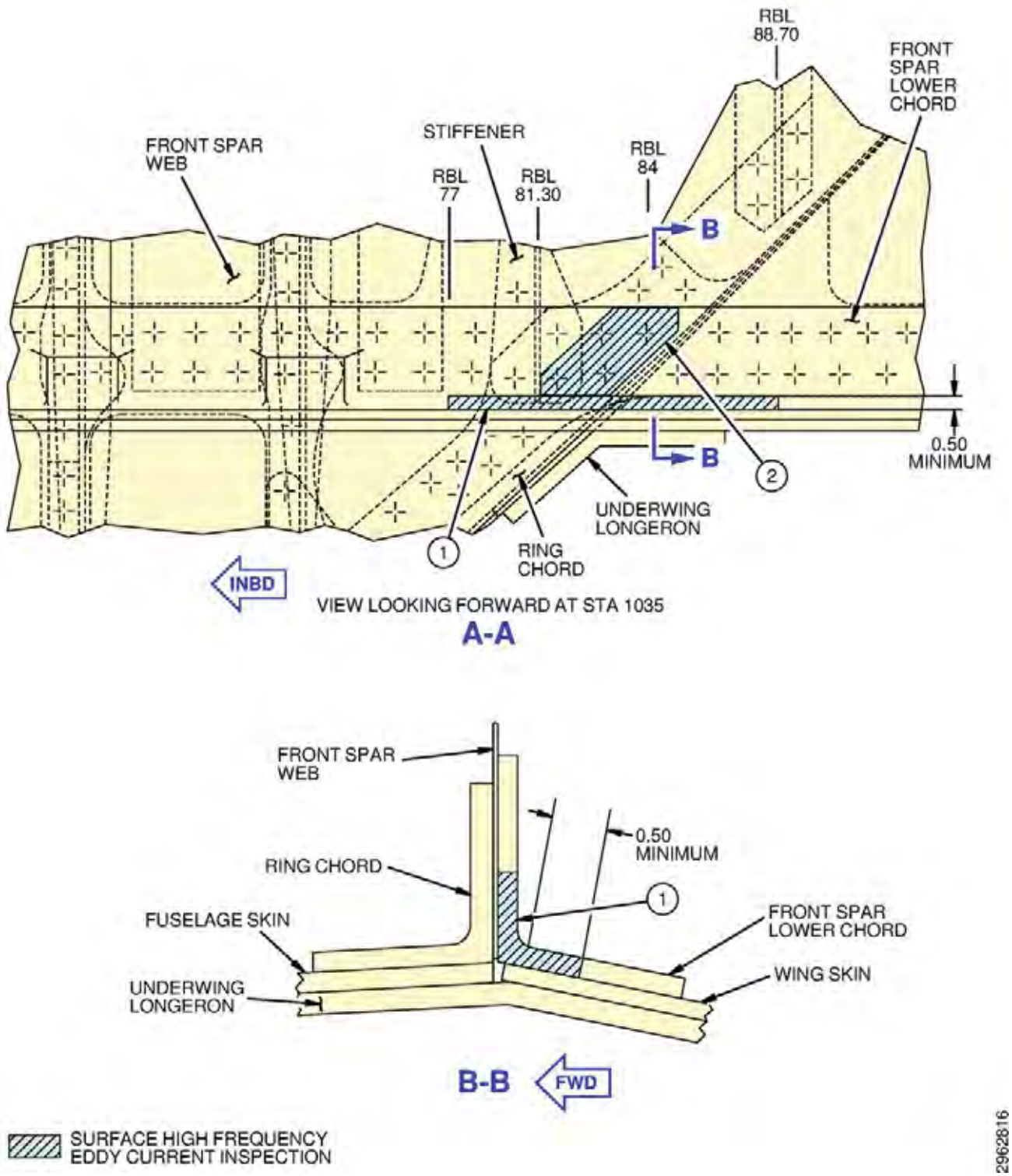


FIGURE 12: RIGHT SIDE FRONT SPAR LOWER CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION
(SHEET 2 OF 3)

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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	FRONT SPAR LOWER CHORD	-	-	(a)
2	Inspect	FRONT SPAR LOWER CHORD	-	-	(b)
(a) Do a surface High Frequency Eddy Current (HFEC) inspection of the radius along the the Front Spar Lower Chord in the inspection area for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					
(b) Do a surface High Frequency Eddy Current (HFEC) inspection of the surface around fasteners for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					

FIGURE 12: RIGHT SIDE FRONT SPAR LOWER CHORD - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION
(SHEET 3 OF 3)

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This Figure applies only to: Group 1, Configuration 1-2, 5-6, 9-10, 13-14; Group 2, Configuration 1-2, 5-6, 9-10, 13-14; Group 3, Configuration 1-2, 5-6, 9-10, 13-14; Group 4, Configuration 1, 3; Group 5, Configuration 1-2, 5-6, 9-10, 13-14; Group 6, Configuration 1, 3; Group 7, Configuration 1-2, 5-6, 9-10, 13-14; Group 8, Configuration 1-2, 5-6, 9-10, 13-14; Group 9, Configuration 1, 3.

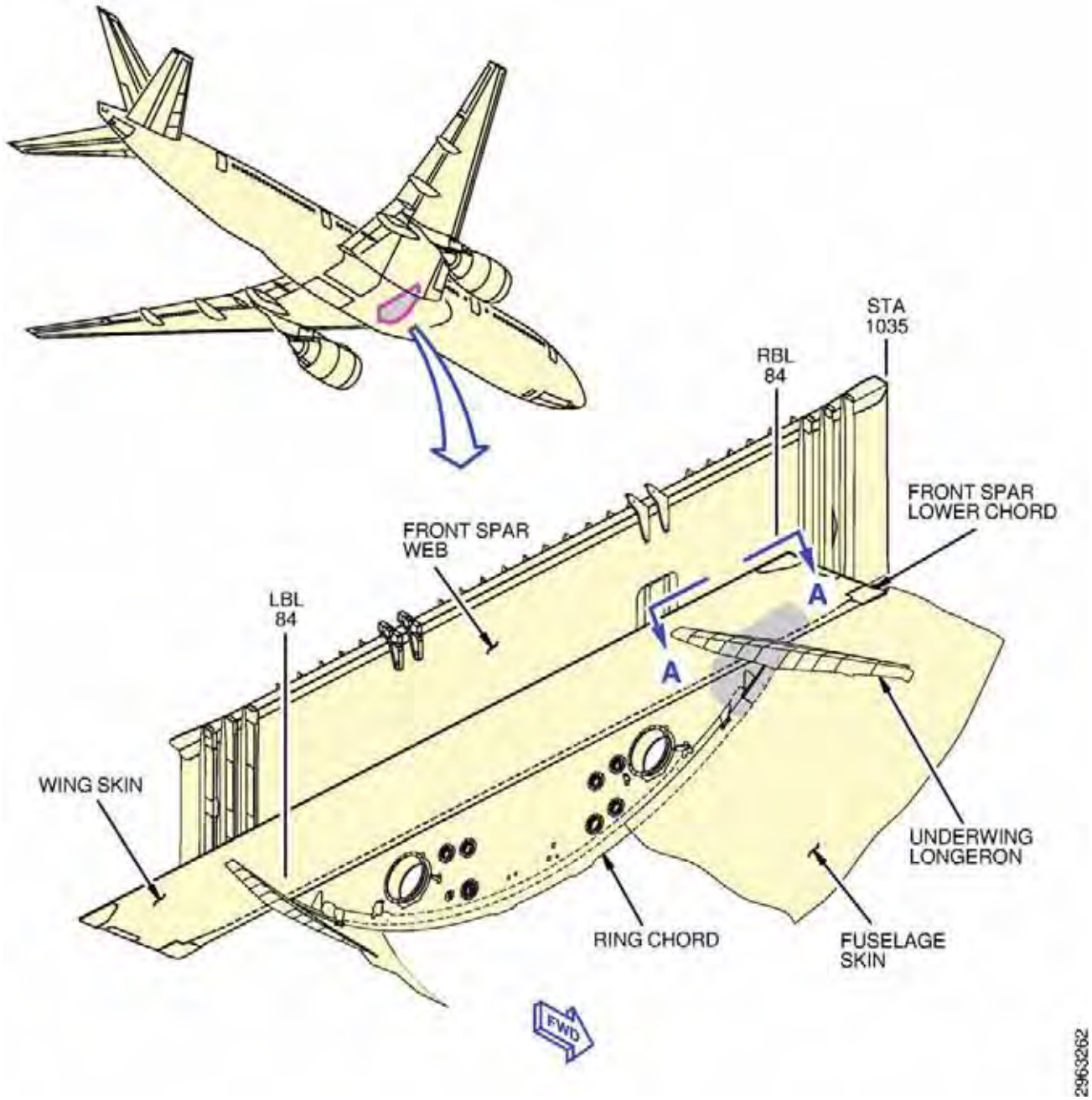
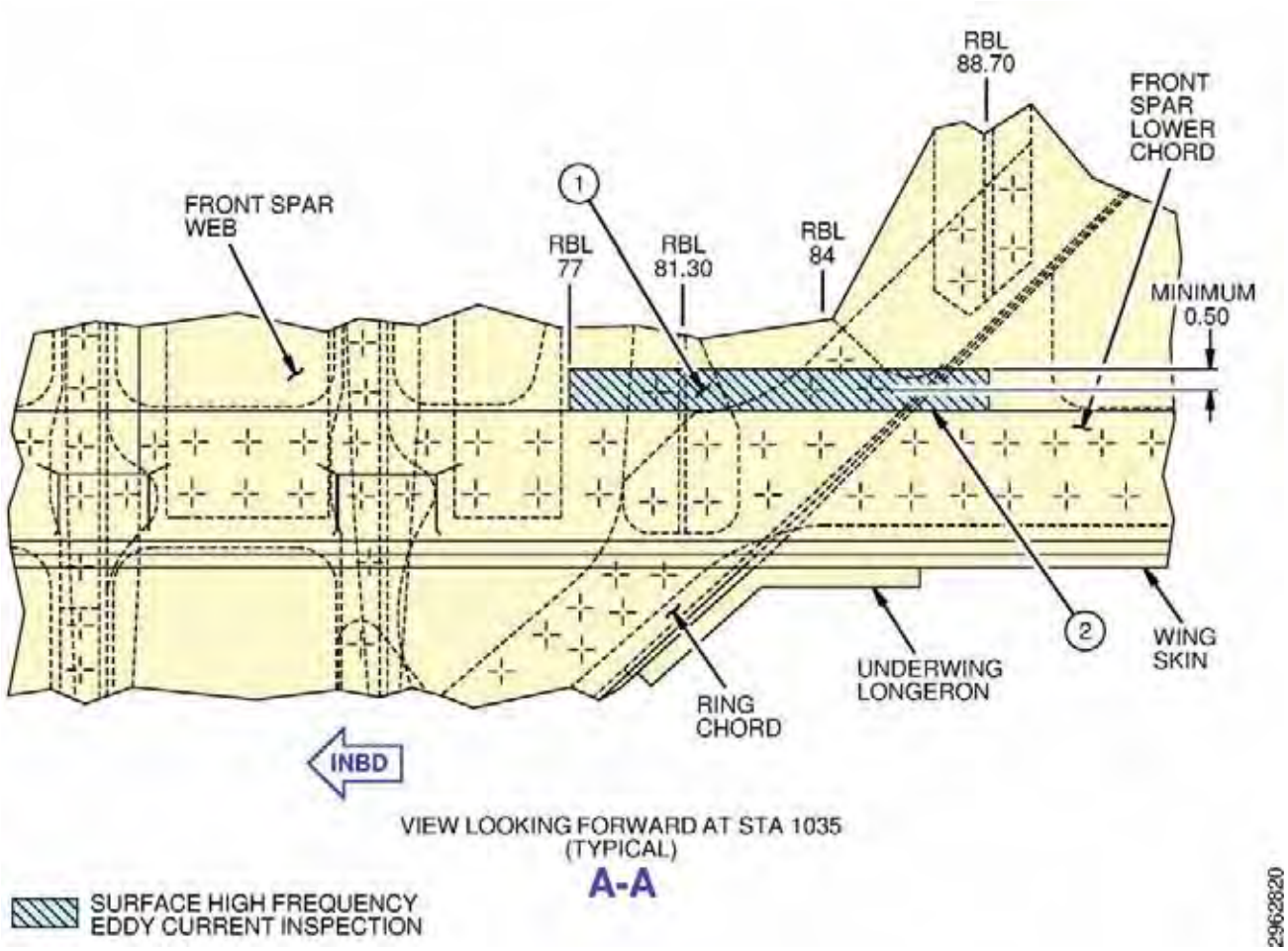


FIGURE 13: RIGHT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 2)

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

Step	Task	Name	Identification	Qty	More Data
1	Remove	SEALANT	-	-	(a)
2	Inspect	FRONT SPAR WEB	-	-	(b)
(a) Use non-metallic tools to remove the fillet sealant. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.					
(b) Do a surface High Frequency Eddy Current (HFEC) inspection of the front spar web surface above the front spar lower chord for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					

FIGURE 13: RIGHT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 2)

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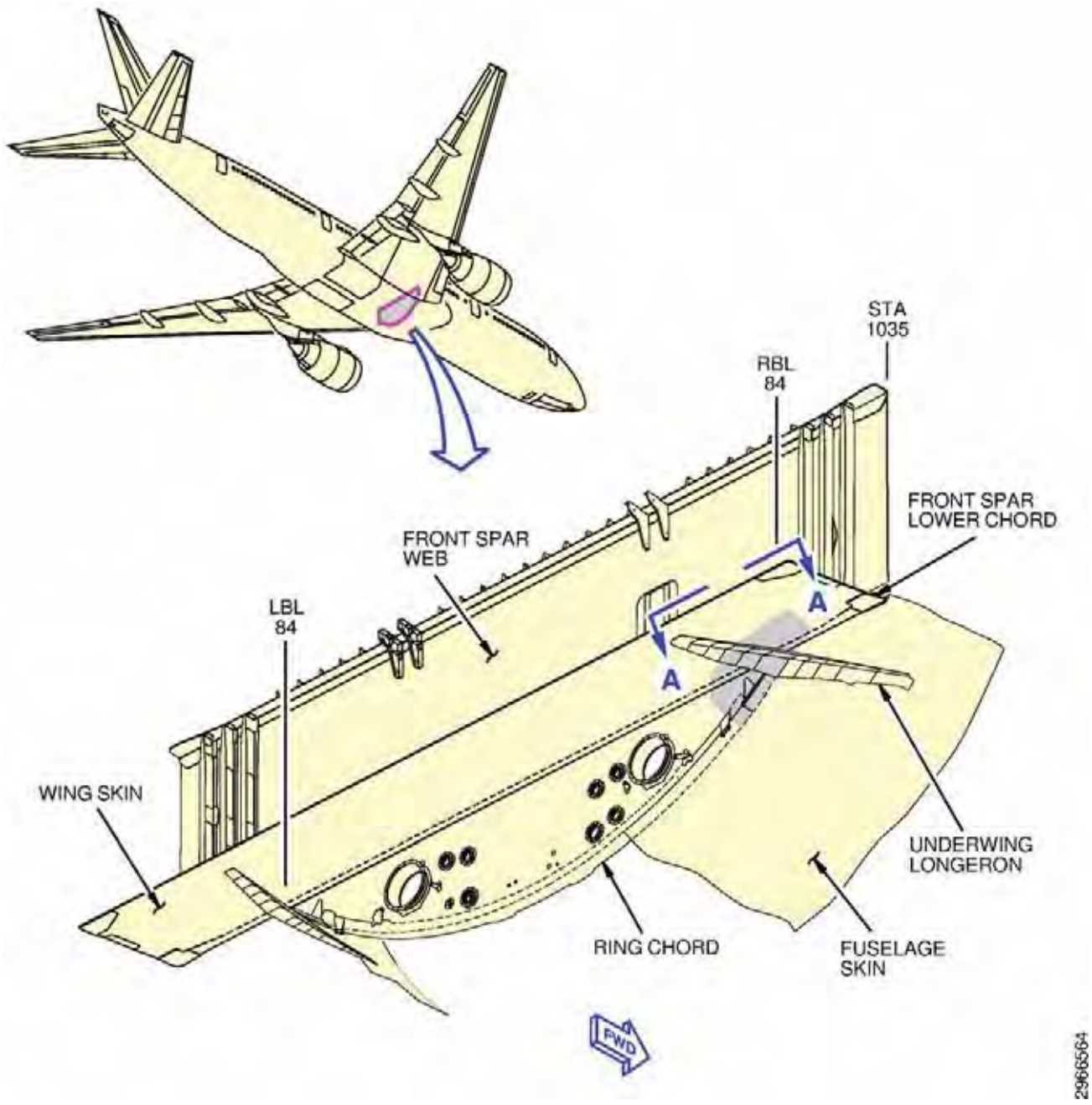


FIGURE 14: RIGHT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 3)

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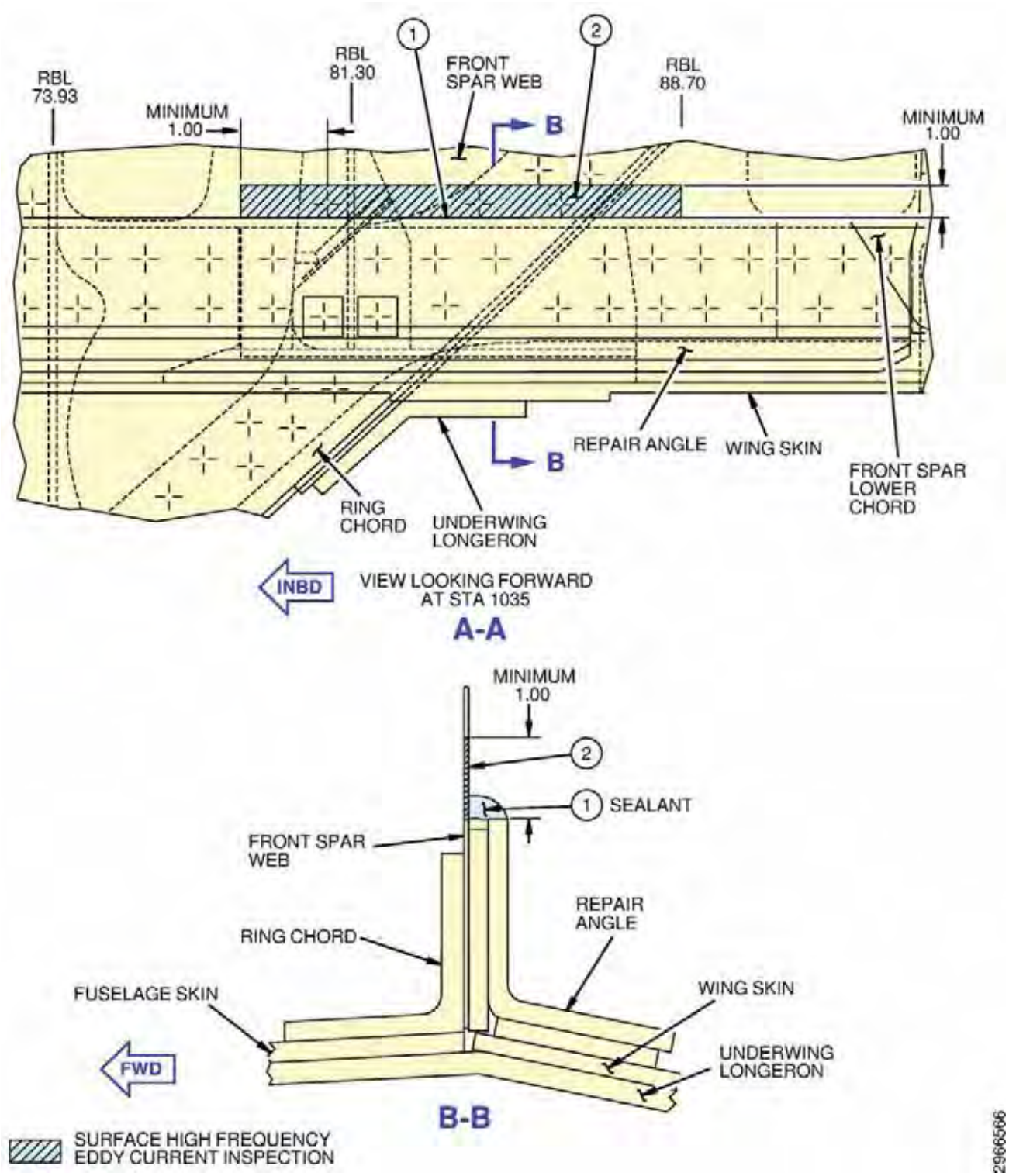


FIGURE 14: RIGHT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 3)

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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	SEALANT	-	-	(a)
2	Inspect	FRONT SPAR WEB	-	-	(b)

(a) Use non-metallic tools to remove the fillet sealant. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Do a surface High Frequency Eddy Current (HFEC) inspection of the front spar web surface above the repair angle for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.

FIGURE 14: RIGHT SIDE FRONT SPAR WEB - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 3)

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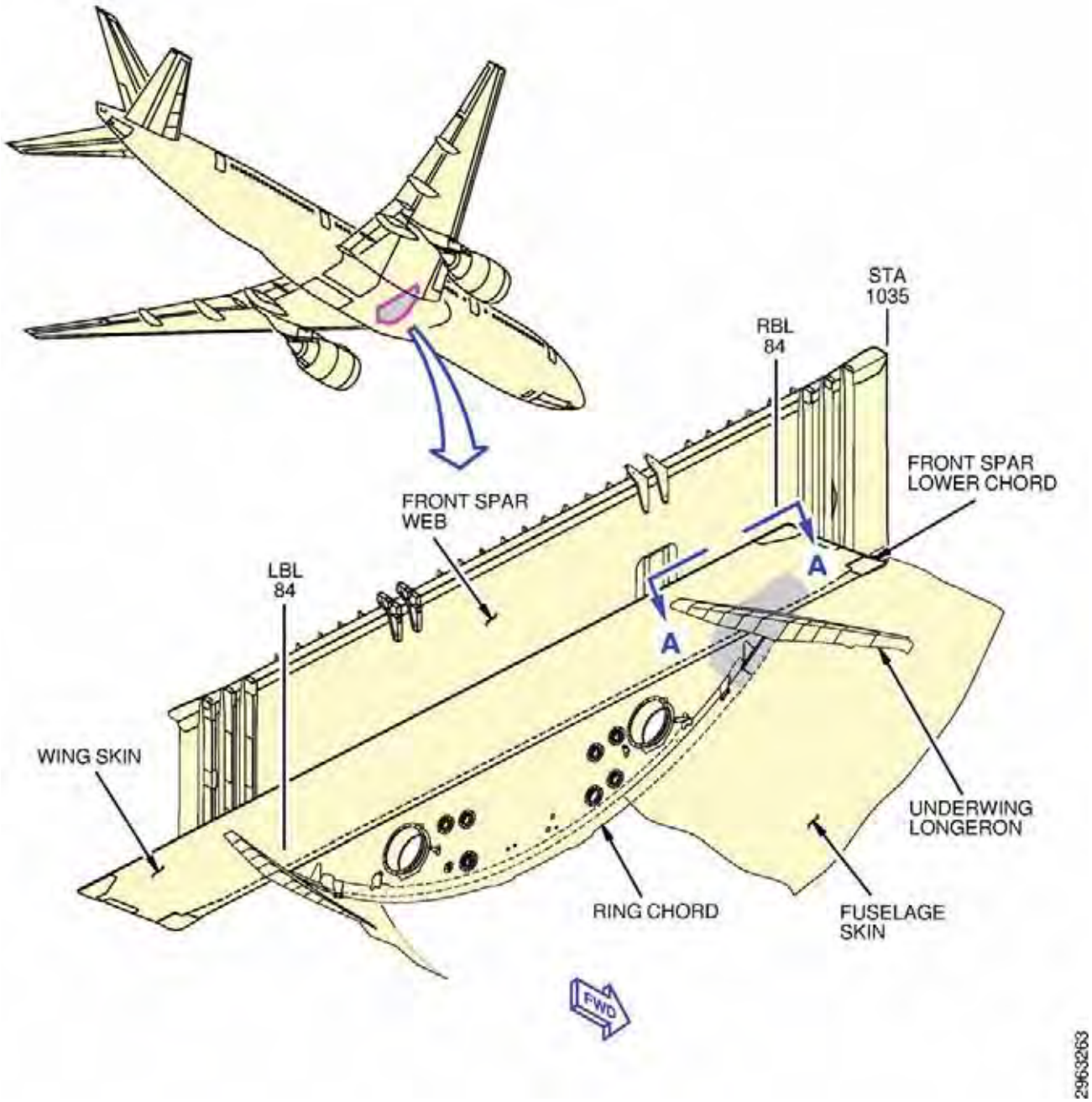


FIGURE 15: RIGHT SIDE REPAIR ANGLE - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 1 OF 3)

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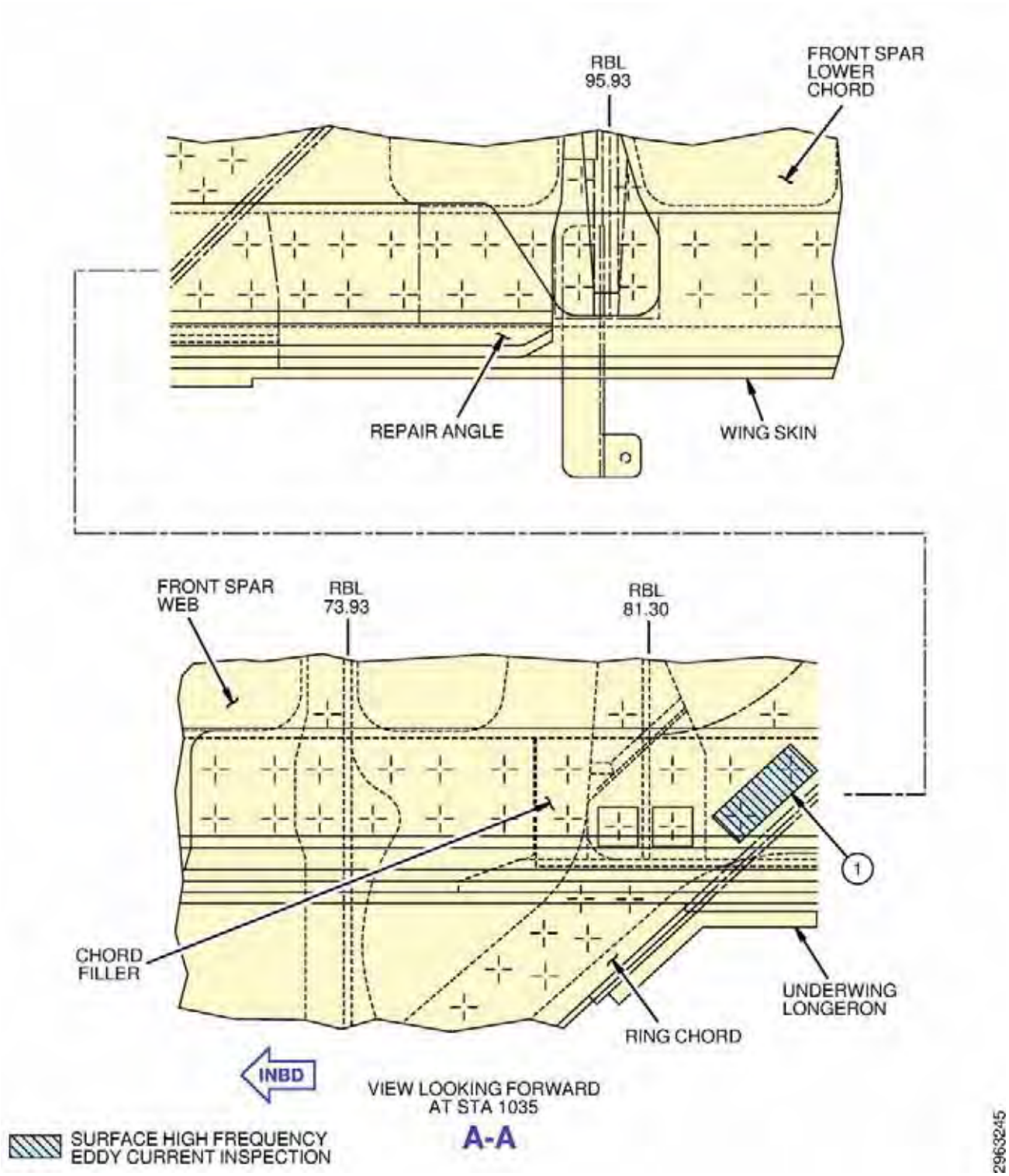


FIGURE 15: RIGHT SIDE REPAIR ANGLE - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 2 OF 3)

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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	REPAIR ANGLE	-	-	(a)
(a) Do a surface High Frequency Eddy Current (HFEC) inspection of the surface around fasteners of the repair angle for any crack in accordance with 777 NDT Manual Part 6, 51-00-01.					

FIGURE 15: RIGHT SIDE REPAIR ANGLE - HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-2, 5-6, 9-10, 13-14; Group 3, Configuration 1-2, 5-6, 9-10, 13-14; Group 4, Configuration 1, 3; Group 5, Configuration 1-2, 5-6, 9-10, 13-14; Group 6, Configuration 1, 3; Group 7, Configuration 1-2, 5-6, 9-10, 13-14; Group 8, Configuration 1-2, 5-6, 9-10, 13-14; Group 9, Configuration 1, 3.

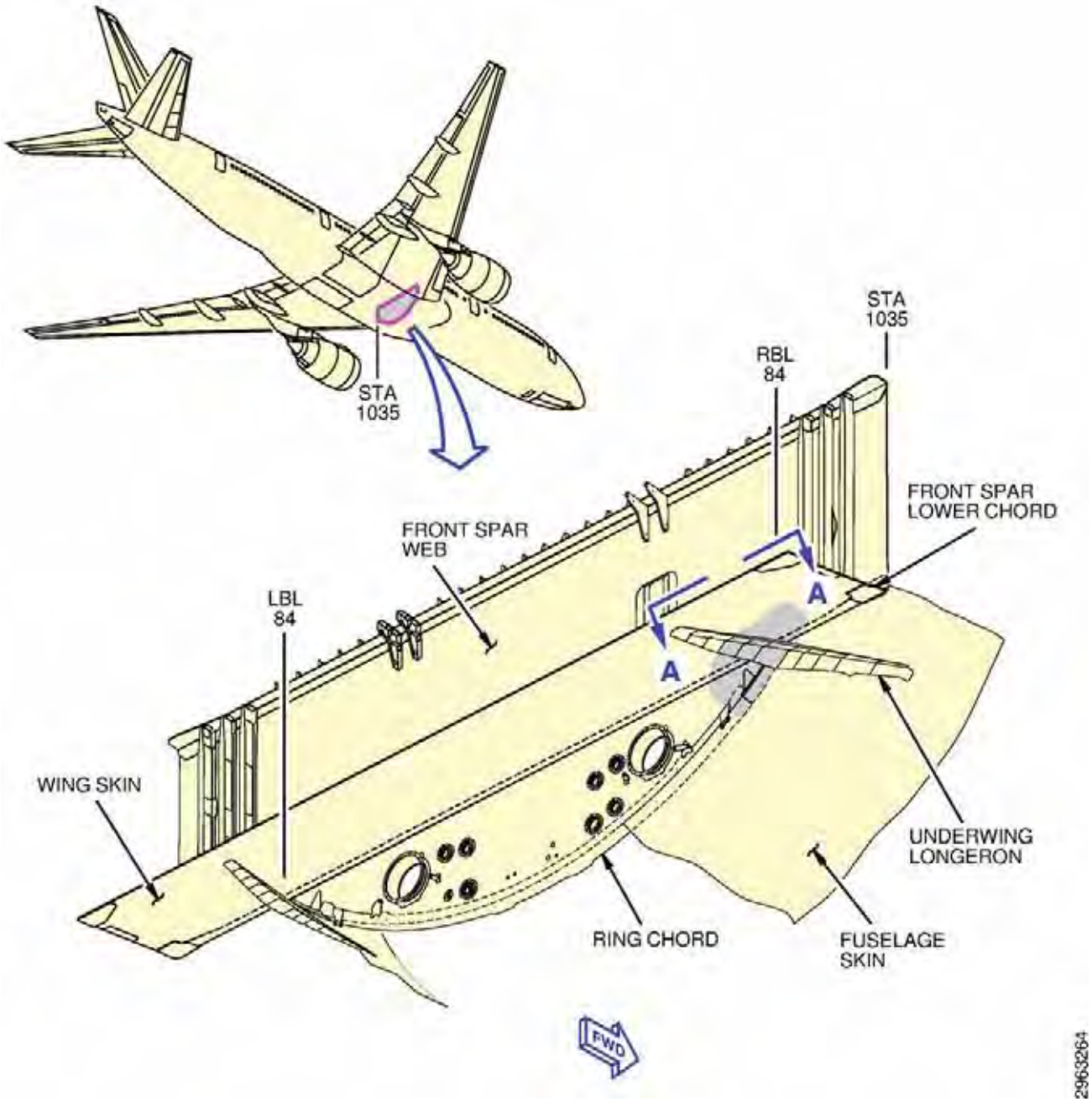


FIGURE 16: RIGHT SIDE FRONT SPAR LOWER CHORD - ULTRASONIC (UT) INSPECTION (SHEET 1 OF 3)

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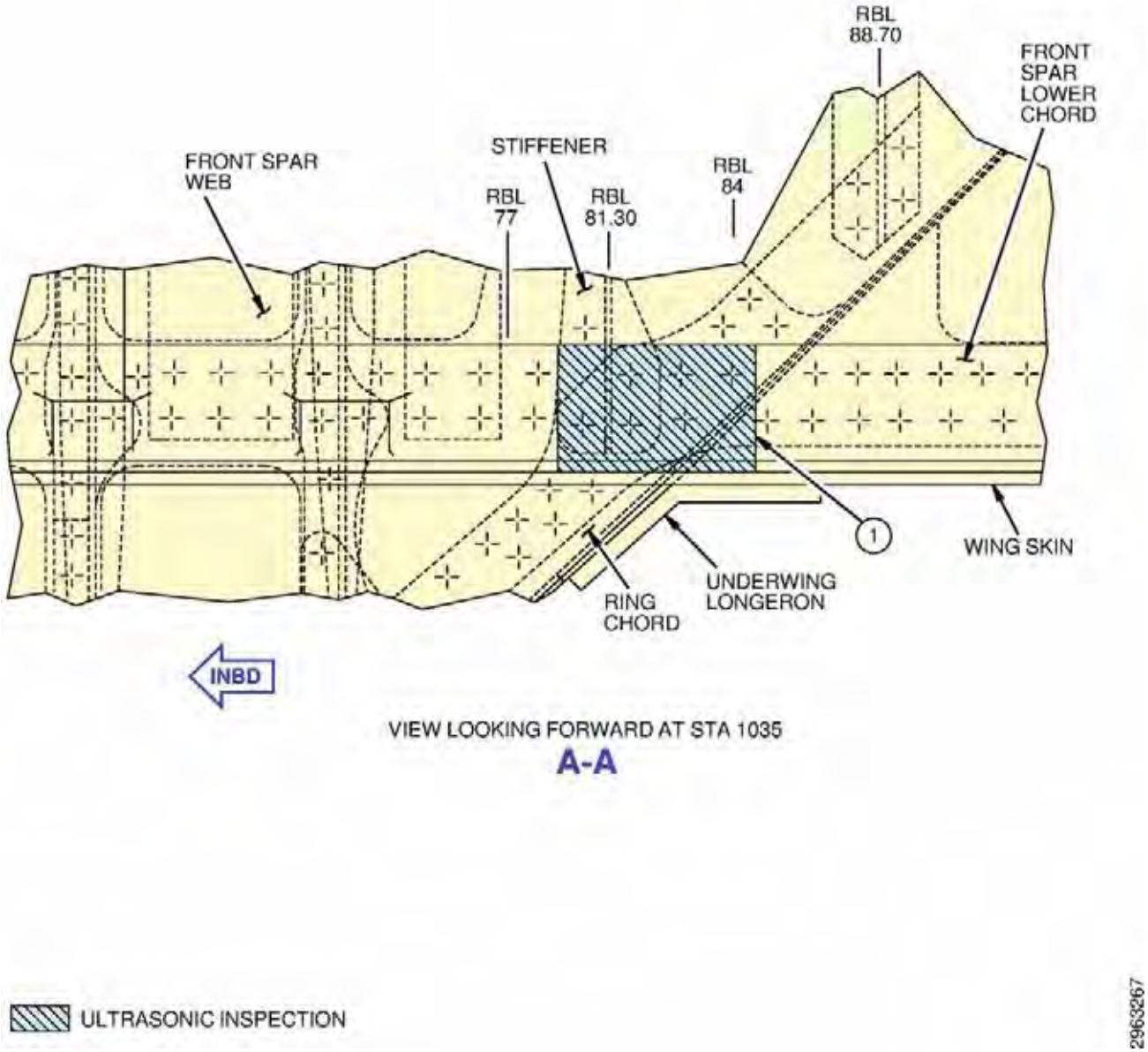


FIGURE 16: RIGHT SIDE FRONT SPAR LOWER CHORD - ULTRASONIC (UT) INSPECTION (SHEET 2 OF 3)

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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	FRONT SPAR LOWER CHORD	-	-	(a)
(a) Do an Ultrasonic (UT) inspection of the vertical flange of the Front Spar Lower Chord for any crack in accordance with 777 NDT Manual Part 4, 57-10-06.					

FIGURE 16: RIGHT SIDE FRONT SPAR LOWER CHORD - ULTRASONIC (UT) INSPECTION (SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 1, 3, 5, 7, 9, 11, 13, 15; Group 3, Configuration 1, 3, 5, 7, 9, 11, 13, 15; Group 4, Configuration 1, 3; Group 5, Configuration 1-2, 5-6, 9-10, 13-14; Group 6, Configuration 1, 3; Group 7, Configuration 1, 3, 5, 7, 9, 11, 13, 15; Group 8, Configuration 1, 3, 5, 7, 9, 11, 13, 15; Group 9, Configuration 1, 3.

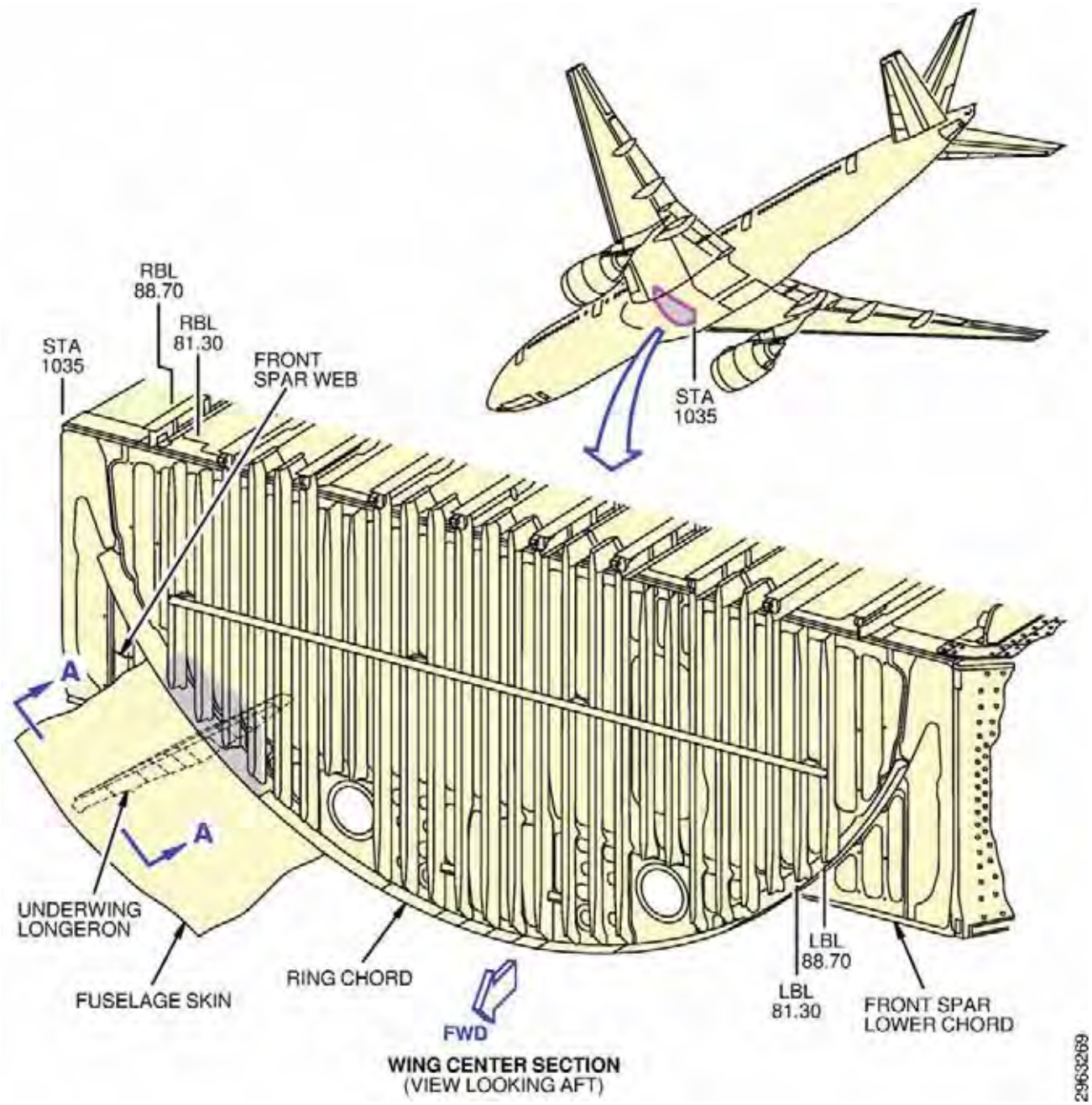
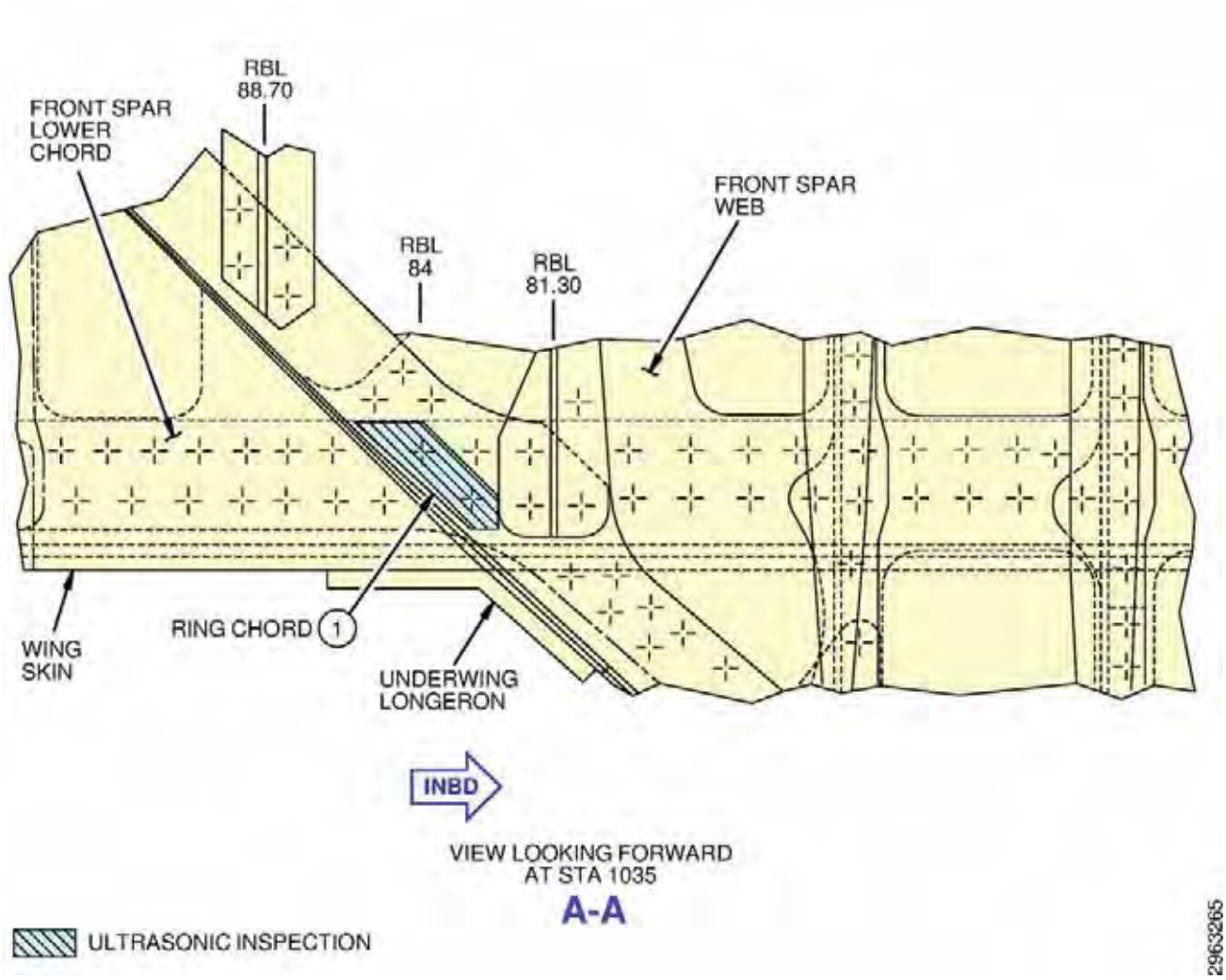


FIGURE 17: RIGHT SIDE RING CHORD - ULTRASONIC INSPECTION (SHEET 1 OF 2)

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

Step	Task	Name	Identification	Qty	More Data
1	Inspect	RING CHORD	-	-	(a)
(a) Do an Ultrasonic (UT) inspection on the vertical flange of the ring chord for any crack in accordance with 777 NDT Manual Part 4, 57-10-07.					

FIGURE 17: RIGHT SIDE RING CHORD - ULTRASONIC INSPECTION (SHEET 2 OF 2)

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This Figure applies only to: Group 2, Configuration 3-4, 7-8, 11-12, 15-16; Group 3, Configuration 3-4, 7-8, 11-12, 15-16; Group 4, Configuration 2, 4; Group 5, Configuration 3-4, 7-8, 11-12, 15-16; Group 6, Configuration 2, 4; Group 7, Configuration 3-4, 7-8, 11-12, 15-16; Group 8, Configuration 3-4, 7-8, 11-12, 15-16; Group 9, Configuration 2, 4.

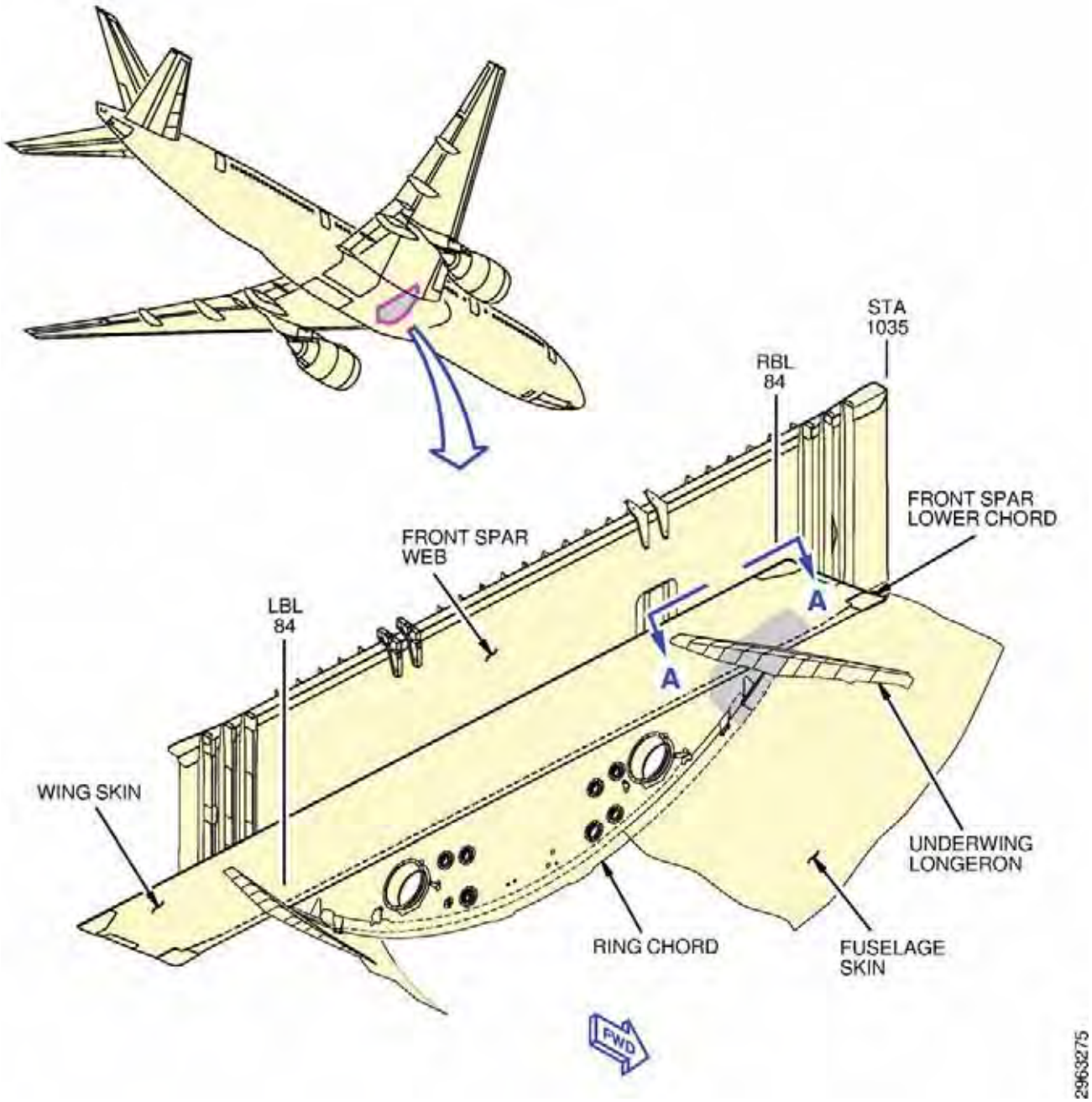


FIGURE 18: RIGHT SIDE REPAIR ANGLE - ULTRASONIC INSPECTION (SHEET 1 OF 3)

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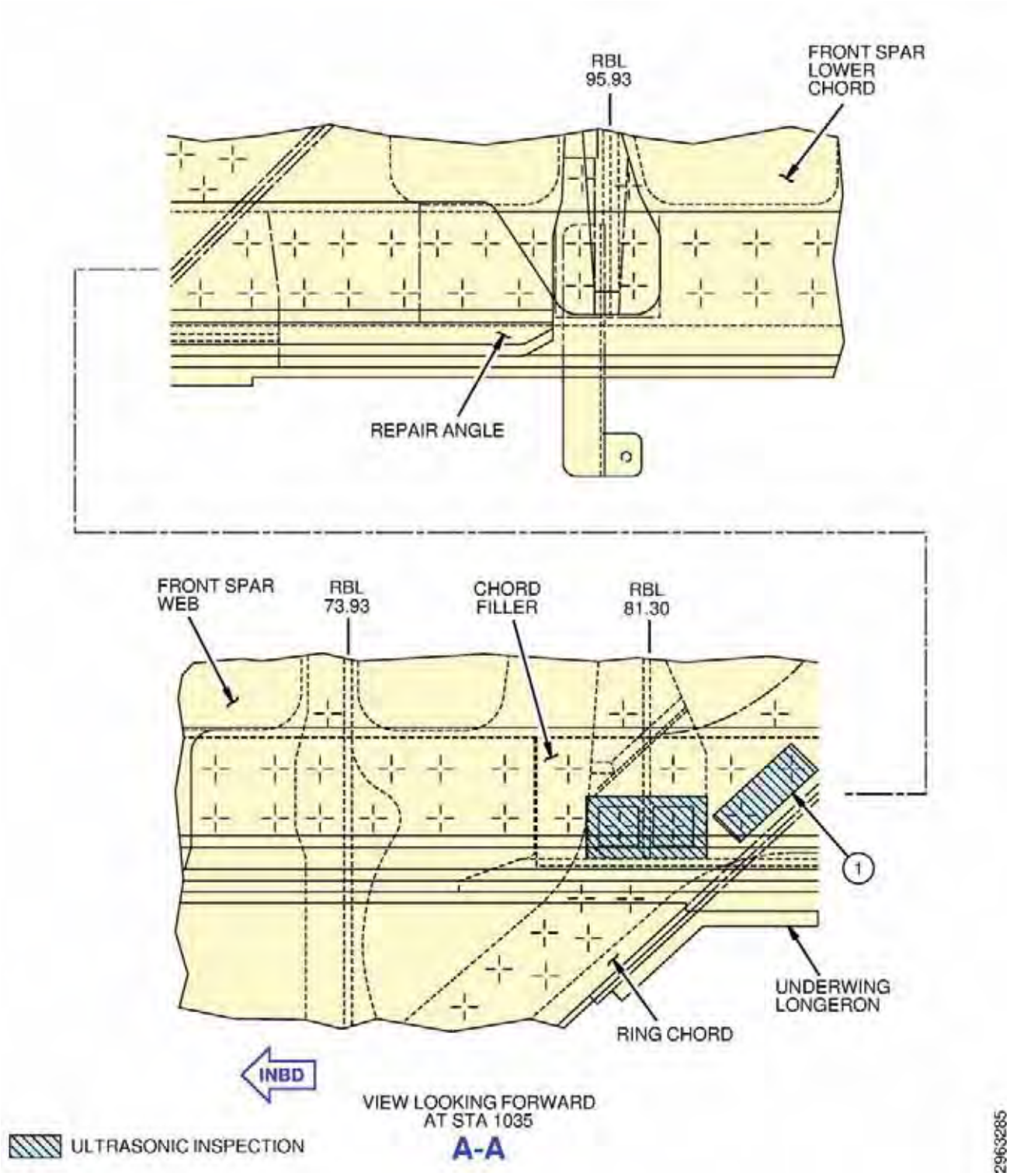


FIGURE 18: RIGHT SIDE REPAIR ANGLE - ULTRASONIC INSPECTION (SHEET 2 OF 3)

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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	REPAIR ANGLE	-	-	(a)
(a) Do an Ultrasonic (UT) inspection on the vertical flange of the repair angle for any crack in accordance with 777 NDT Manual Part 4, 57-10-06.					

FIGURE 18: RIGHT SIDE REPAIR ANGLE - ULTRASONIC INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 1, Configuration 1-2, 5-6, 9-10, 13-14; Group 2, Configuration 1-2, 5-6, 9-10, 13-14; Group 3, Configuration 1-2, 5-6, 9-10, 13-14; Group 4, Configuration 1, 3; Group 5, Configuration 1-2, 6-7, 9-10, 13-14; Group 6, Configuration 1, 3; Group 7, Configuration 1-2, 5-6, 9-10, 13-14; Group 8, Configuration 1-2, 5-6, 9-10, 13-14; Group 9, Configuration 1, 3.

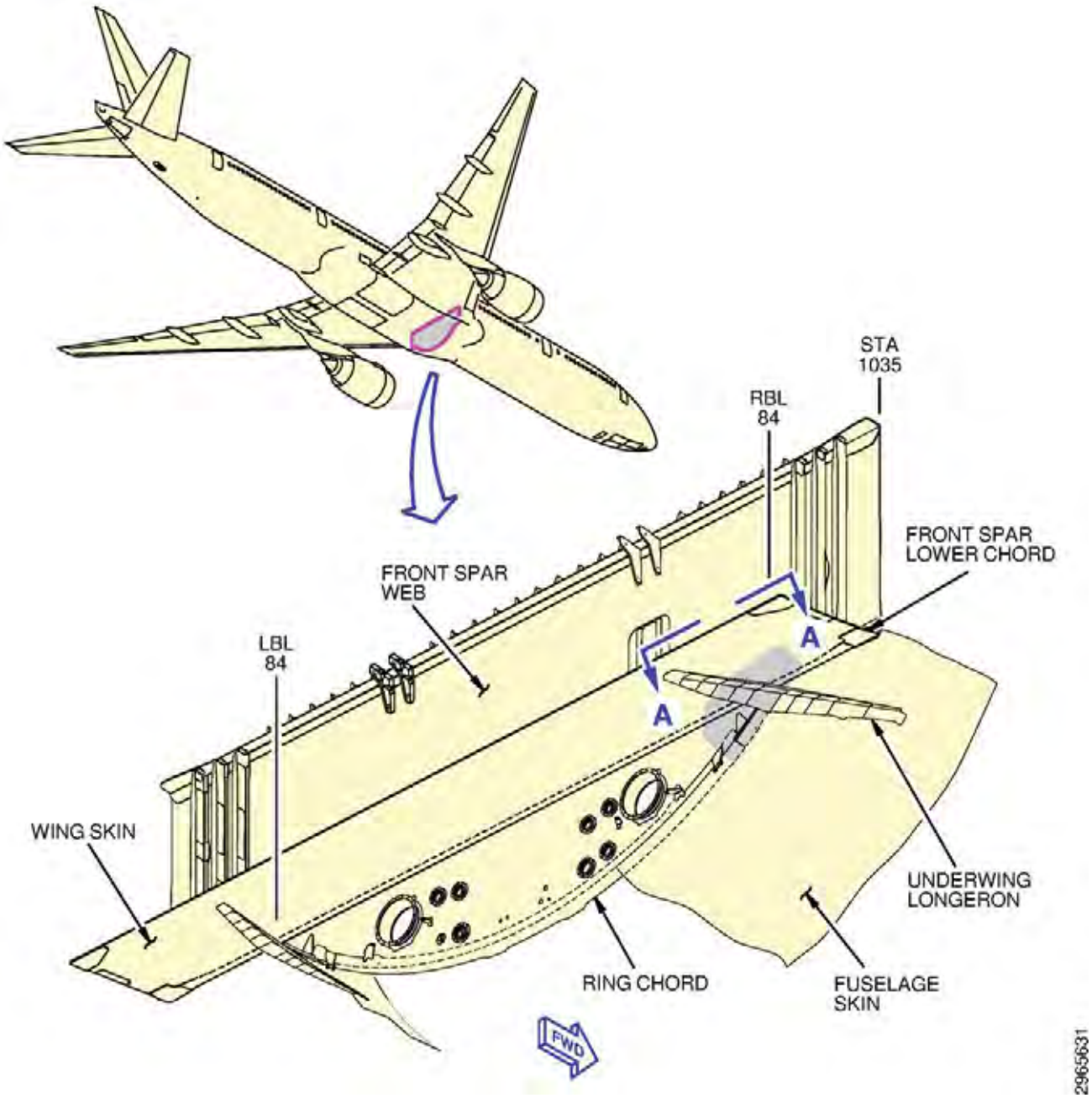


FIGURE 19: RIGHT SIDE FRONT SPAR LOWER CHORD SEALANT APPLICATION (SHEET 1 OF 3)

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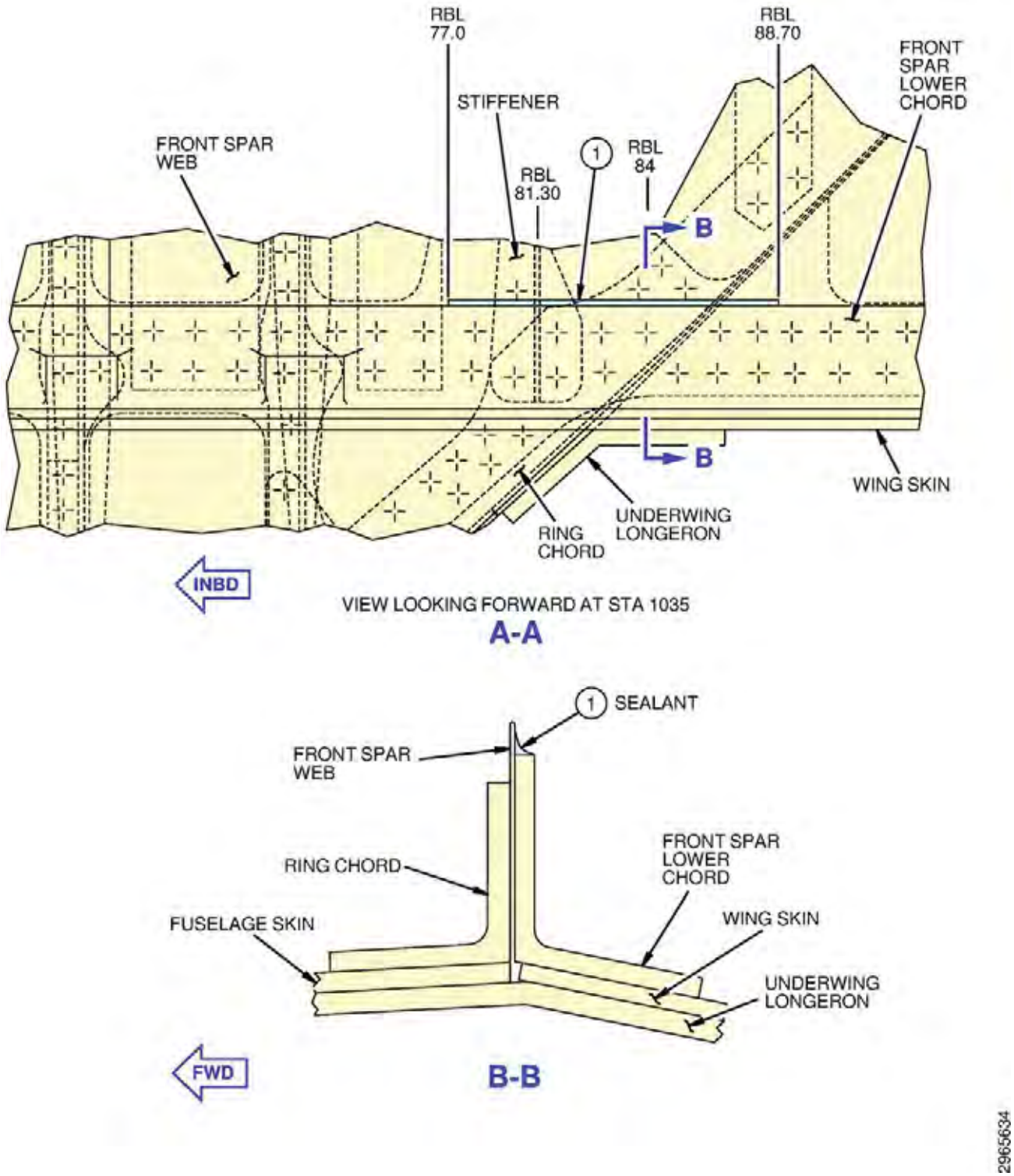


FIGURE 19: RIGHT SIDE FRONT SPAR LOWER CHORD SEALANT APPLICATION (SHEET 2 OF 3)

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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	Apply	SEALANT	BMS 5-45	-	(a)
(a) Apply fillet seal to the front spar web common to the front spar lower chord where removed for front spar lower chord and front spar web inspections. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.					

FIGURE 19: RIGHT SIDE FRONT SPAR LOWER CHORD SEALANT APPLICATION (SHEET 3 OF 3)

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This Figure applies only to: Group 1, Configuration 3-4, 7-8, 11-12, 15-16; Group 2; Group 3, Configuration 3-4, 7-8, 11-12, 15-16; Group 4, Configuration 2, 4; Group 5, Configuration 3-4, 7-8, 11-12, 15-16; Group

FIGURE 20: RIGHT SIDE REPAIR ANGLE SEALANT APPLICATION (SHEET 1 OF 4)

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6, Configuration 2, 4; Group 7, Configuration 3-4, 7-8, 11-12, 15-16; Group 8, Configuration 3-4, 7-8, 12-13, 15-16; Group 9, Configuration 2, 4.

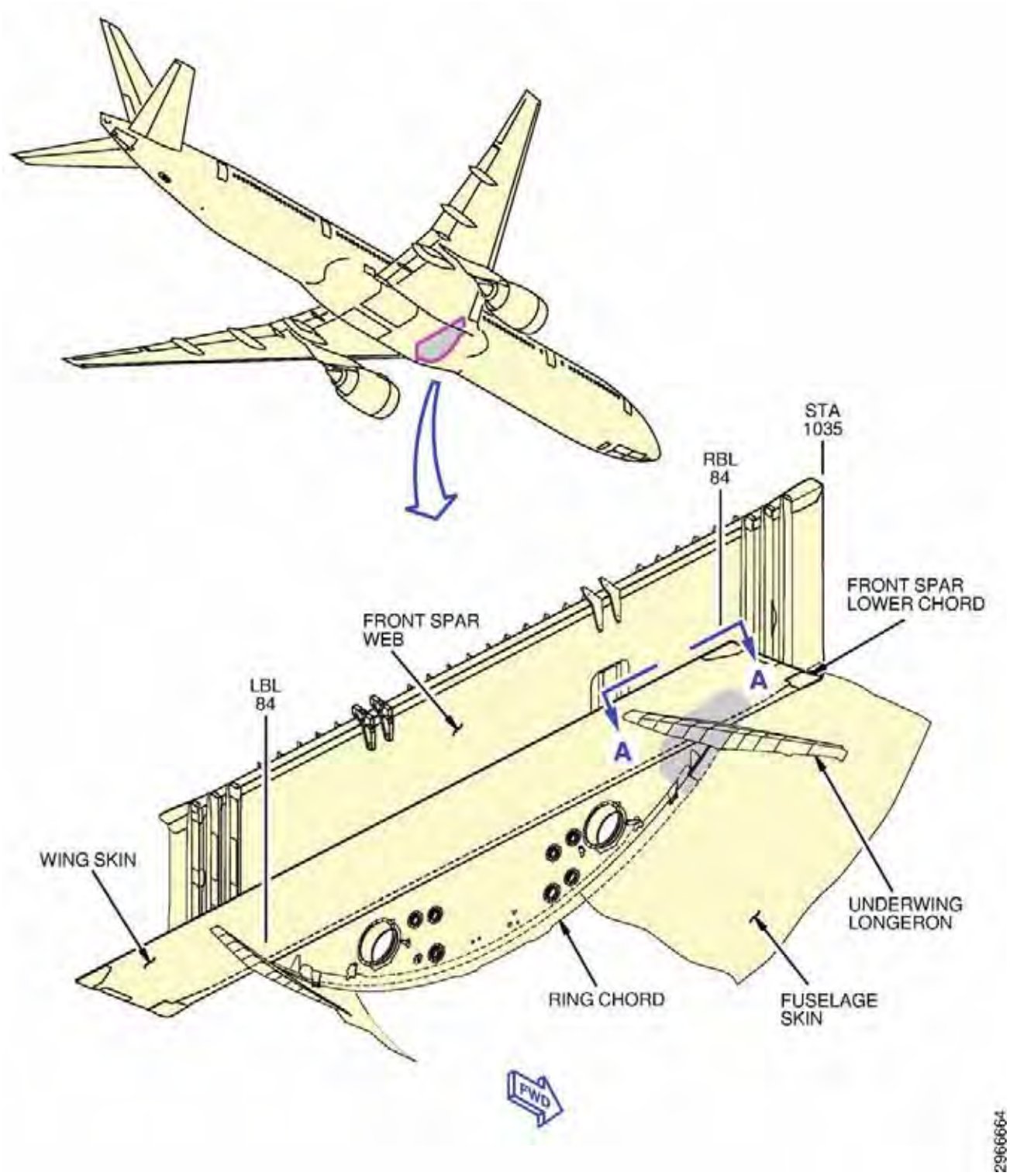


FIGURE 20: RIGHT SIDE REPAIR ANGLE SEALANT APPLICATION (SHEET 2 OF 4)

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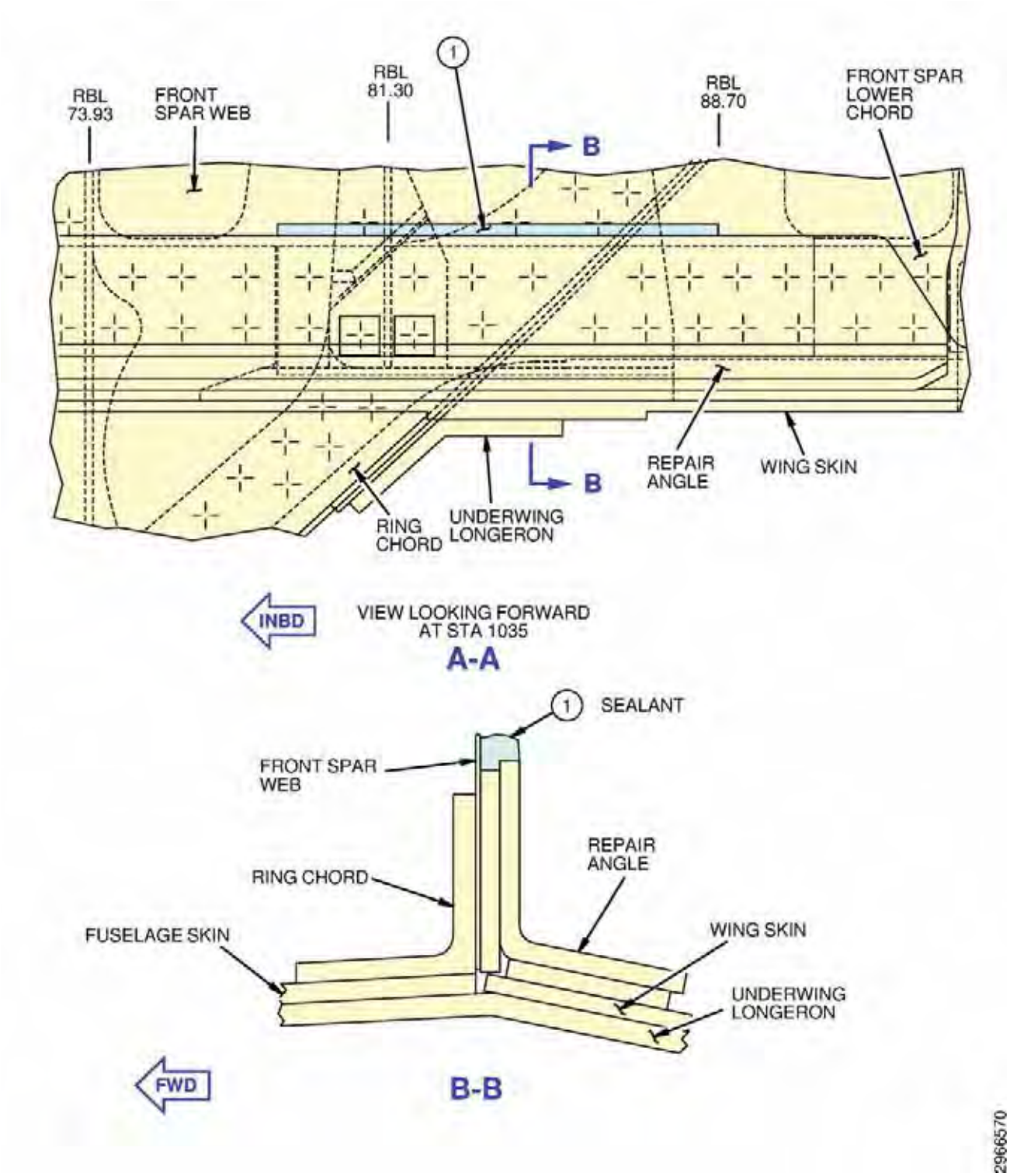


FIGURE 20: RIGHT SIDE REPAIR ANGLE SEALANT APPLICATION (SHEET 3 OF 4)

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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	Apply	SEALANT	BMS 5-45	-	(a)
(a) Apply fillet seal to the front spar web common to the repair angle where removed for the repair angle and front spar web inspections. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.					

FIGURE 20: RIGHT SIDE REPAIR ANGLE SEALANT APPLICATION (SHEET 4 OF 4)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 1-4; Group 3, Configuration 1-4.

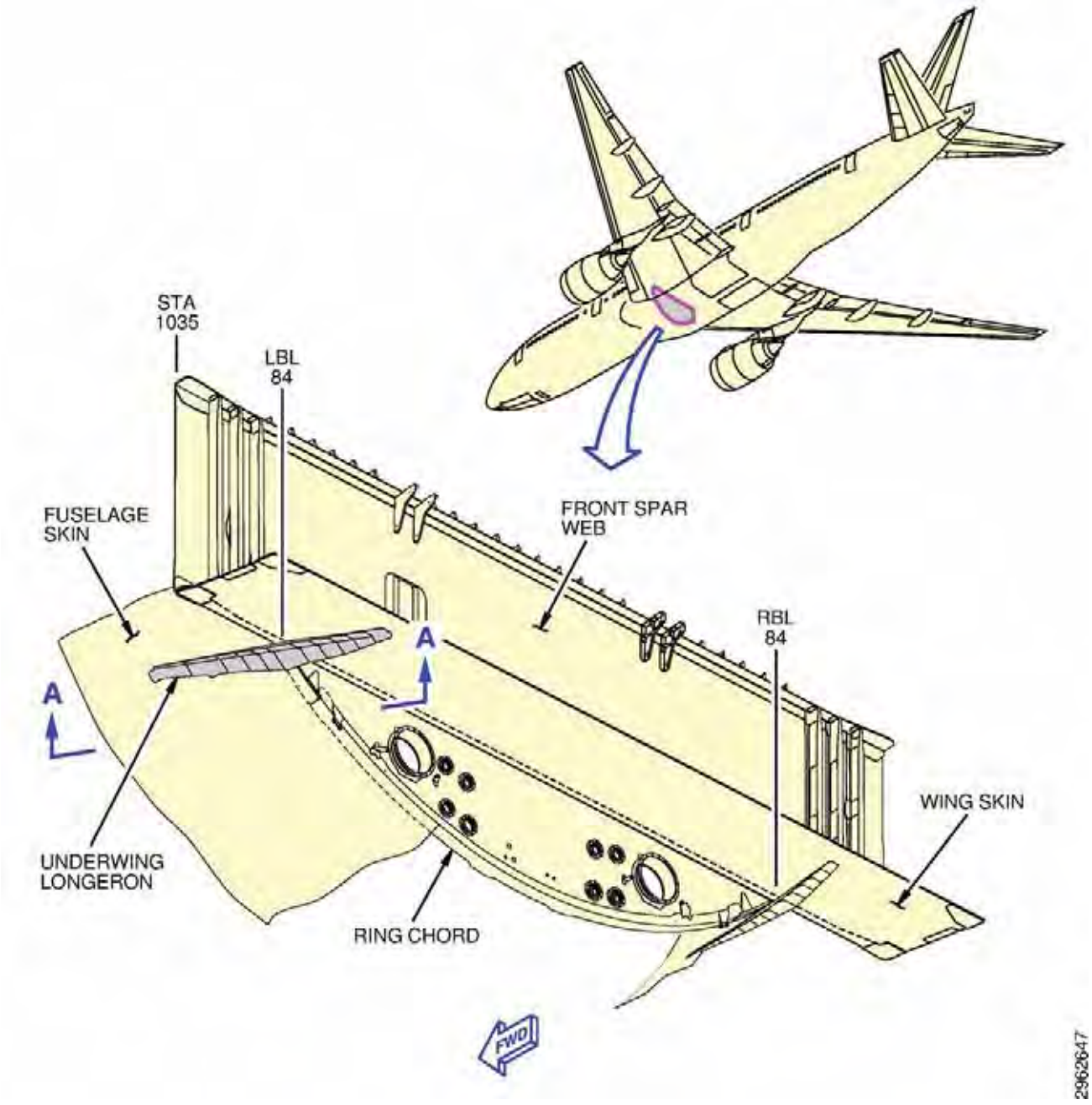


FIGURE 21: LEFT SIDE UNDERWING LONGERON REMOVAL
(SHEET 1 OF 3)

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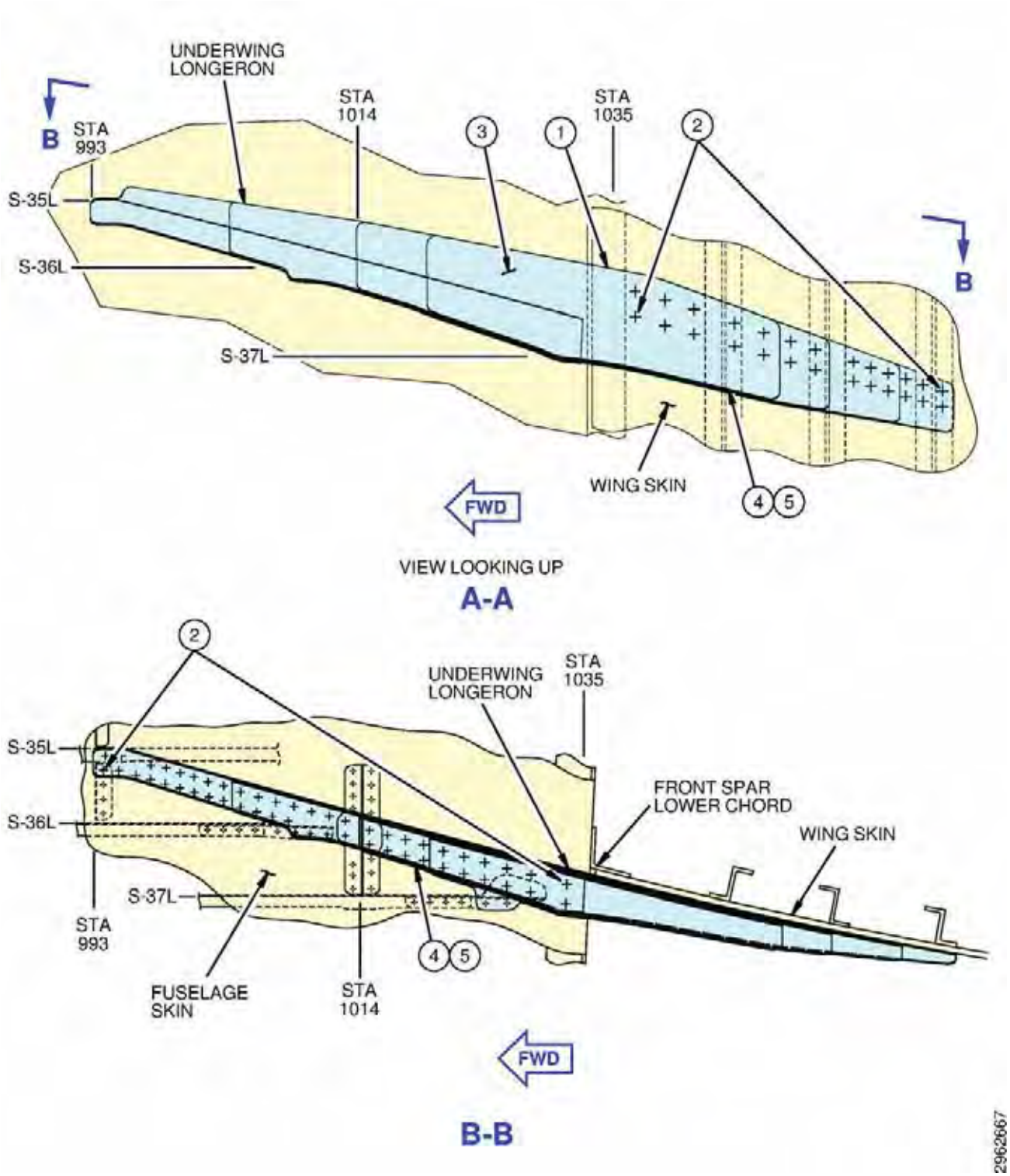


FIGURE 21: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
3	Remove	UNDERWING LONGERON	-	1	-
4	Remove	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	FUSELAGE SKIN	-	-	(c)
	Clean	WING SKIN	-	-	(c)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Remove any sealant, dirt, or grease from the fuselage skin and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

FIGURE 21: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 4, Configuration 1-2.

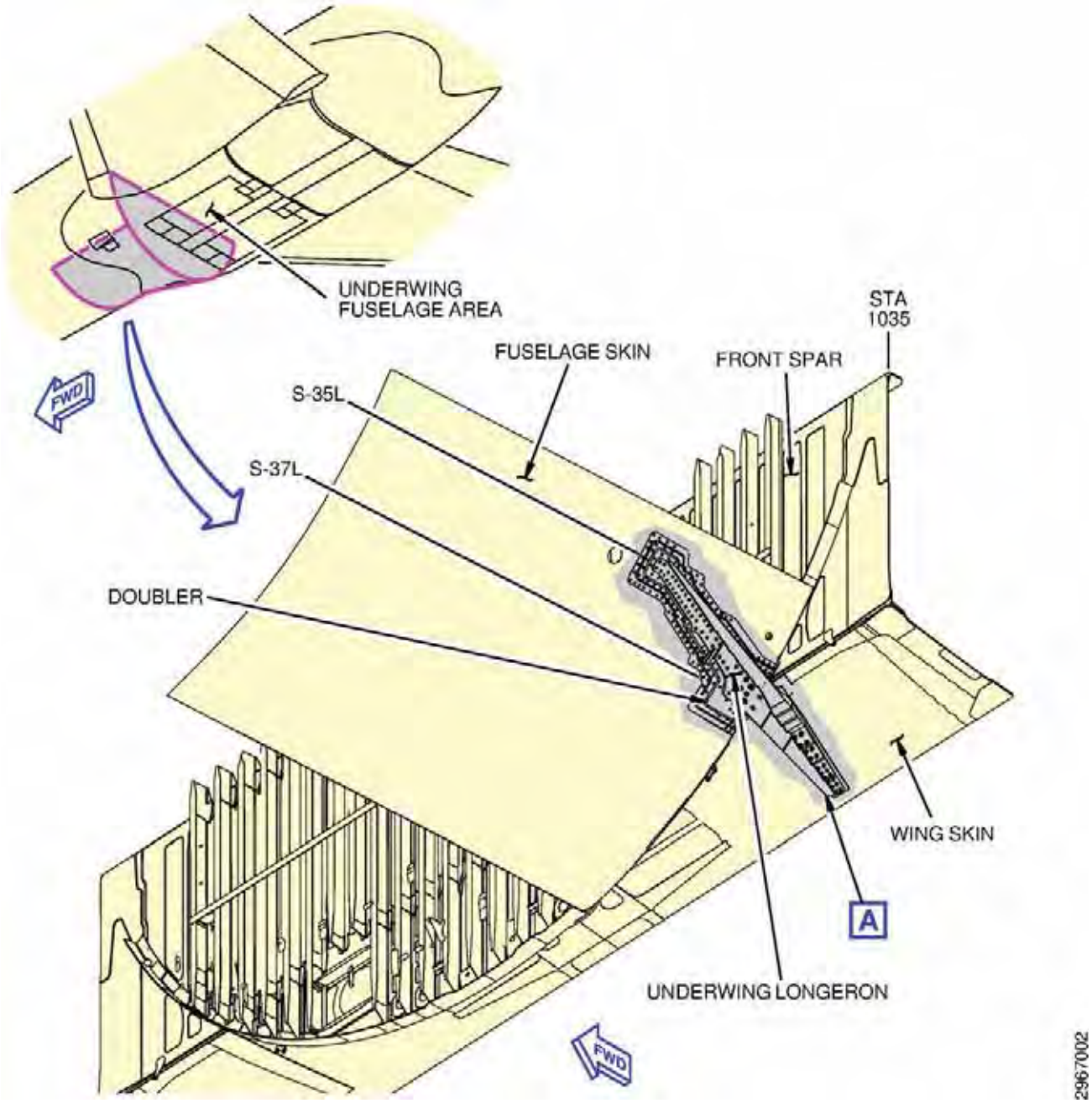


FIGURE 22: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 1 OF 3)

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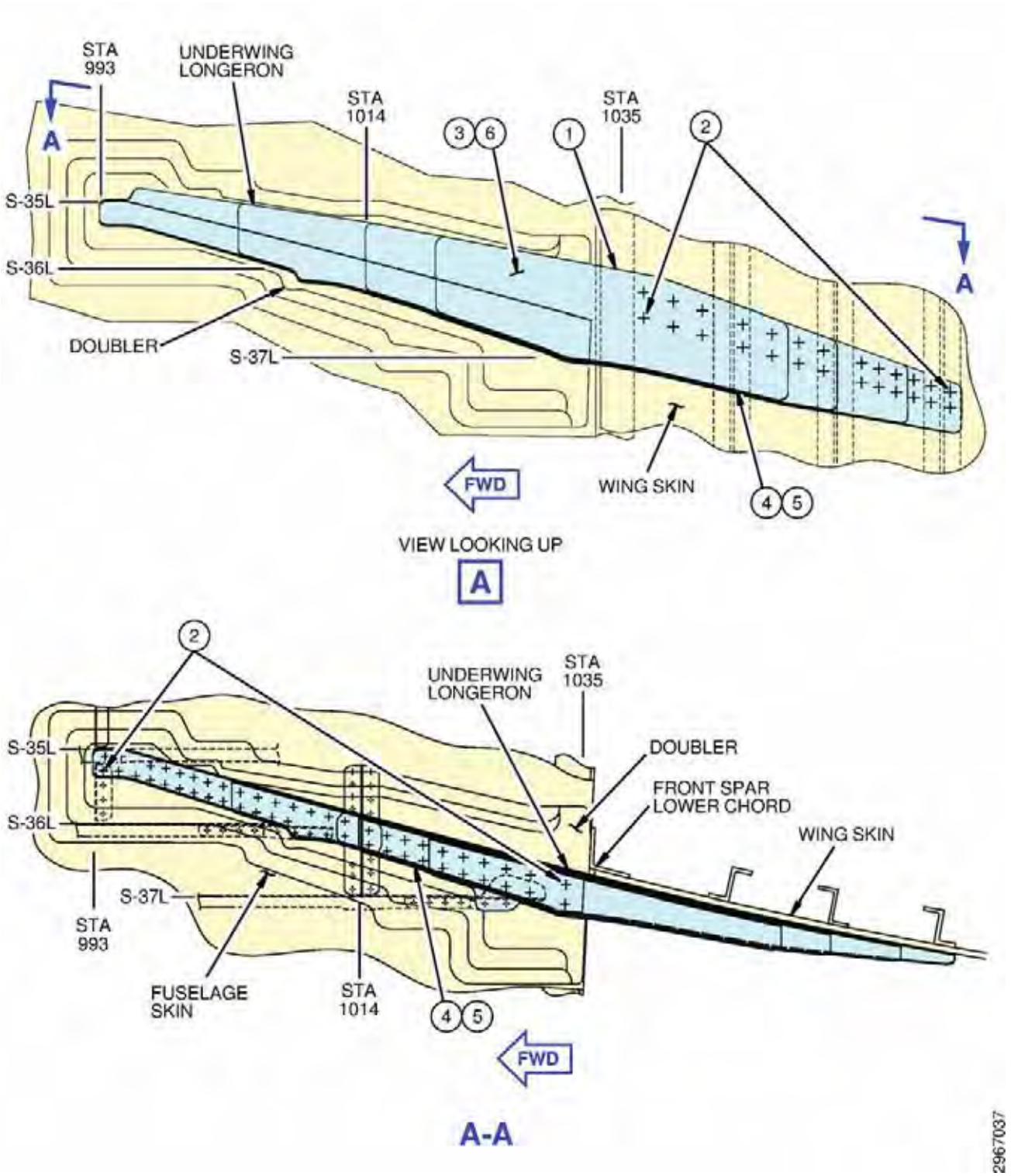


FIGURE 22: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	Remove	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
	Inspect	OPEN HOLES	-	-	(c)
3	Remove / Keep	UNDERWING LONGERON	-	1	-
4	Remove / Keep	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	DOUBLER	-	-	(d)
	Clean	WING SKIN	-	-	(d)
6	Inspect	UNDERWING LONGERON	-	1	(e)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Do an open hole High Frequency Eddy Current (HFEC) inspection of the underwing longeron for any crack in all holes in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, continue with the next step.

(d) Remove any sealant, dirt, or grease from the doubler and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

(e) Do a detailed inspection of the entire underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. If any damage is found contact The Boeing Company for repair instructions and do the repair.

FIGURE 22: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 5, Configuration 1-4.

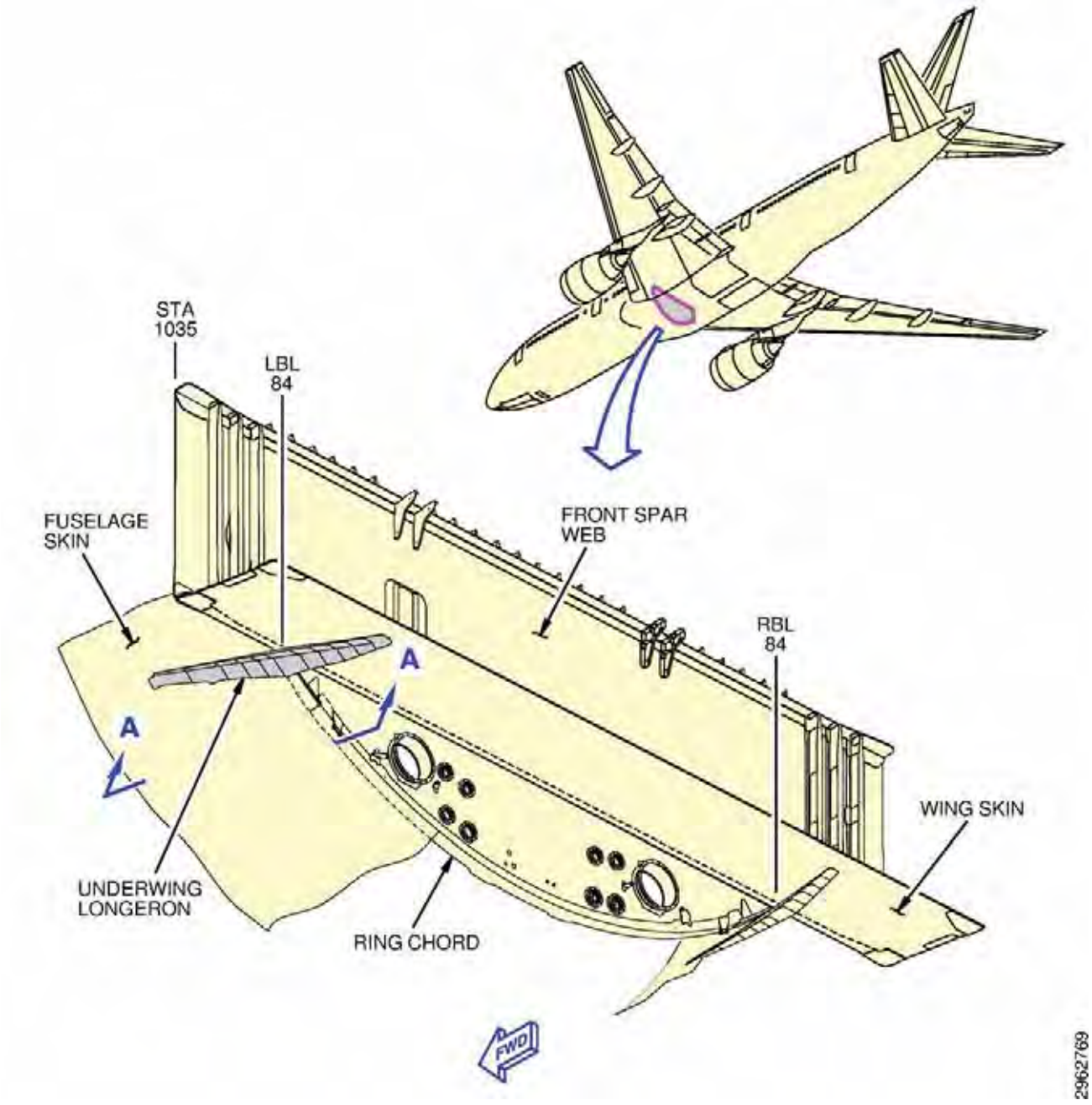


FIGURE 23: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 1 OF 3)

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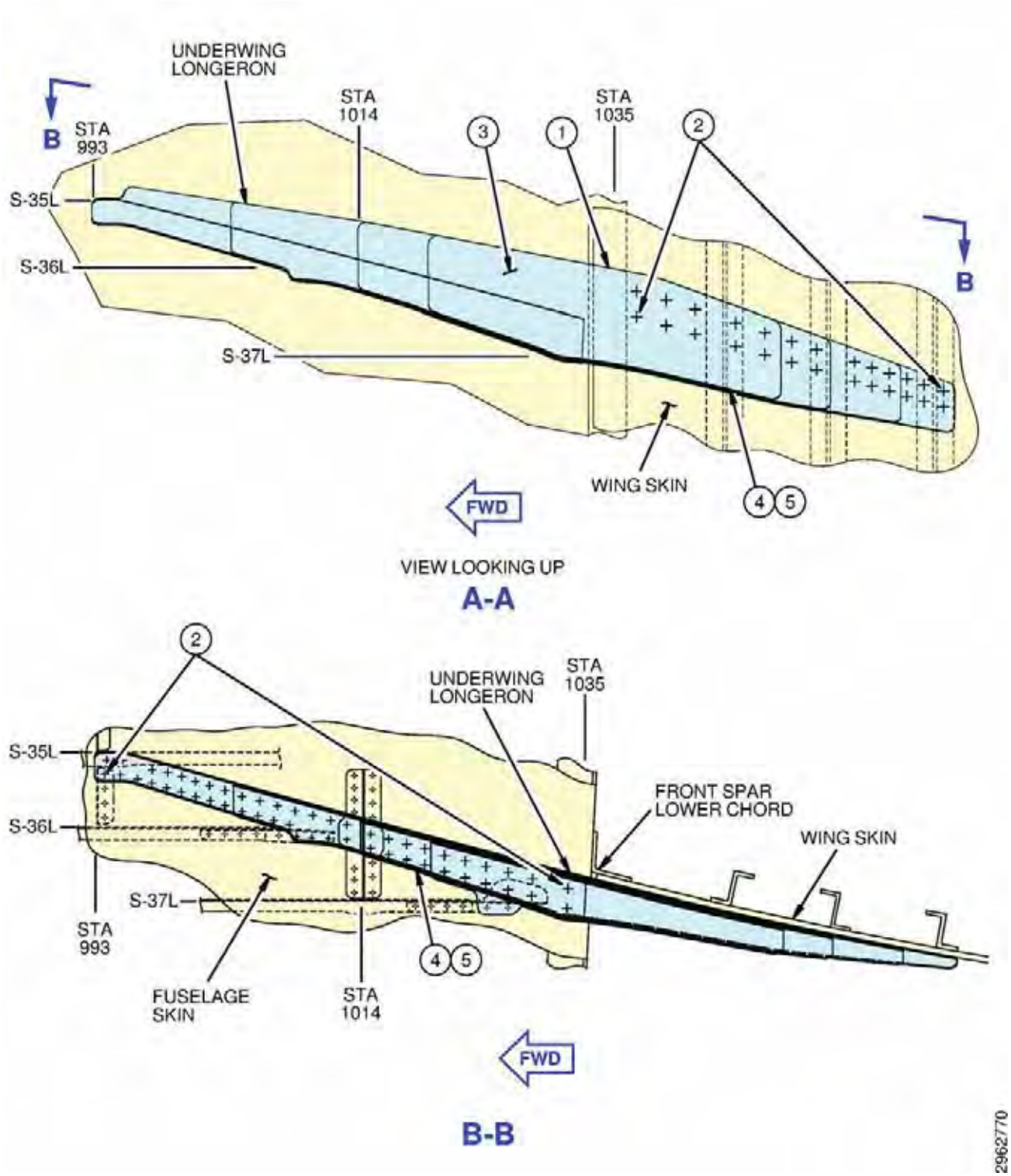


FIGURE 23: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
3	Remove	UNDERWING LONGERON	-	1	-
4	Remove	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	FUSELAGE SKIN	-	-	(c)
	Clean	WING SKIN	-	-	(c)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Remove any sealant, dirt, or grease from the fuselage skin and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

FIGURE 23: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 5, Configuration 5-8; Group 6, Configuration 1-2.

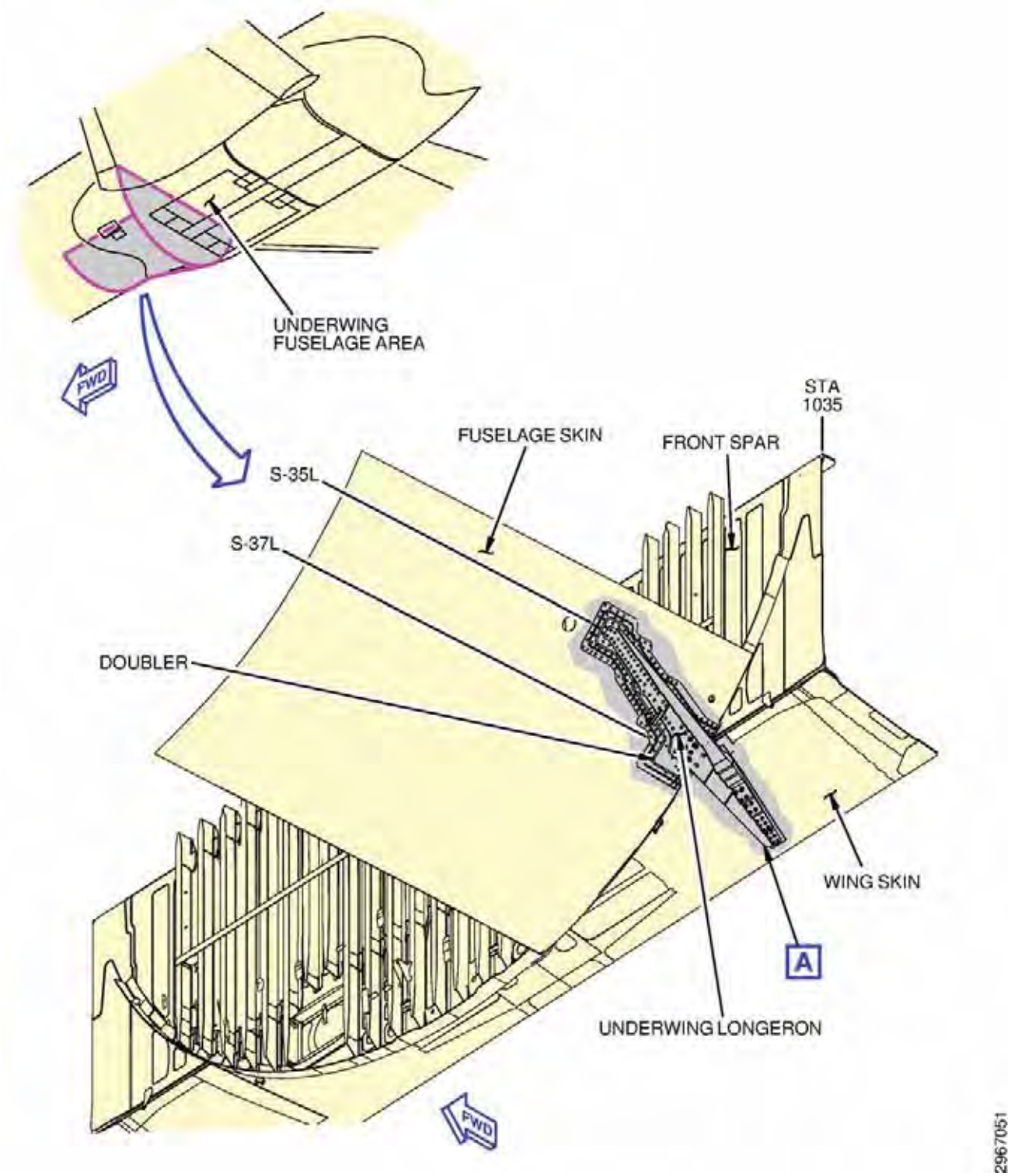


FIGURE 24: LEFT SIDE UNDERWING LONGERON REMOVAL
(SHEET 1 OF 3)

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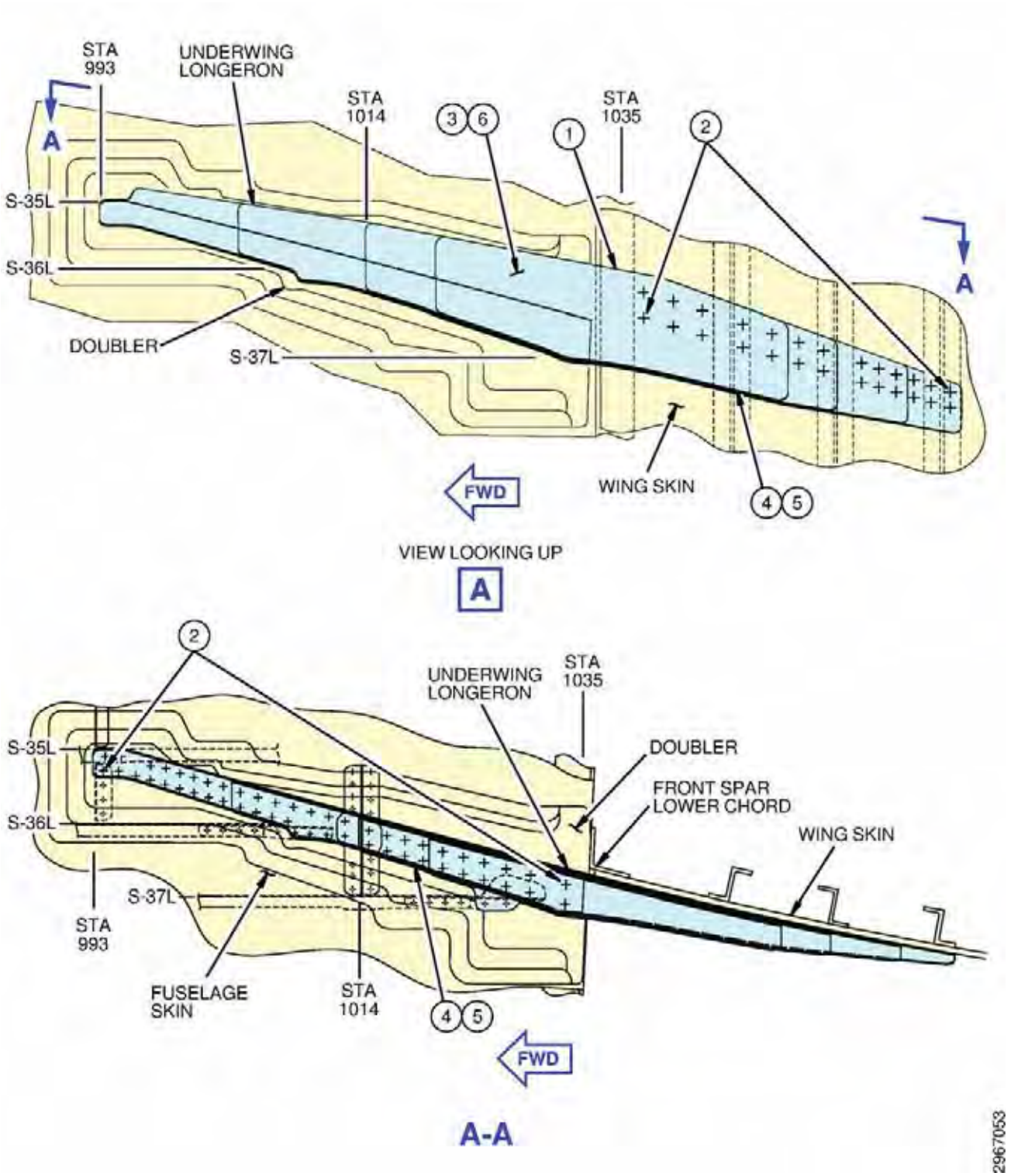


FIGURE 24: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	Remove	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
	Inspect	OPEN HOLES	-	-	(c)
3	Remove / Keep	UNDERWING LONGERON	-	1	-
4	Remove / Keep	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	DOUBLER	-	-	(d)
	Clean	WING SKIN	-	-	(d)
6	Inspect	UNDERWING LONGERON	-	1	(e)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Do an open hole High Frequency Eddy Current (HFEC) inspection of the underwing longeron for any crack in all holes in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, continue with the next step.

(d) Remove any sealant, dirt, or grease from the doubler and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

(e) Do a detailed inspection of the entire underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. If any damage is found contact The Boeing Company for repair instructions and do the repair.

FIGURE 24: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 7, Configuration 1-4; Group 8, Configuration 1-4.

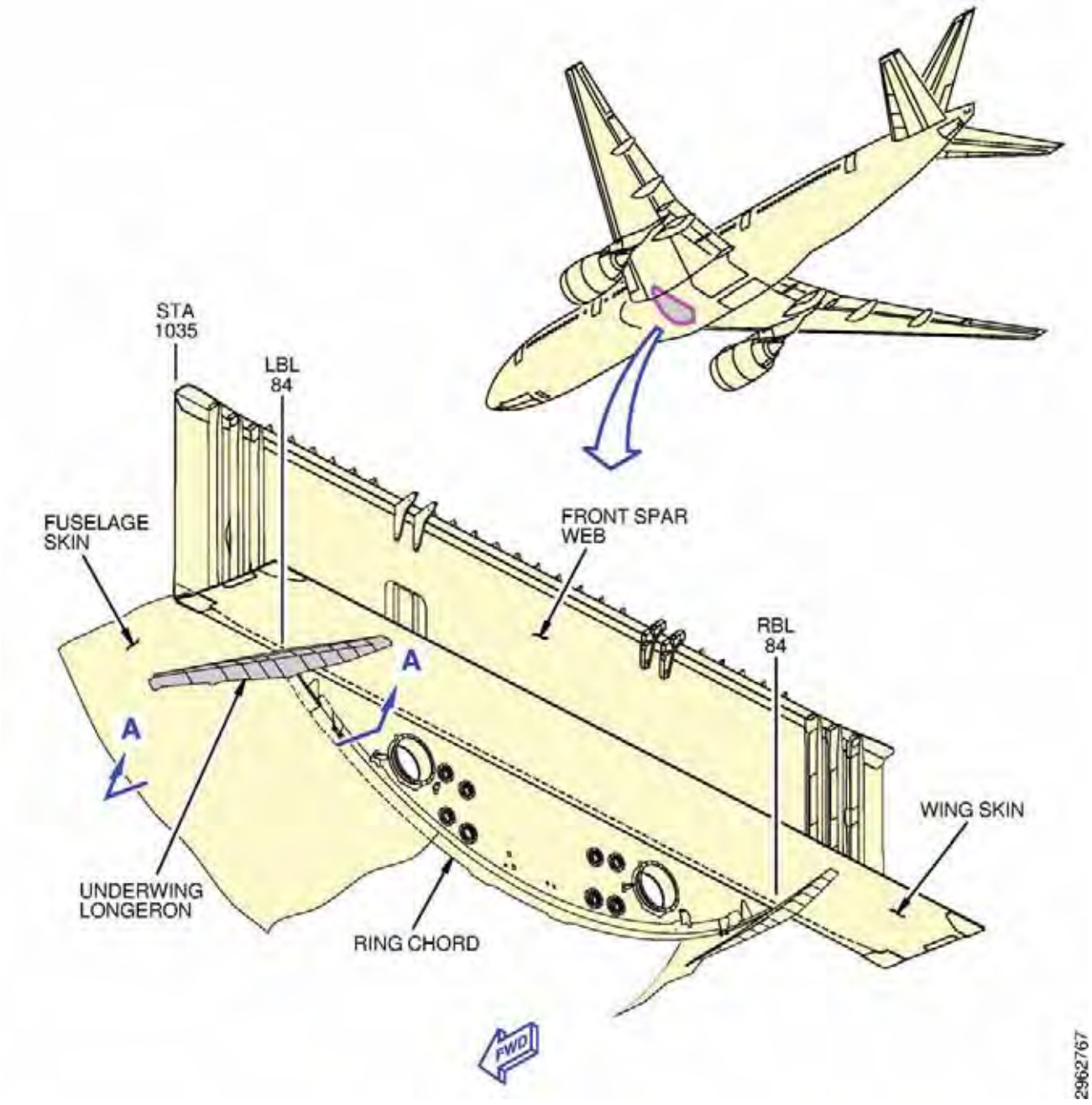


**FIGURE 25: LEFT SIDE UNDERWING LONGERON REMOVAL
(SHEET 1 OF 3)**

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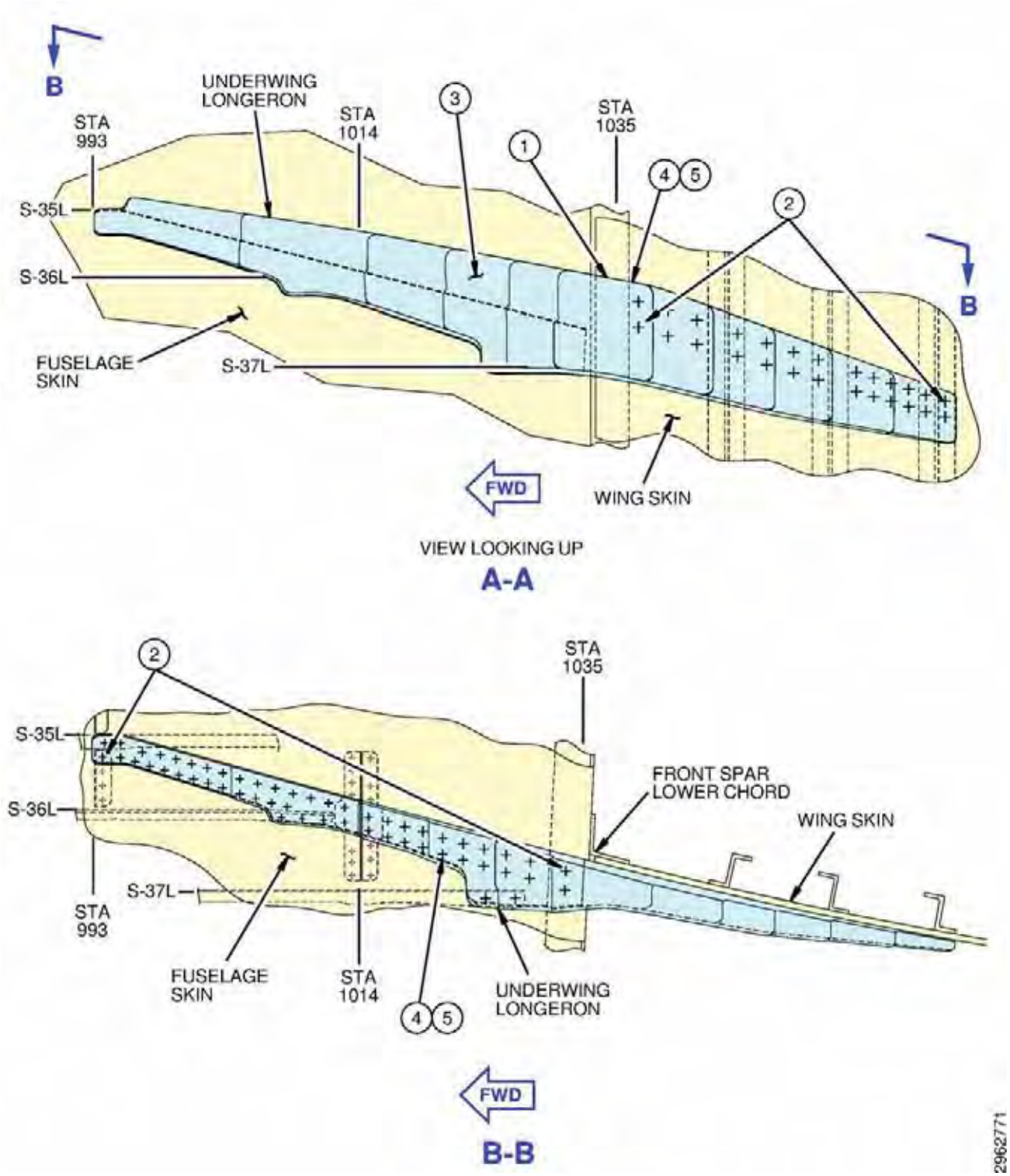


FIGURE 25: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
3	Remove	UNDERWING LONGERON	-	1	-
4	Remove	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	FUSELAGE SKIN	-	-	(c)
	Clean	WING SKIN	-	-	(c)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Remove any sealant, dirt, or grease from the fuselage skin and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

FIGURE 25: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 7, Configuration 5-8; Group 8, Configuration 5-8; Group 9, Configuration 1-2.

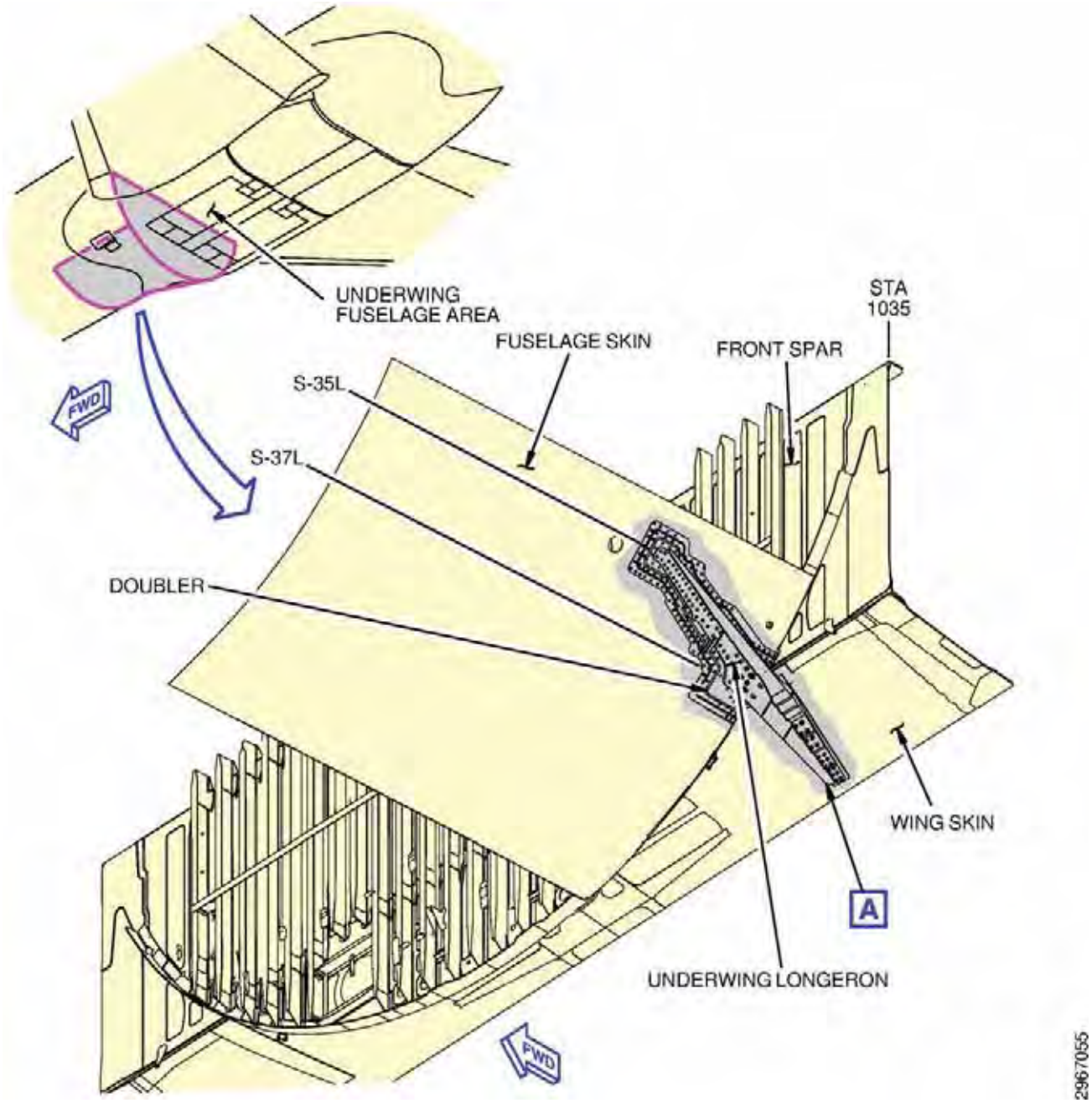


**FIGURE 26: LEFT SIDE UNDERWING LONGERON REMOVAL
(SHEET 1 OF 3)**

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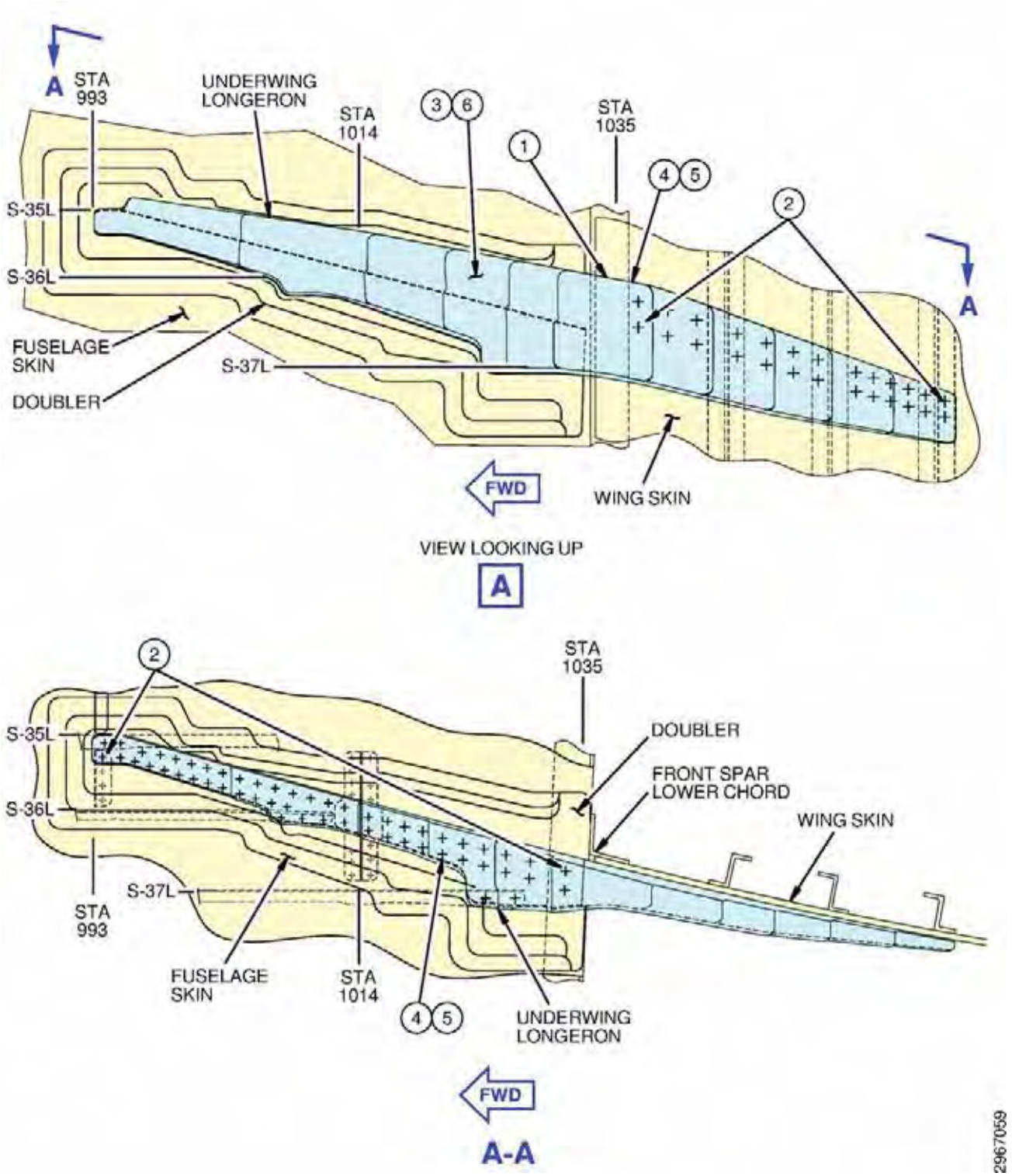


FIGURE 26: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	Remove	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
	Inspect	OPEN HOLES	-	-	(c)
3	Remove / Keep	UNDERWING LONGERON	-	1	-
4	Remove / Keep	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	DOUBLER	-	-	(d)
	Clean	WING SKIN	-	-	(d)
6	Inspect	UNDERWING LONGERON	-	1	(e)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Do an open hole High Frequency Eddy Current (HFEC) inspection of the underwing longeron for any crack in all holes in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, continue with the next step.

(d) Remove any sealant, dirt, or grease from the doubler and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

(e) Do a detailed inspection of the entire underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. If any damage is found contact The Boeing Company for repair instructions and do the repair.

FIGURE 26: LEFT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-4.

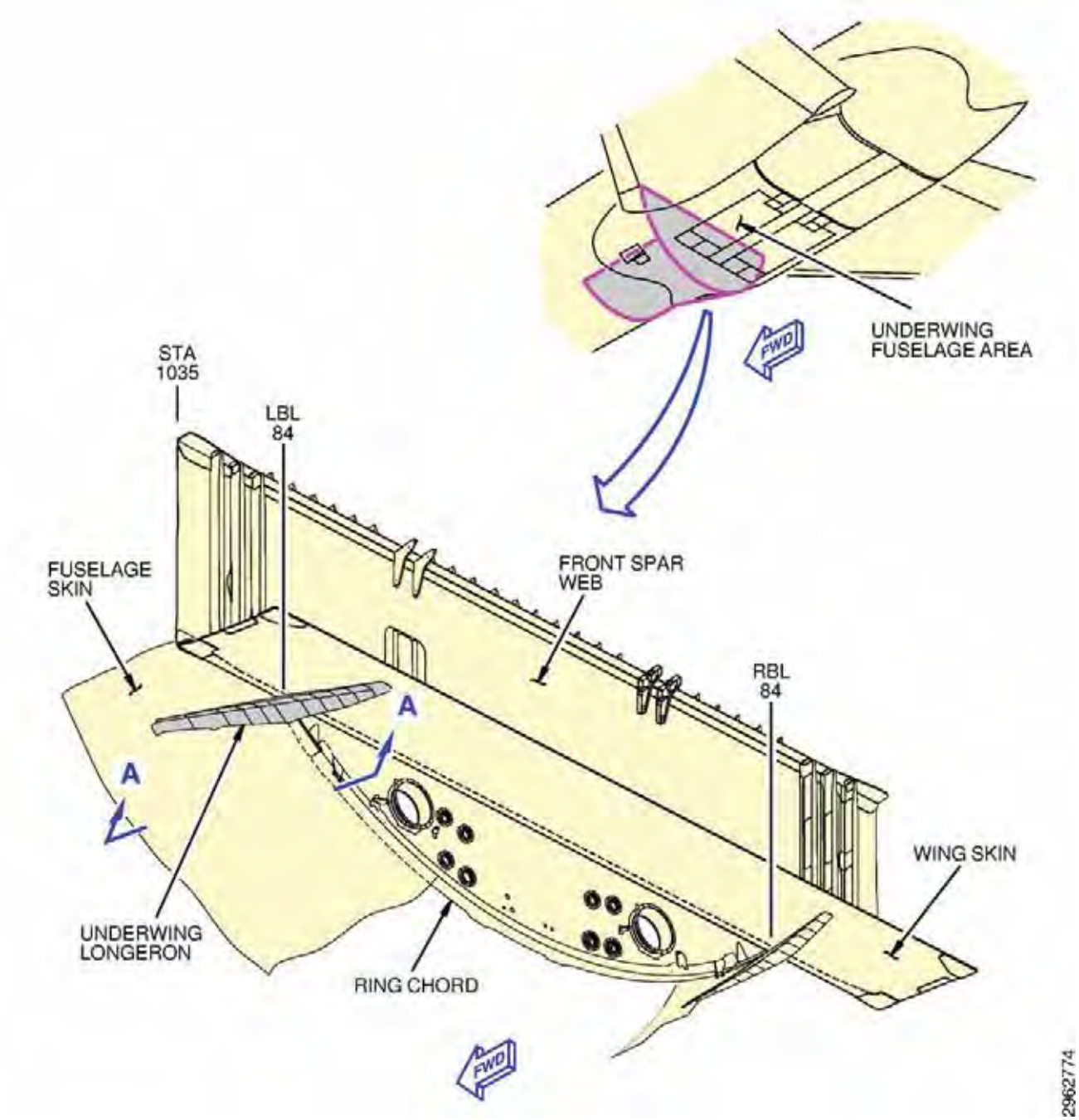


FIGURE 27: LEFT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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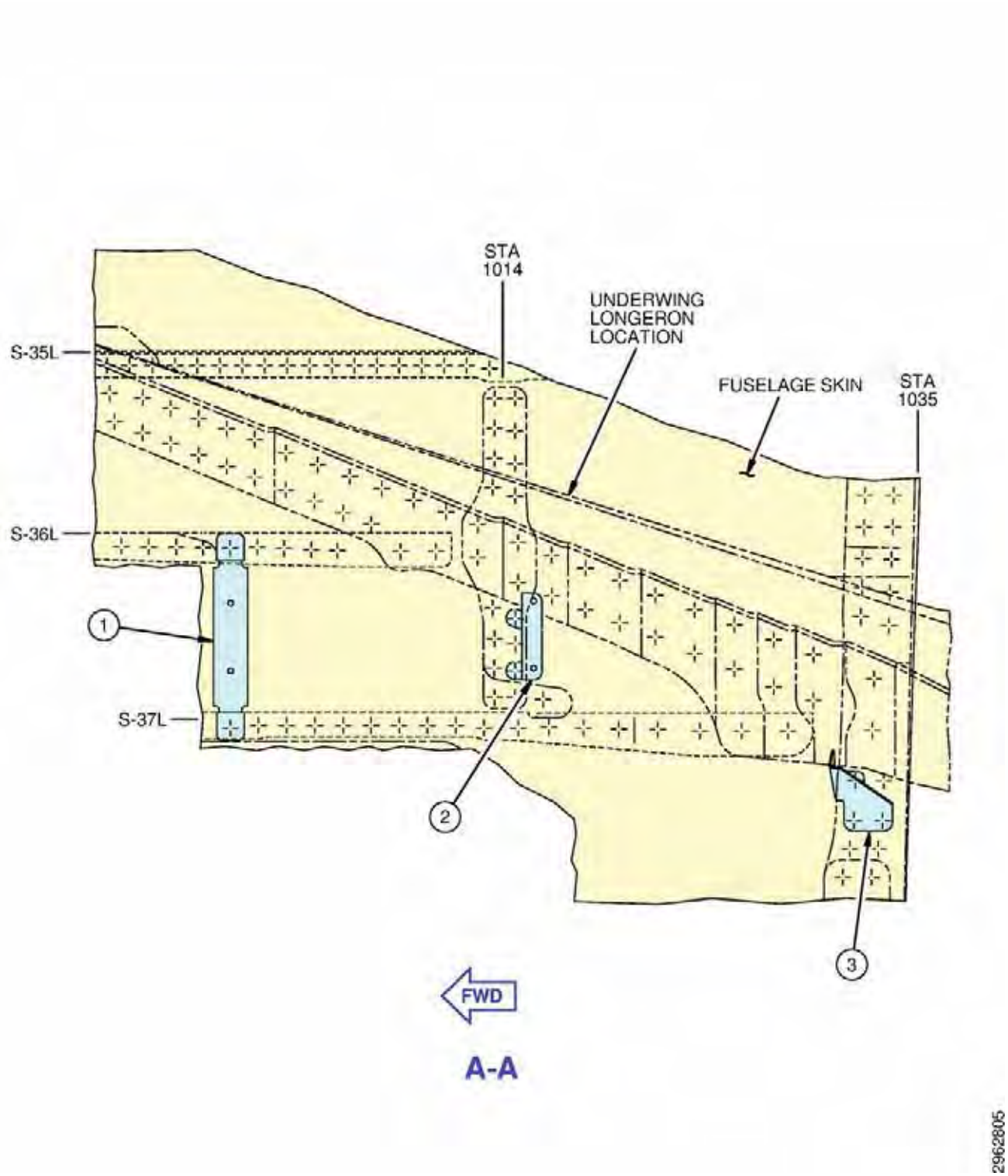


FIGURE 27: LEFT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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	BRACKET	-	-	(a)
2	Remove	BRACKET	-	-	(a)
3	Remove	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1C7 for brackets removal.					

FIGURE 27: LEFT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 3, Configuration 1-4.

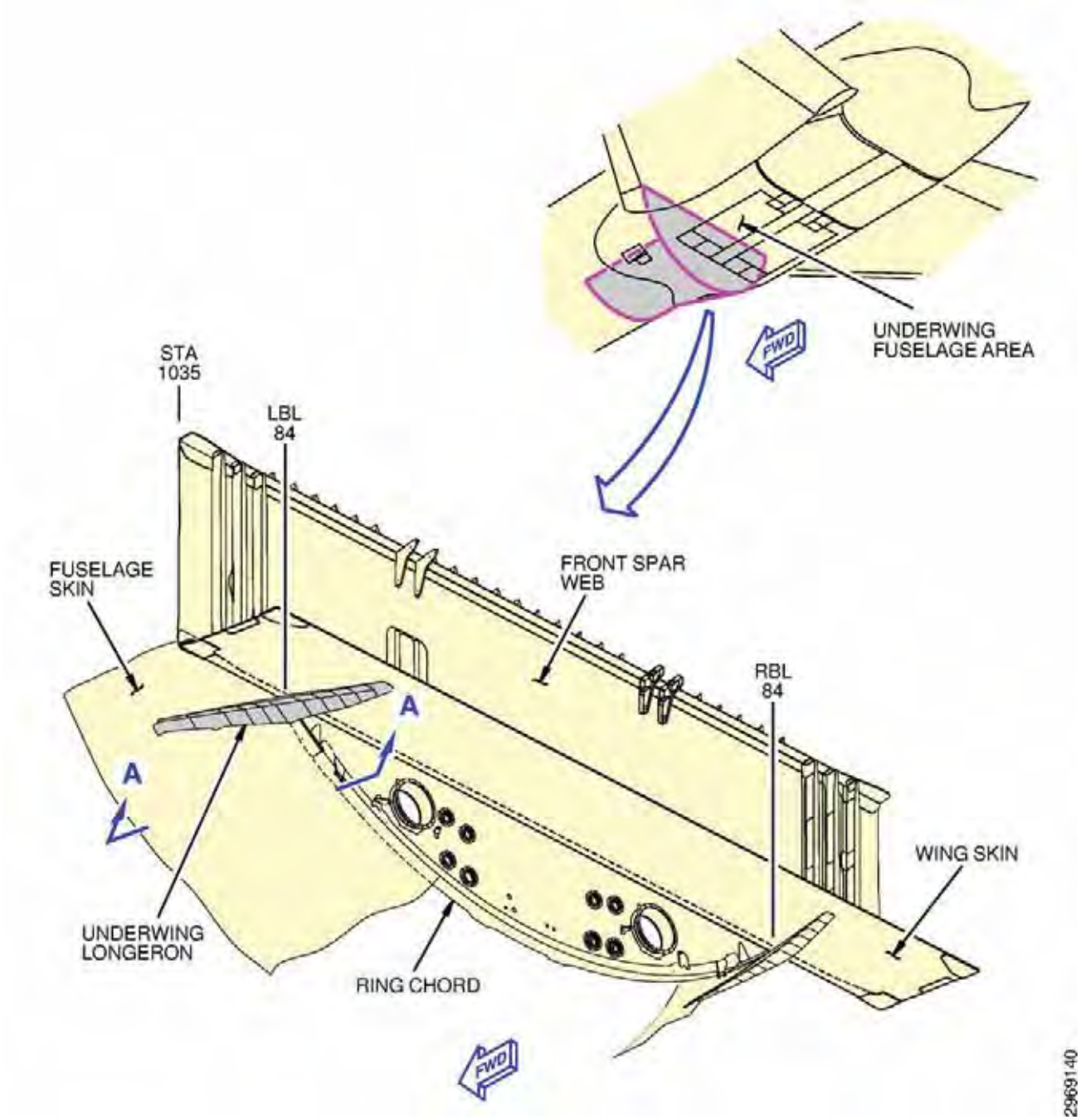


FIGURE 28: LEFT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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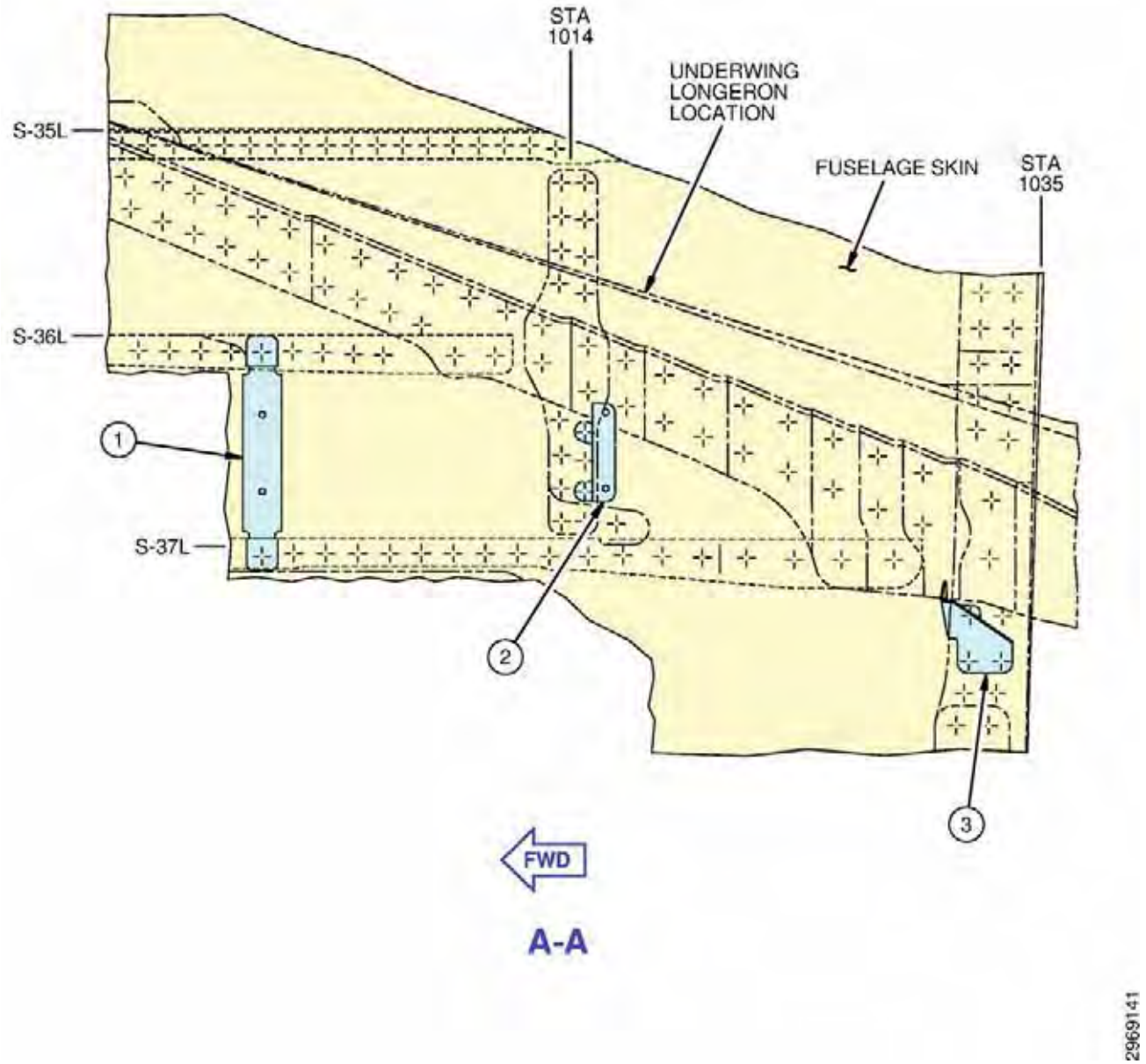


FIGURE 28: LEFT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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	Remove	BRACKET	-	-	(a)
2	Remove	BRACKET	-	-	(a)
3	Remove	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C7 for brackets removal.					

FIGURE 28: LEFT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 5-8.

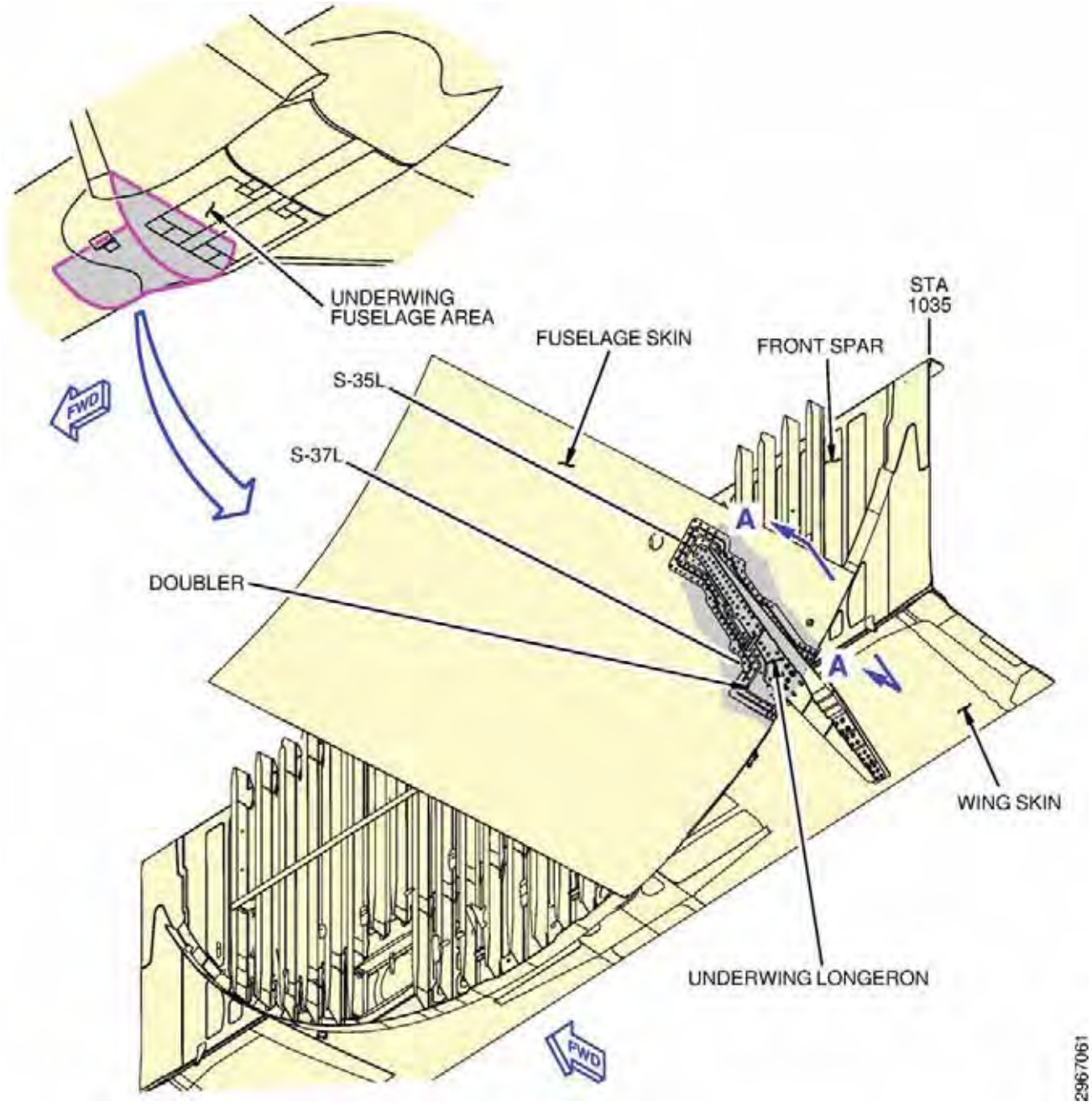


FIGURE 29: LEFT SIDE BRACKETS REMOVAL (SHEET 1 OF 3)

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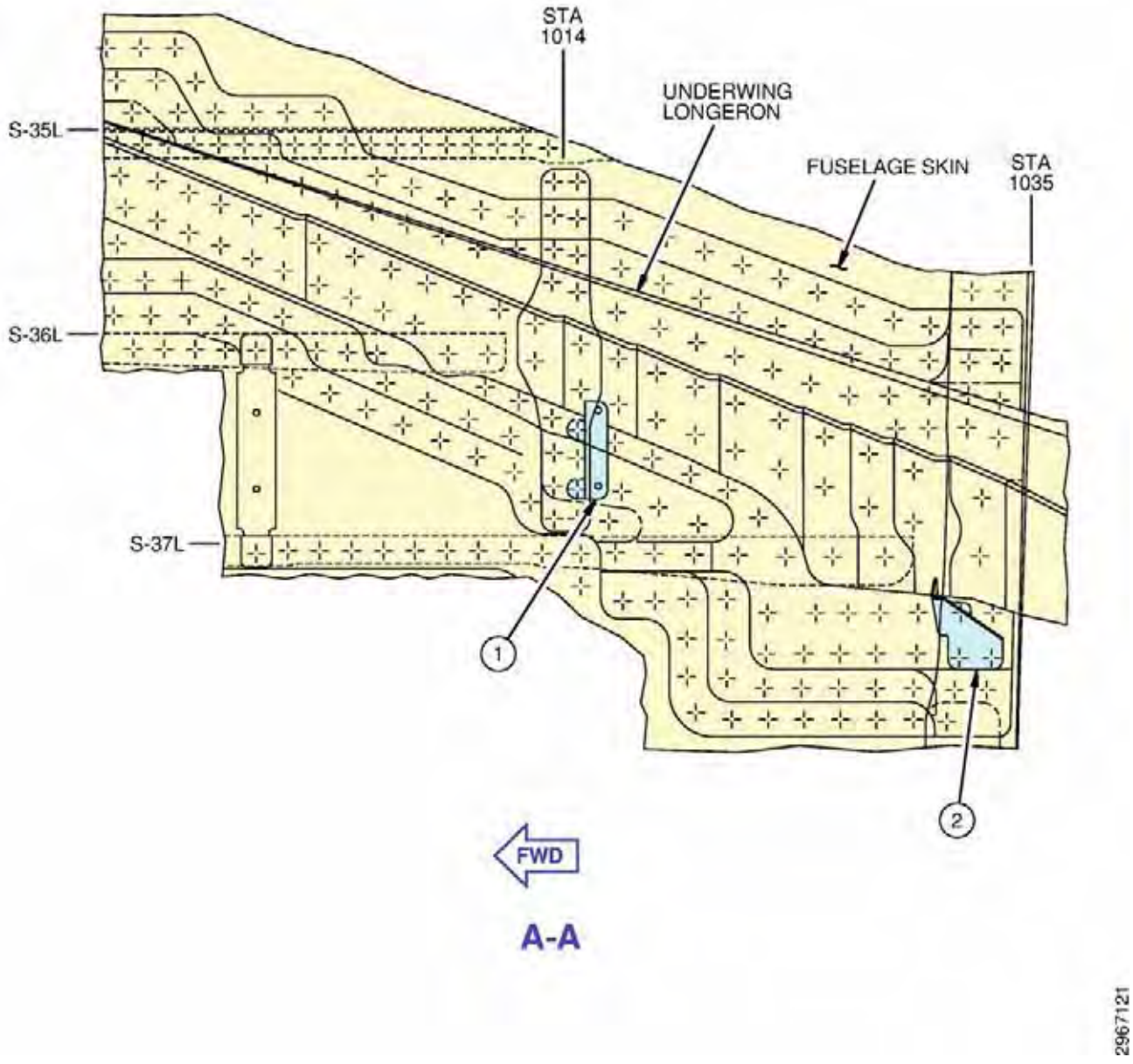


FIGURE 29: LEFT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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 / Keep	BRACKET	-	-	(a)
2	Remove / Keep	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1C7 for brackets removal.					

FIGURE 29: LEFT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 3, Configuration 5-8; Group 4, Configuration 1-2.

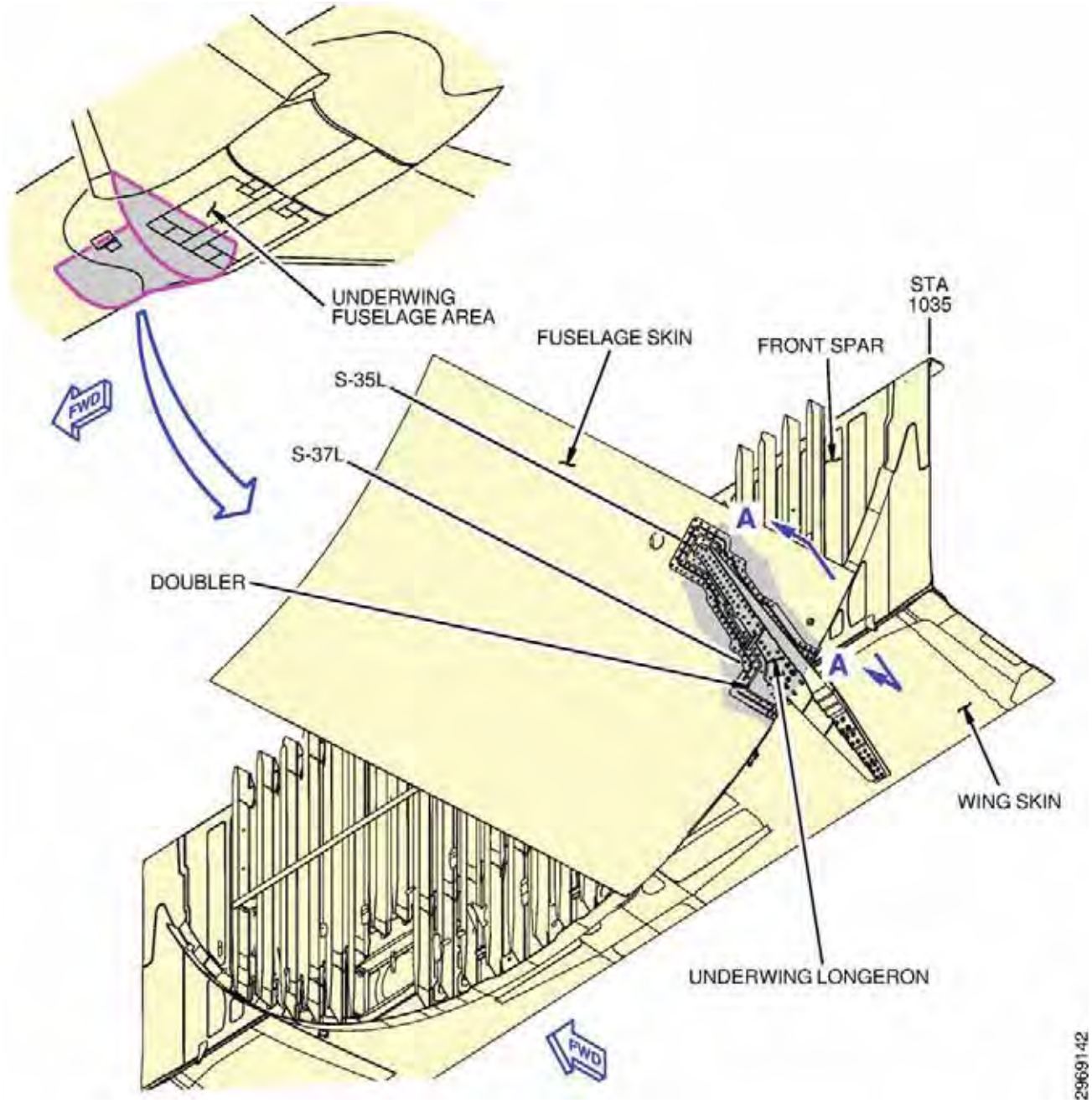


FIGURE 30: LEFT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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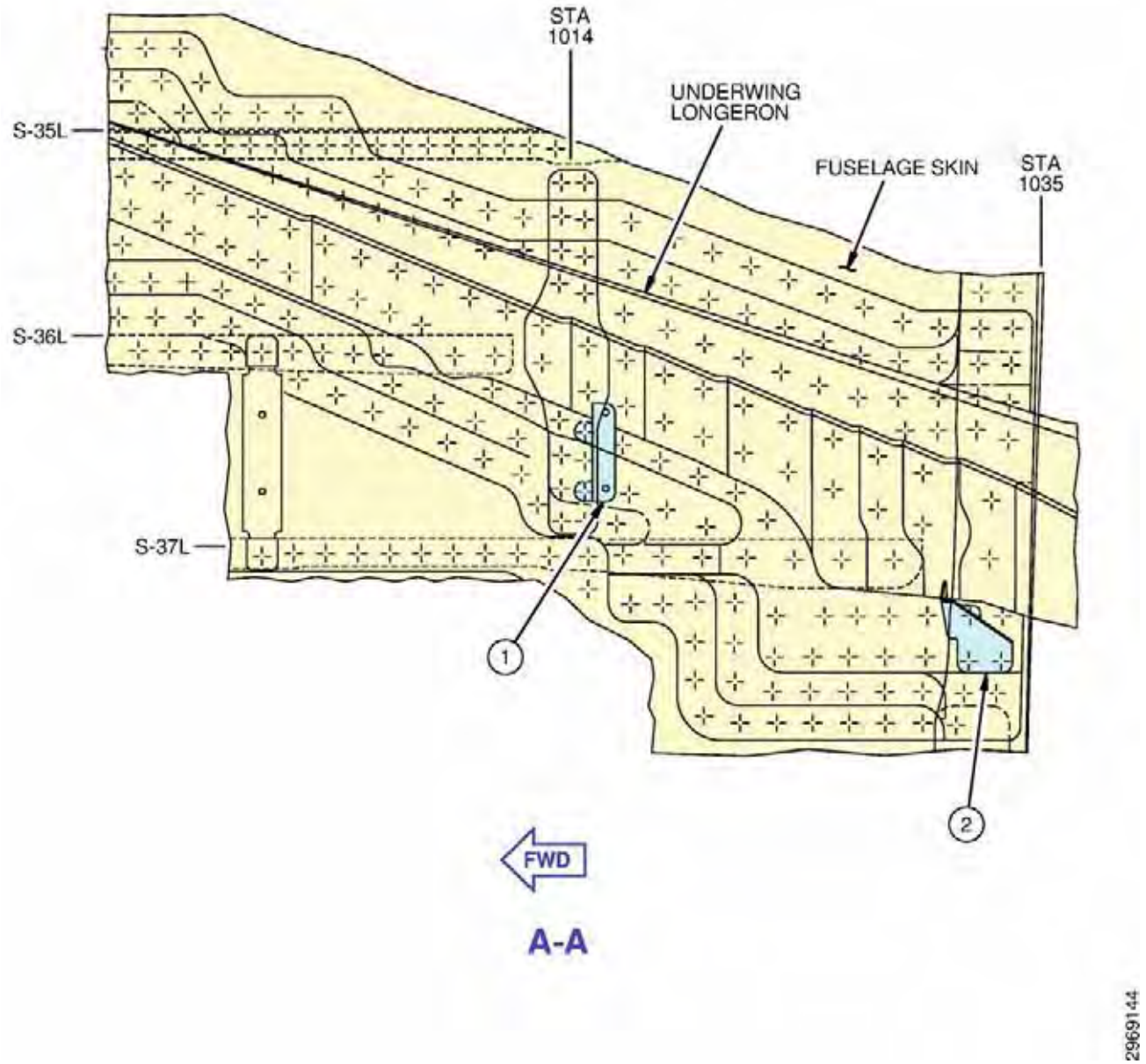


FIGURE 30: LEFT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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	Remove / Keep	BRACKET	-	-	(a)
2	Remove / Keep	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C7 for brackets removal.					

FIGURE 30: LEFT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 5, Configuration 1-4.

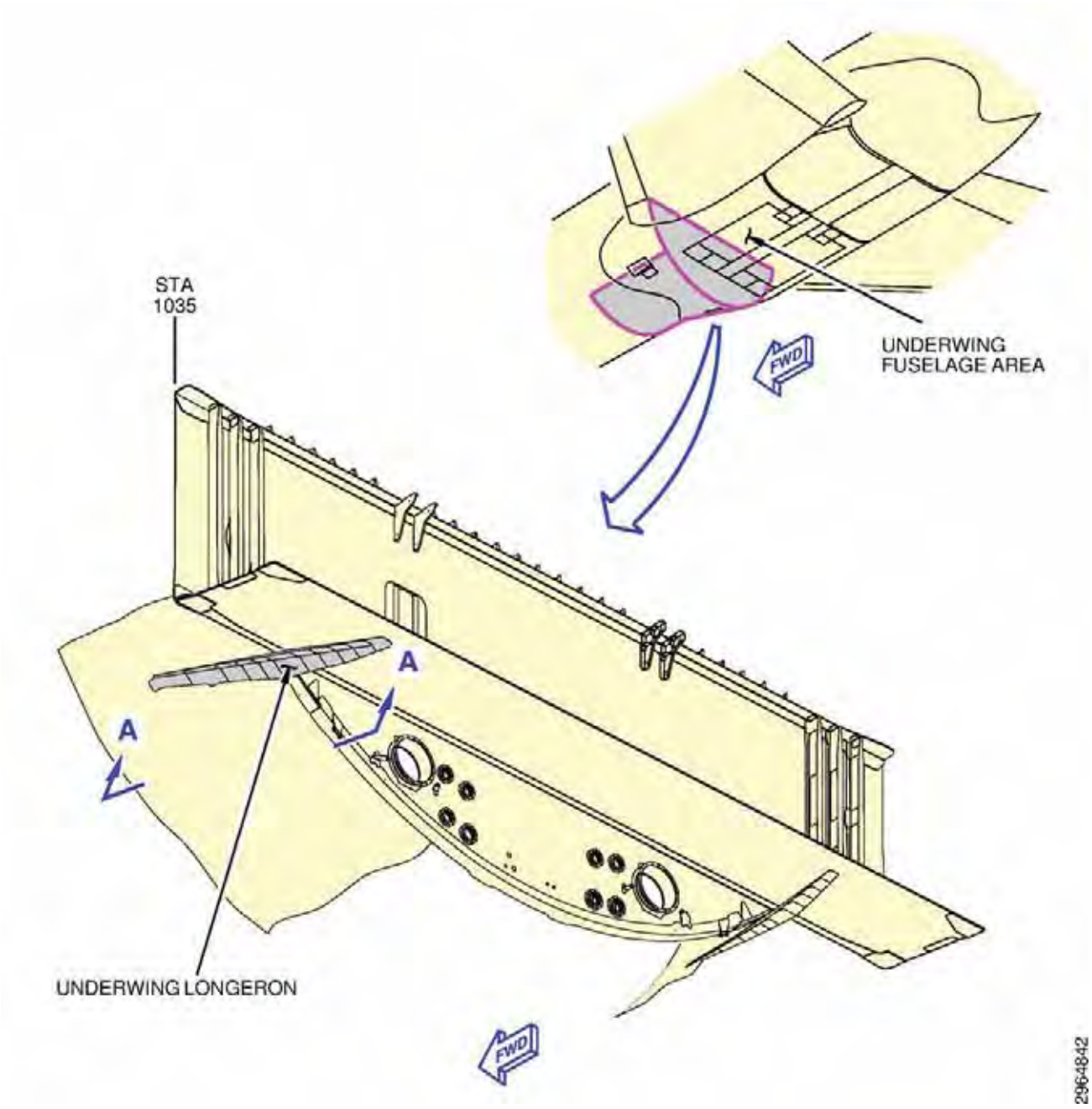


FIGURE 31: LEFT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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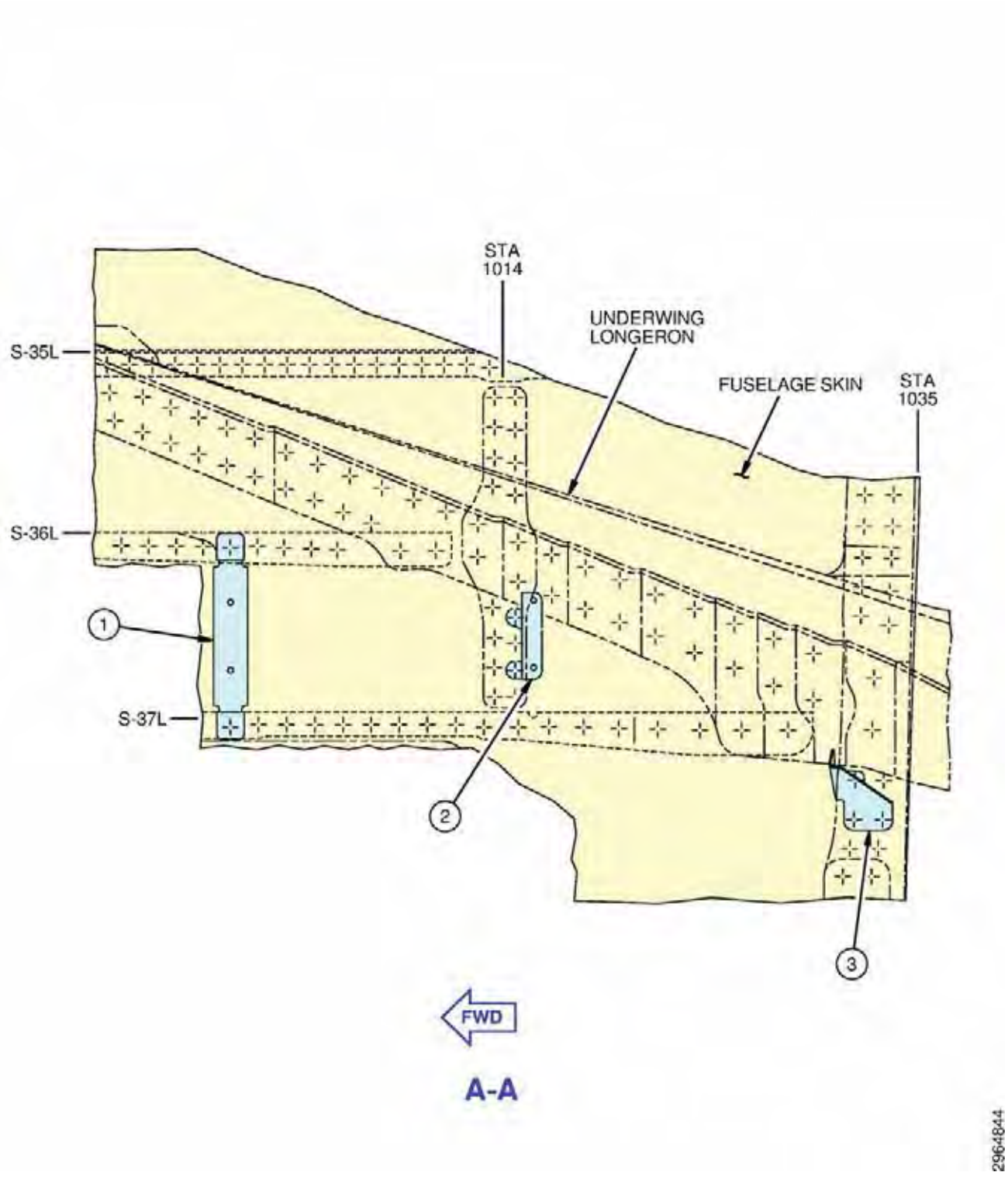


FIGURE 31: LEFT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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	BRACKET	-	-	(a)
2	Remove	BRACKET	-	-	(a)
3	Remove	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C7 for brackets removal.					

FIGURE 31: LEFT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 5, Configuration 5-8; Group 6, Configuration 1-2.

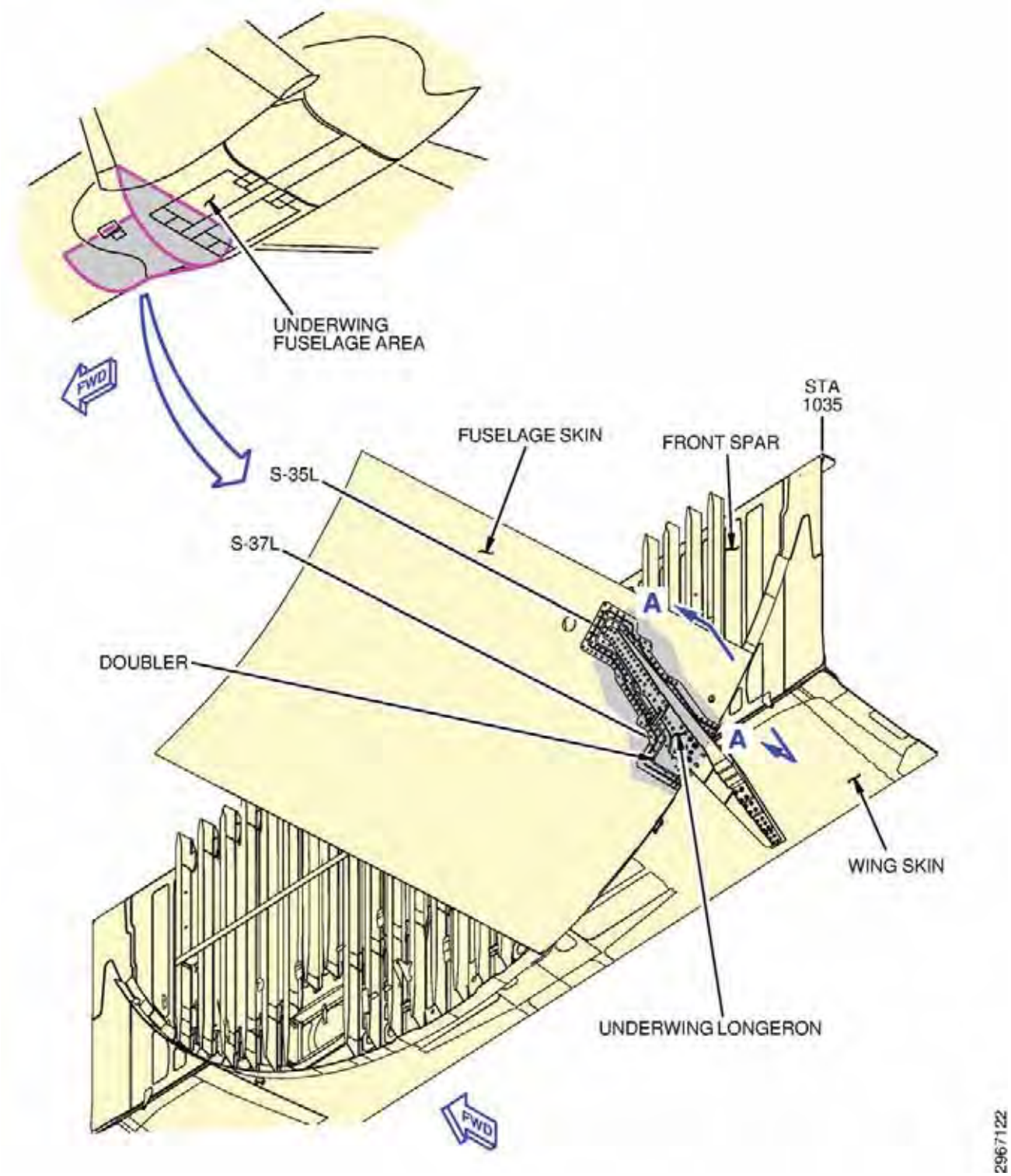


FIGURE 32: LEFT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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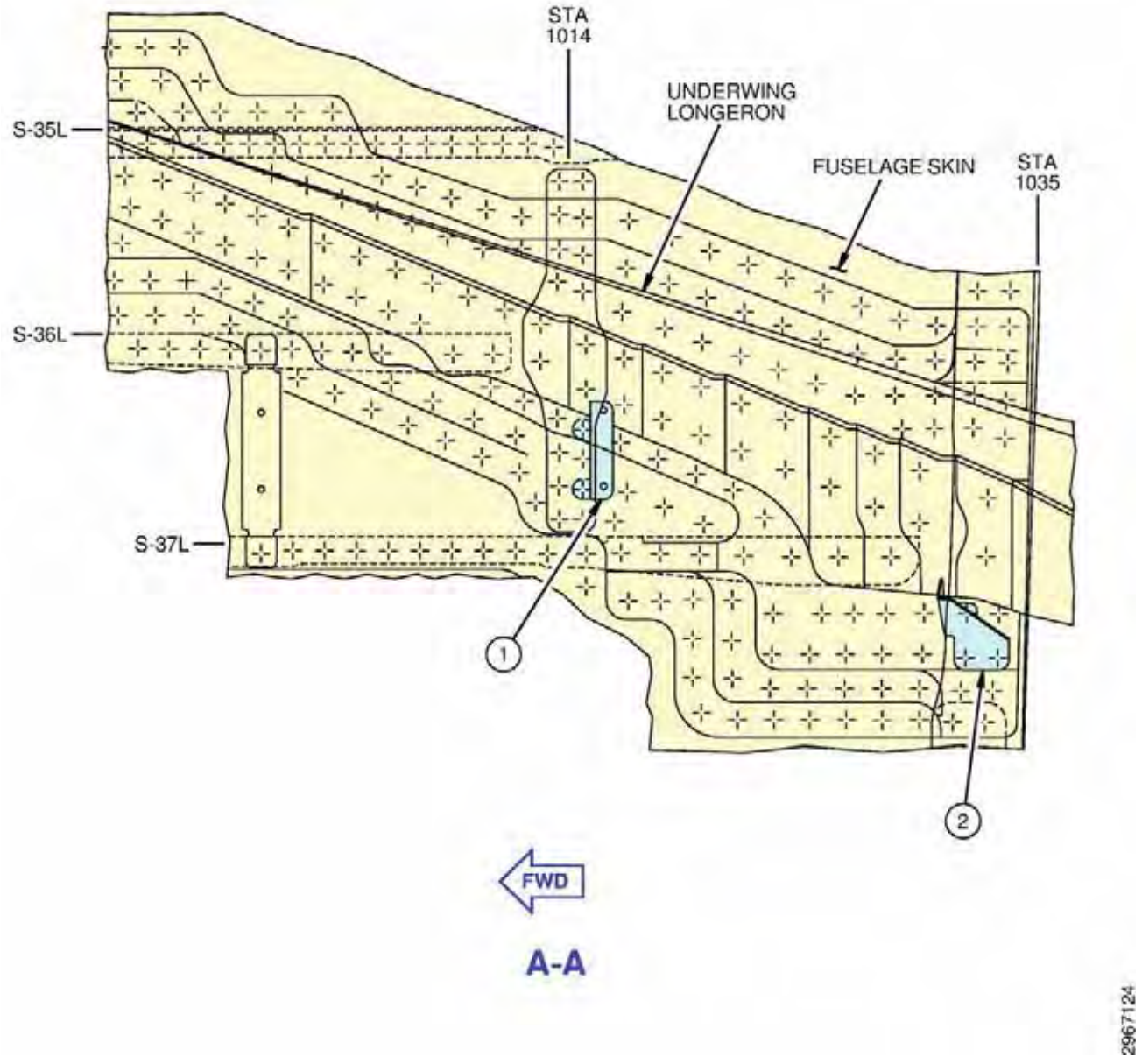


FIGURE 32: LEFT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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	Remove / Keep	BRACKET	-	-	(a)
2	Remove / Keep	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C7 for brackets removal.					

FIGURE 32: LEFT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 7, Configuration 1-4; Group 8, Configuration 1-4.

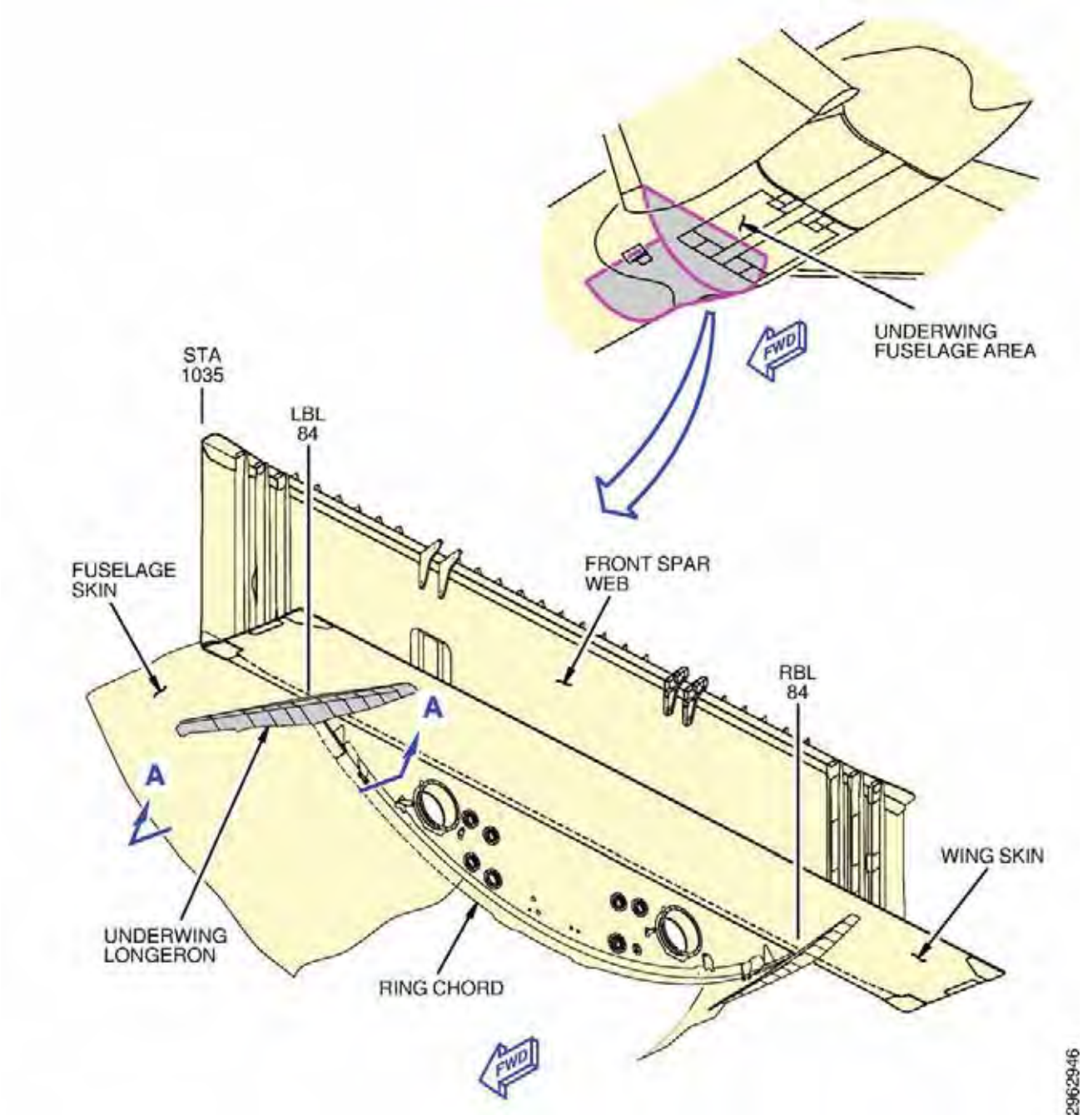


FIGURE 33: LEFT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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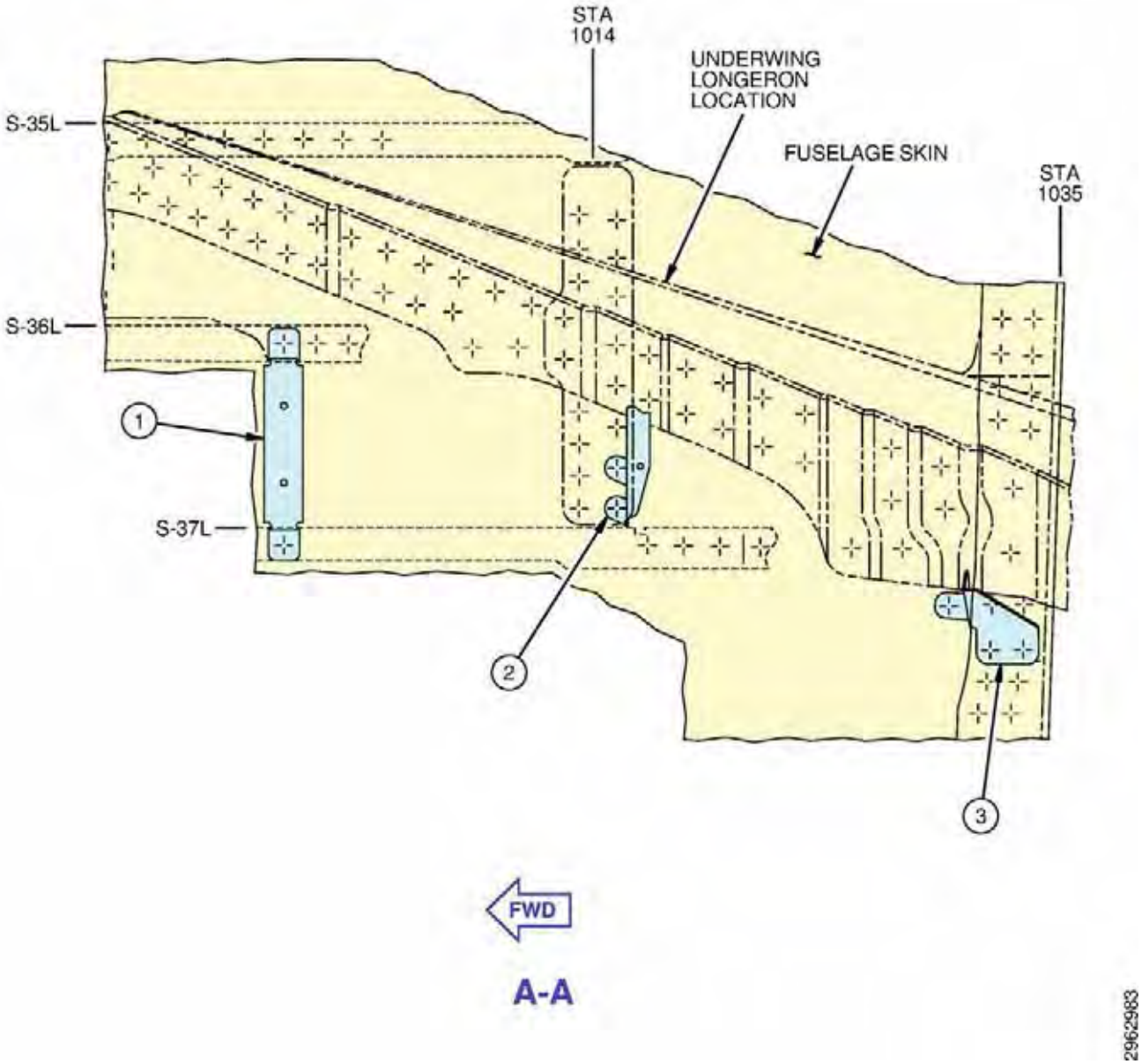


FIGURE 33: LEFT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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

Step	Task	Name	Identification	Qty	More Data
1	Remove	BRACKET	-	-	(a)
2	Remove	BRACKET	-	-	(a)
3	Remove	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1C7 for brackets removal.					

FIGURE 33: LEFT SIDE BRACKETS REMOVAL (SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 7, Configuration 5-8; Group 8, Configuration 5-8; Group 9, Configuration 1-2.

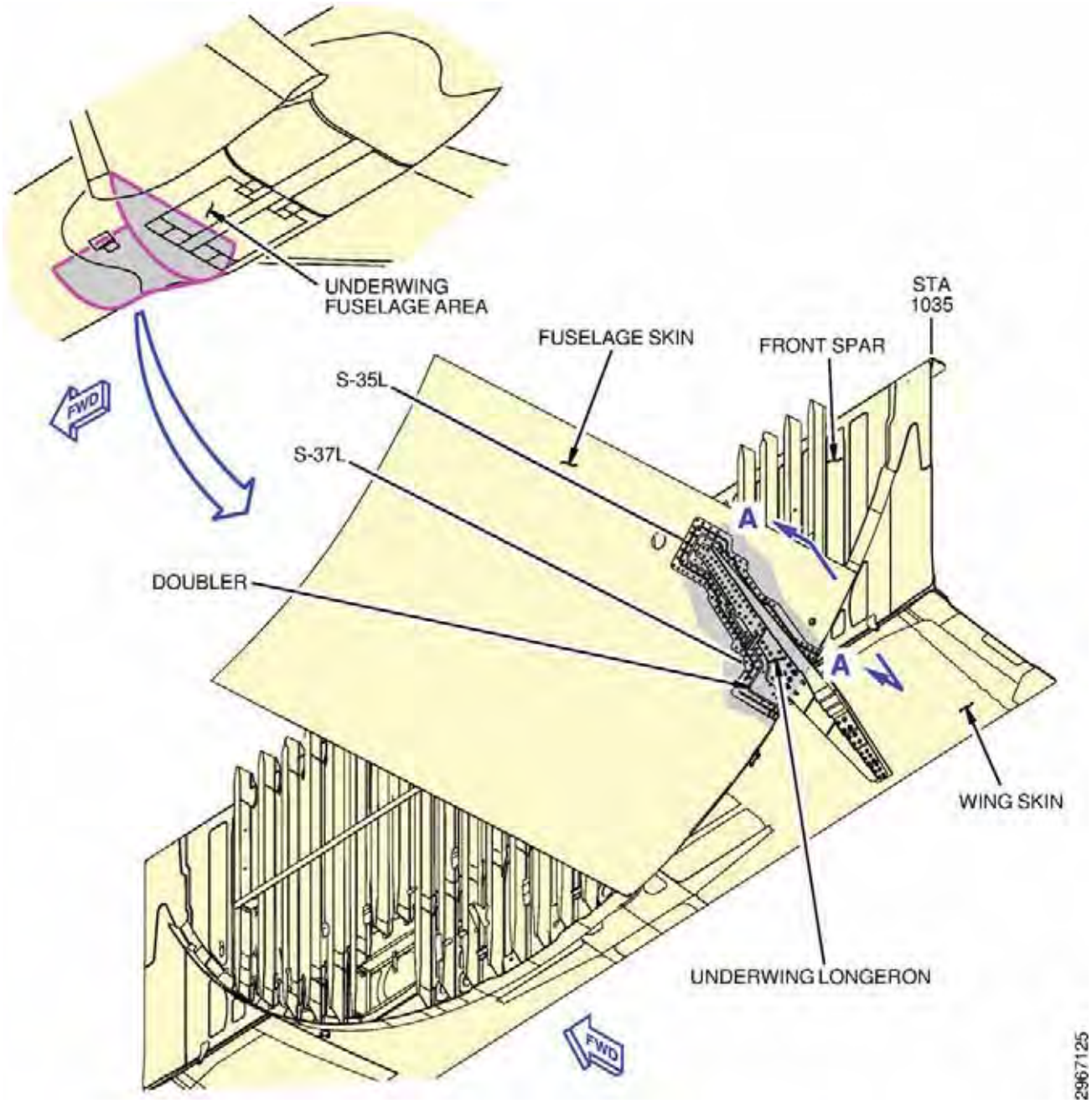


FIGURE 34: LEFT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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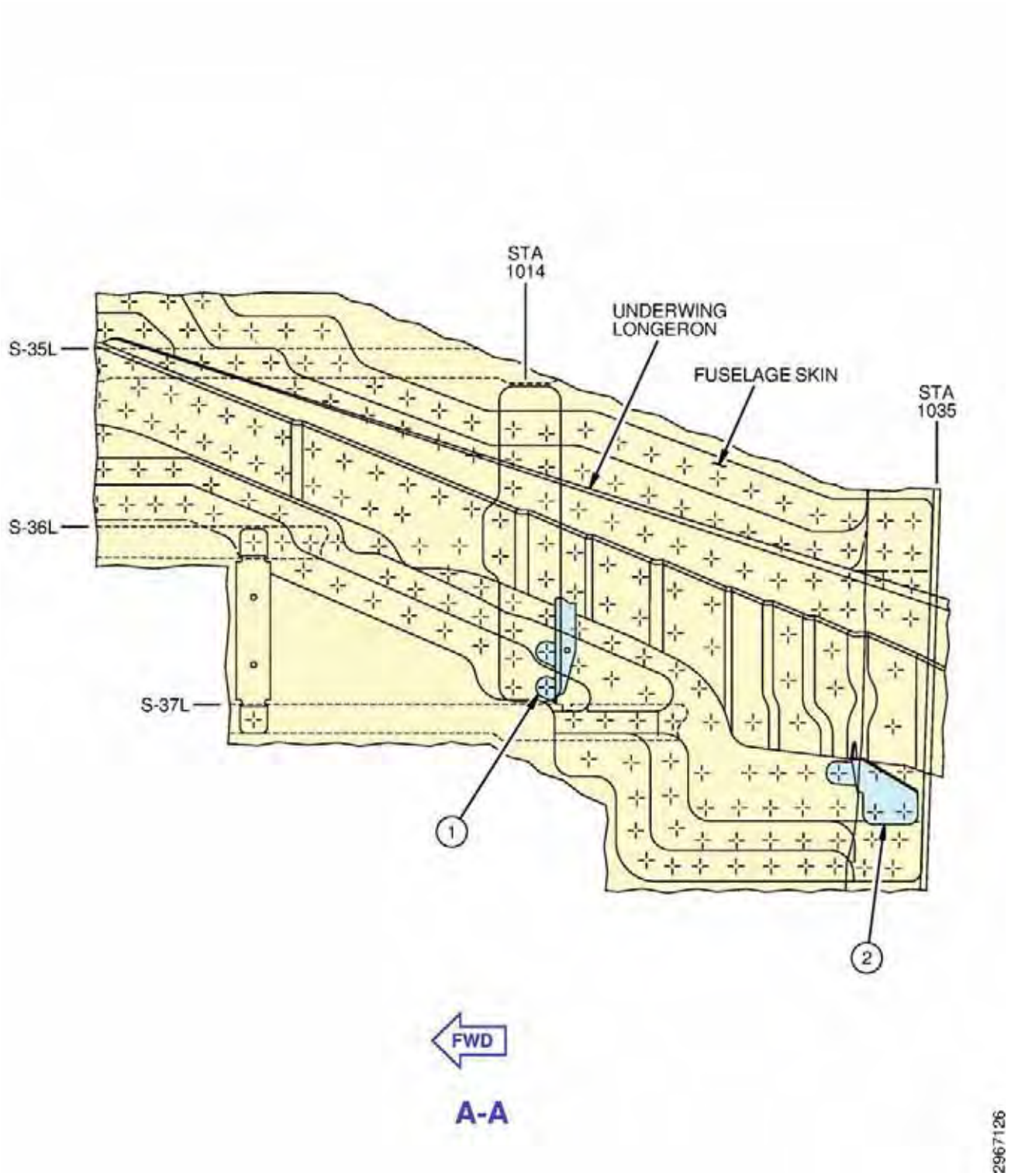


FIGURE 34: LEFT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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	Remove / Keep	BRACKET	-	-	(a)
2	Remove / Keep	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1C7 for brackets removal.					

FIGURE 34: LEFT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-4.

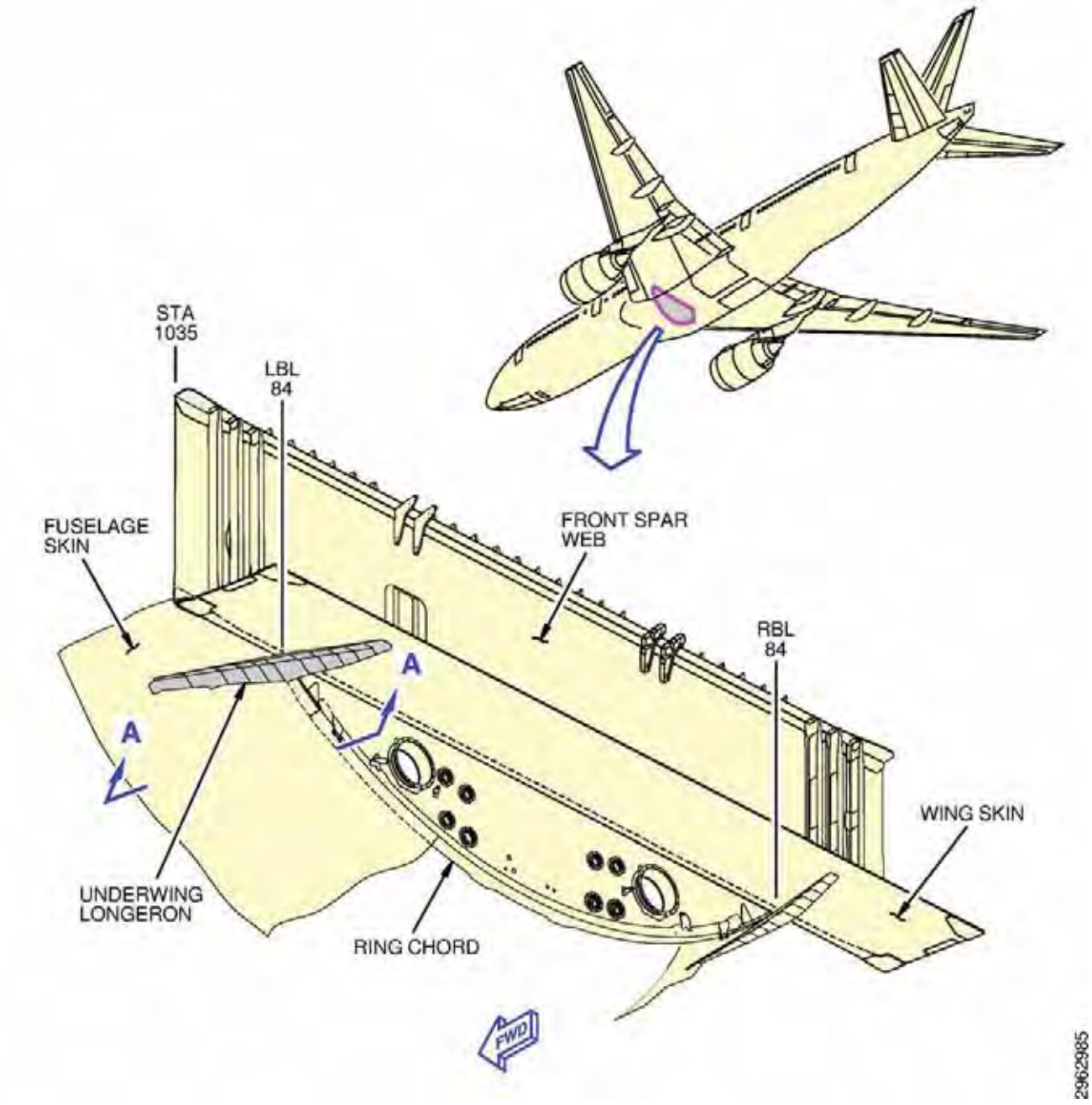


FIGURE 35: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND STRINGER S-37L END FITTING REMOVAL AND OPEN HOLE INSPECTION (SHEET 1 OF 3)

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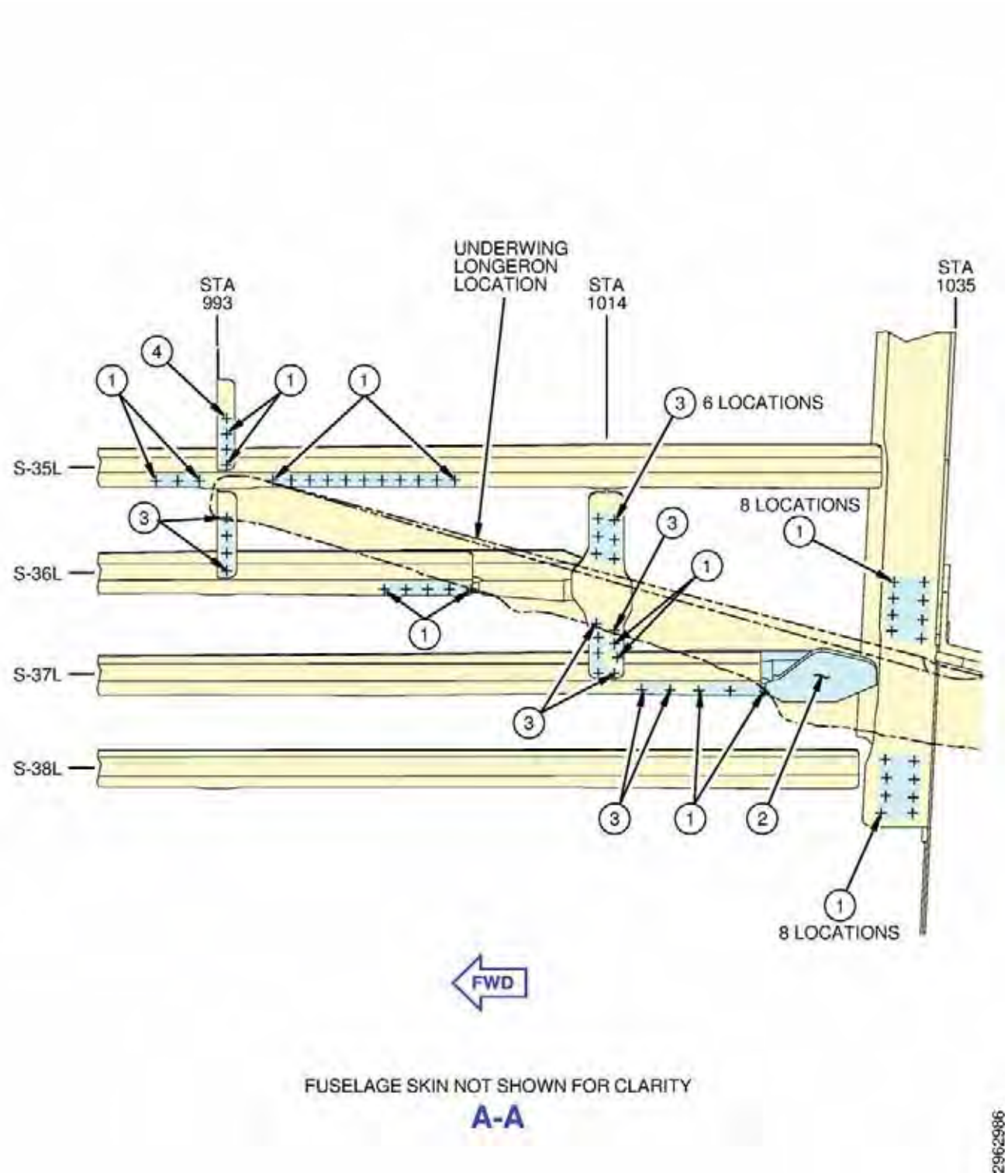


FIGURE 35: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND STRINGER S-37L END FITTING REMOVAL AND OPEN HOLE INSPECTION (SHEET 2 OF 3)

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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	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(a)
2	Remove	STRINGER END FITTING	-	-	-
3	Remove	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(b)
	Install (New)	WASHER	66-2955-58	18	(c)
4	Microshave	FASTENER	-	1	(d)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, complete the modification.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install the countersink repair washers.

(c) Install 66-2955-58 countersink repair washers, or make countersink repair washer from rivets and install. Refer to 777-200 SRM 51-40-08 as an accepted procedure. Micro-shave flush. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(d) Micro-shave the fastener head to be flush with the fuselage skin. Maintain a surface finish of 125 microinches RA or better. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

FIGURE 35: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND STRINGER S-37L END FITTING REMOVAL AND OPEN HOLE INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 3, Configuration 1-4.

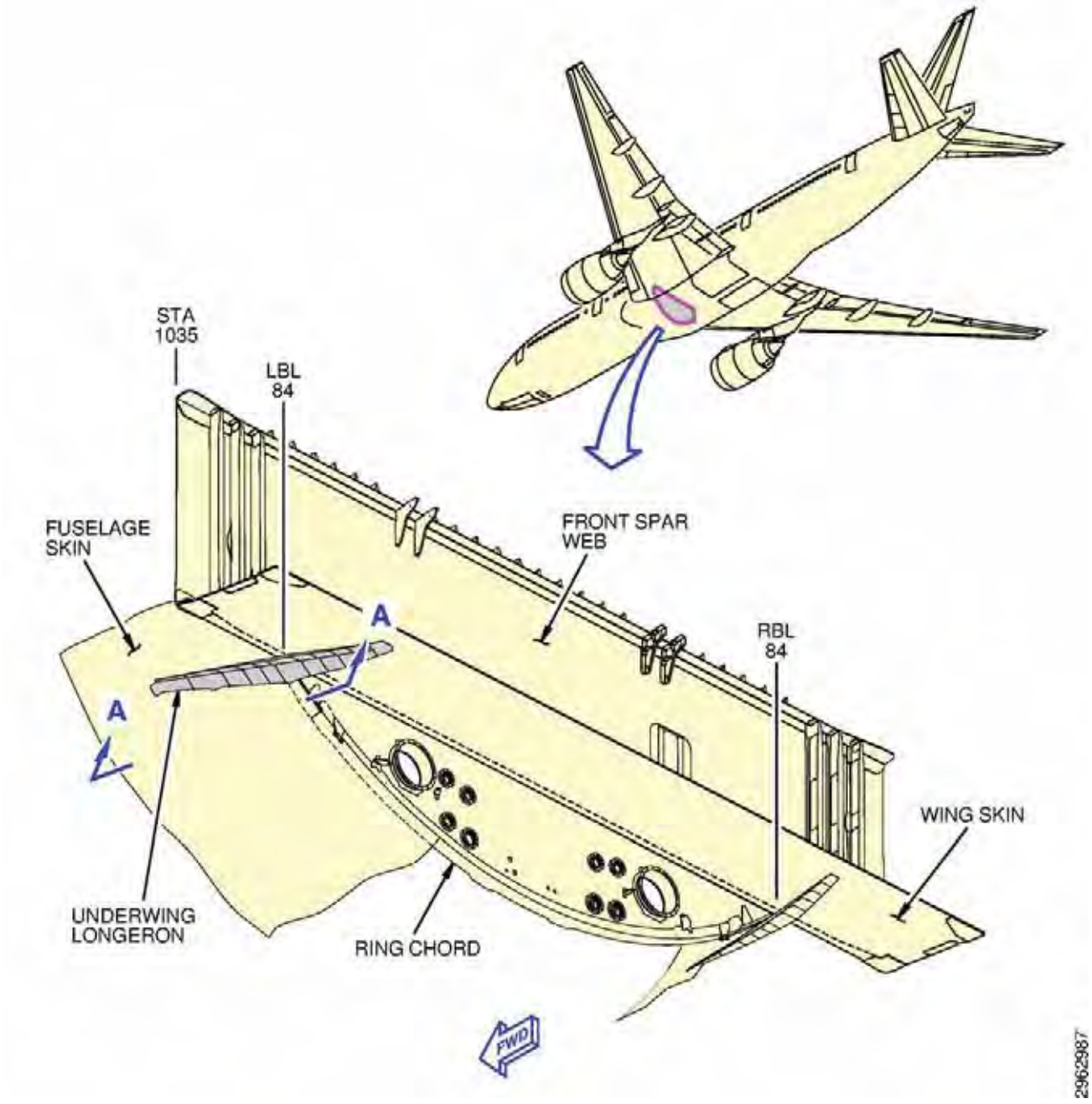


FIGURE 36: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 1 OF 3)

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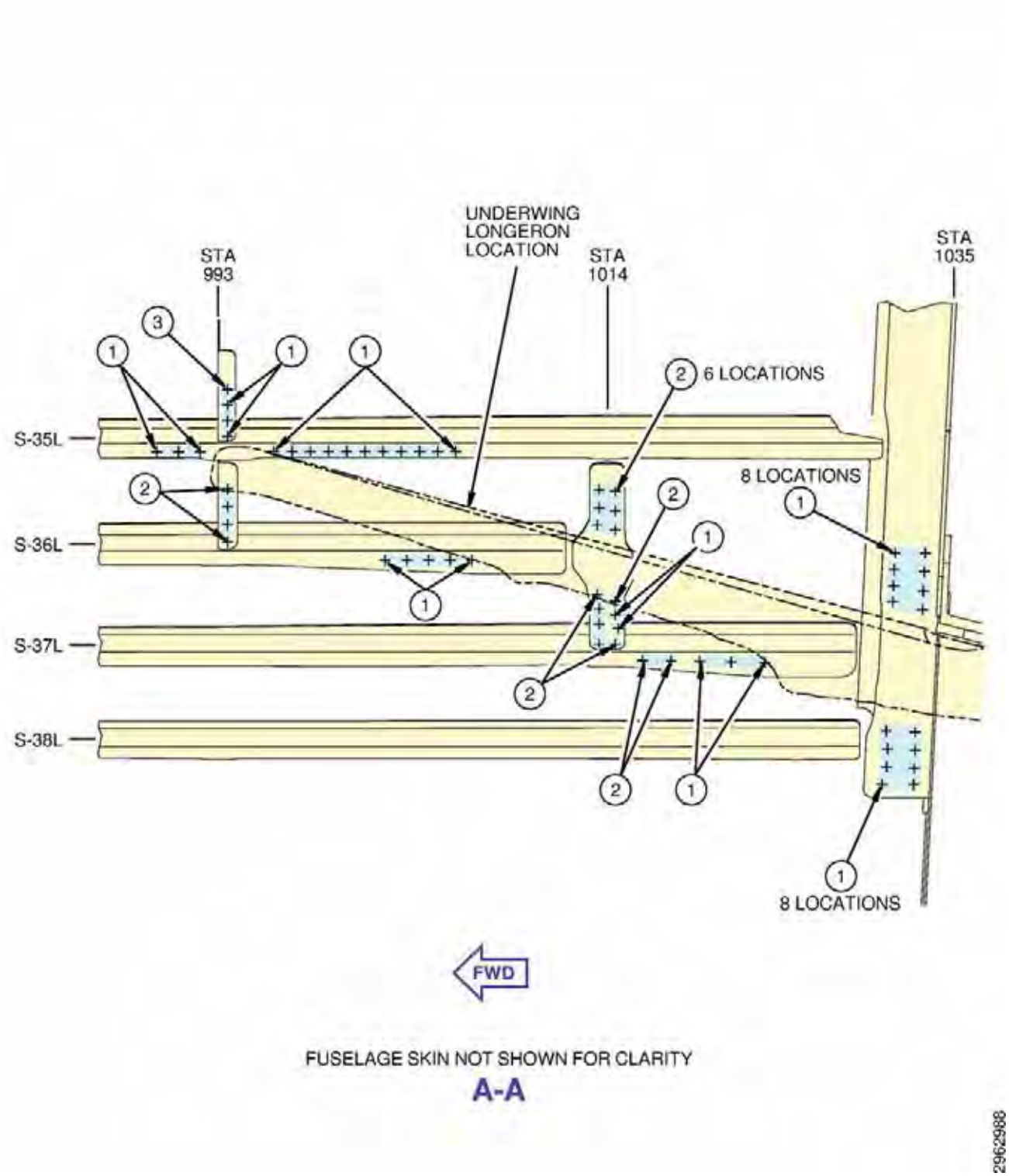


FIGURE 36: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 2 OF 3)

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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	Remove	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(a)
2	Remove	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(b)
	Install (New)	WASHER	66-2955-58	18	(c)
3	Microshave	FASTENER	-	1	(d)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, complete the modification.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install the countersink repair washers.

(c) Install 66-2955-58 countersink repair washers, or make countersink repair washer from rivets and install. Refer to 777-200 SRM 51-40-08 . Micro-shave flush. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(d) Micro-shave the fastener head to be flush with the fuselage skin. Maintain a surface finish of 125 microinches RA or better. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

FIGURE 36: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 3 OF 3)

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This Figure applies only to: Group 5, Configuration 1-4.

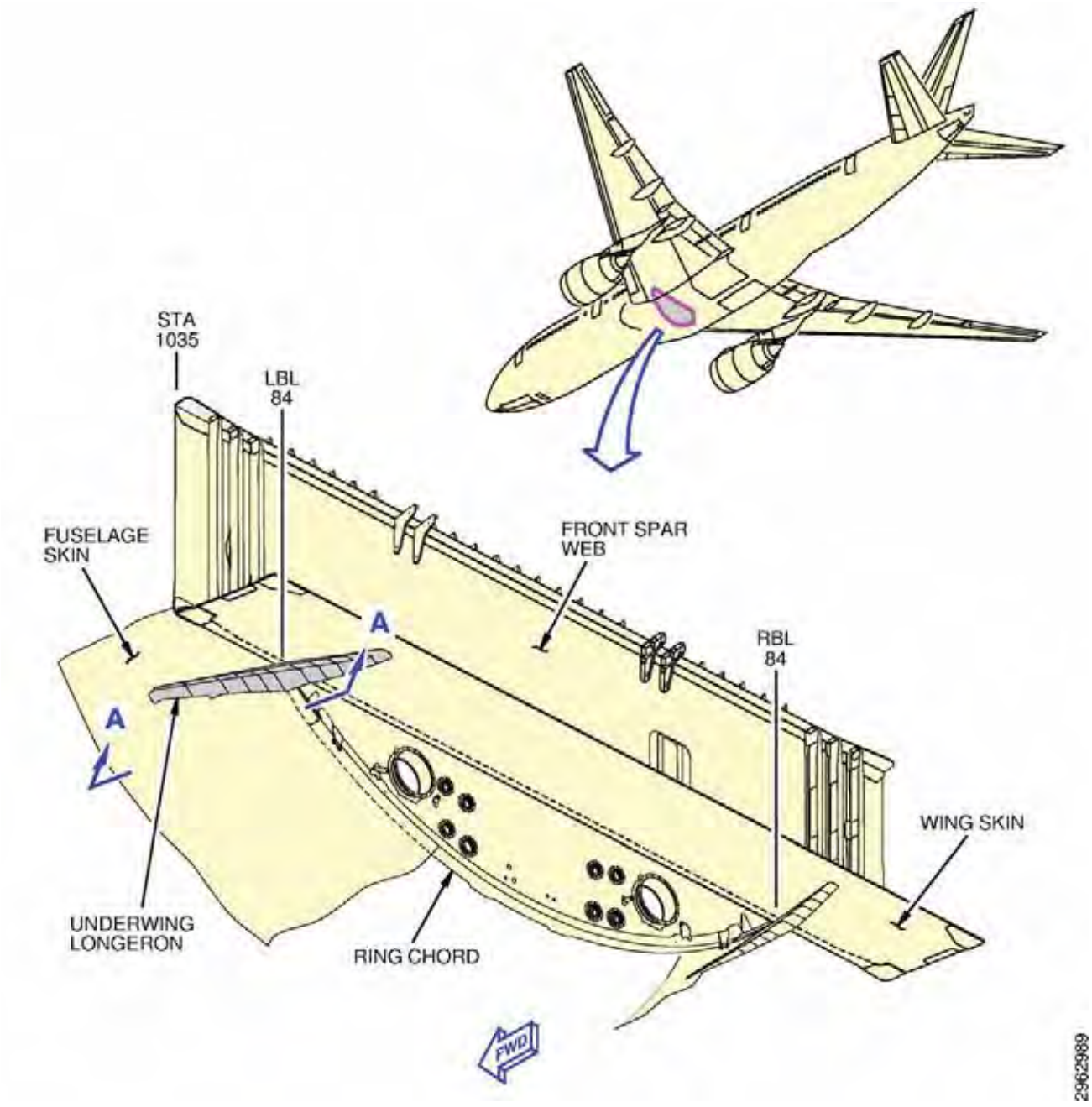


FIGURE 37: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 1 OF 3)

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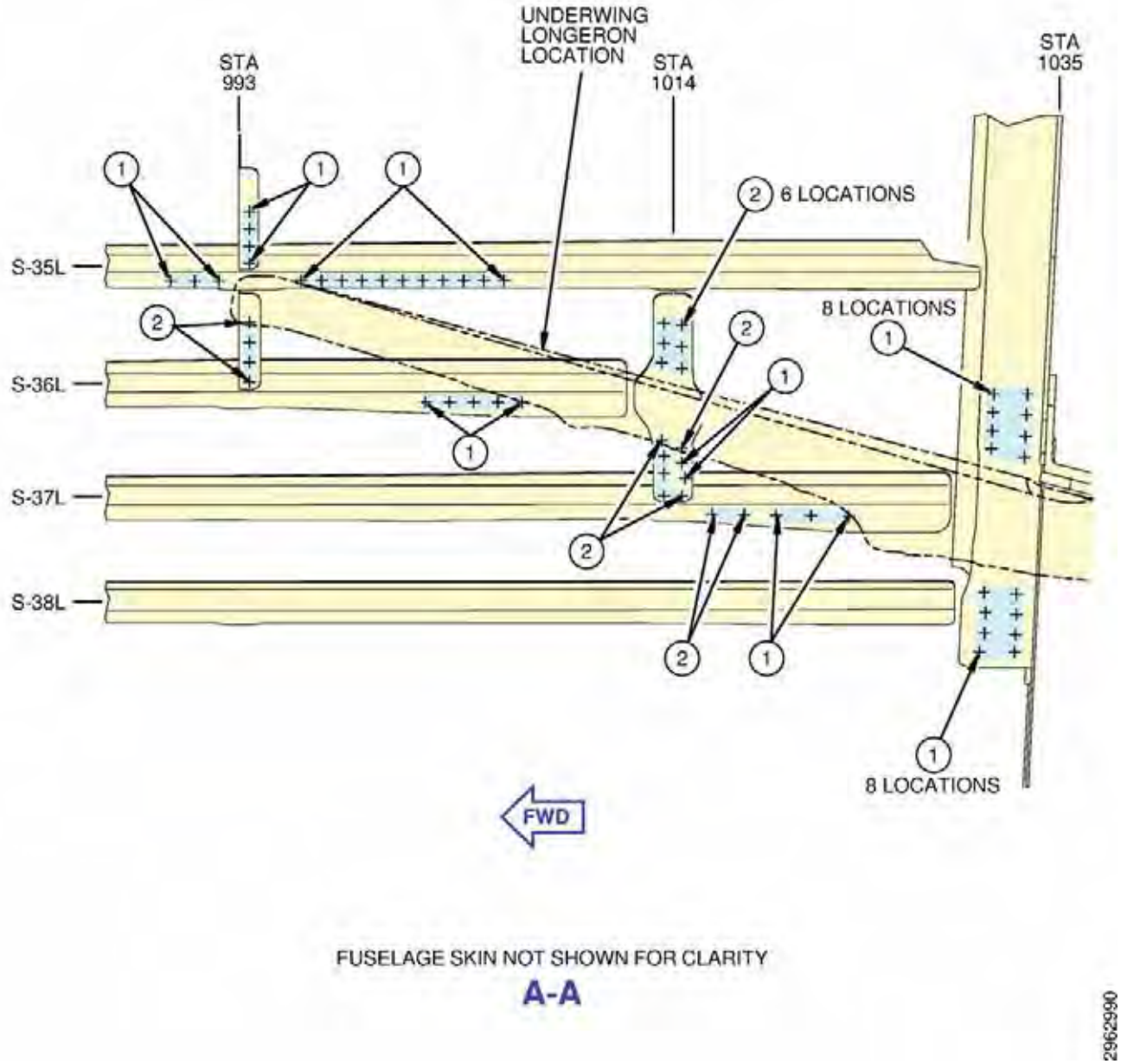


FIGURE 37: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 2 OF 3)

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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	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(a)
2	Remove	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(b)
	Install (New)	WASHER	66-2955-58	18	(c)
(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, complete the modification.					
(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install the countersink repair washers.					
(c) Install 66-2955-58 countersink repair washers, or make countersink repair washer from rivets and install. Refer to 777F SRM 51-40-08 as an accepted procedure. Micro-shave flush. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.					

FIGURE 37: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 3 OF 3)

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This Figure applies only to: Group 7, Configuration 1-4; Group 8, Configuration 1-4.

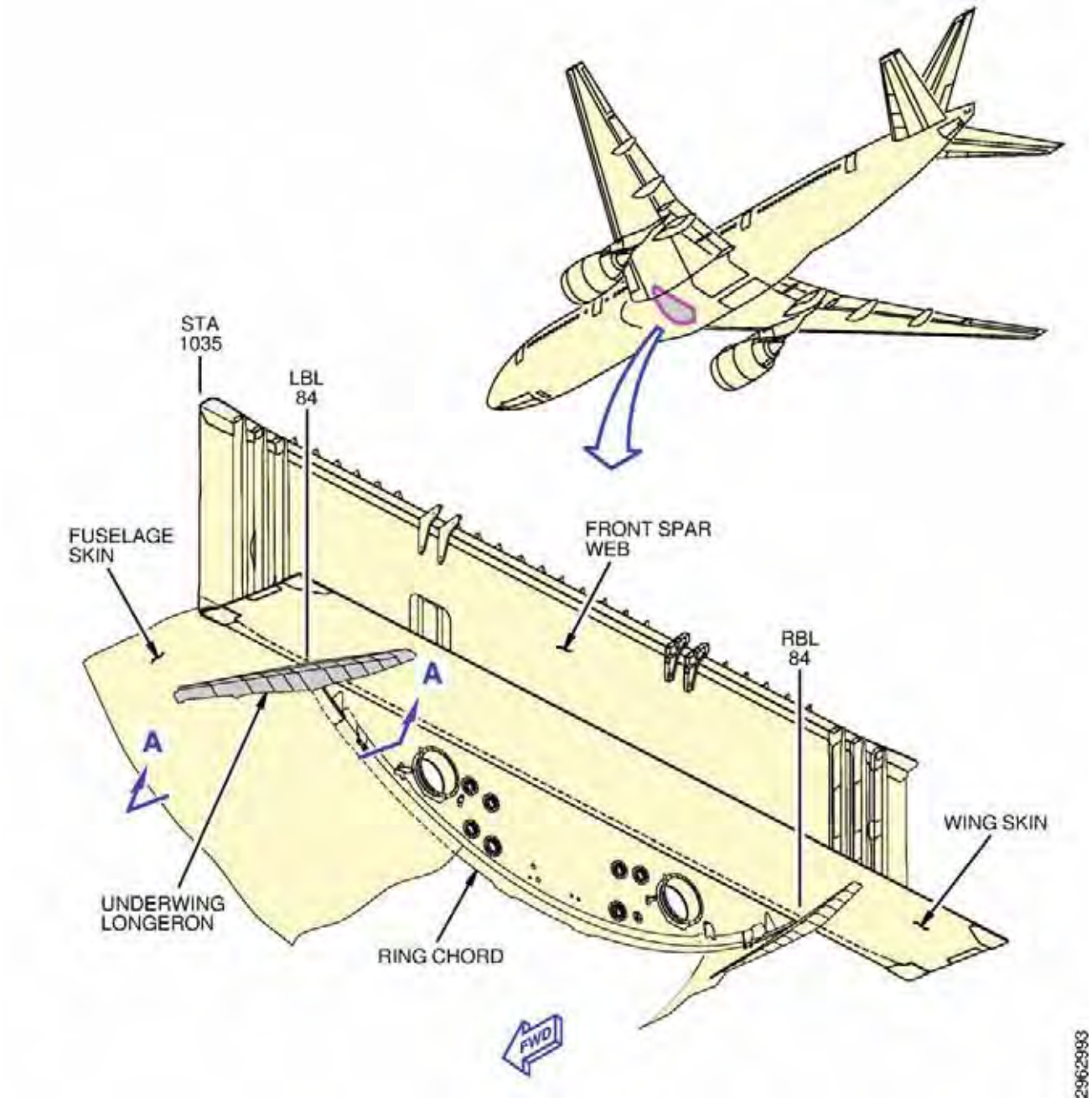


FIGURE 38: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 1 OF 3)

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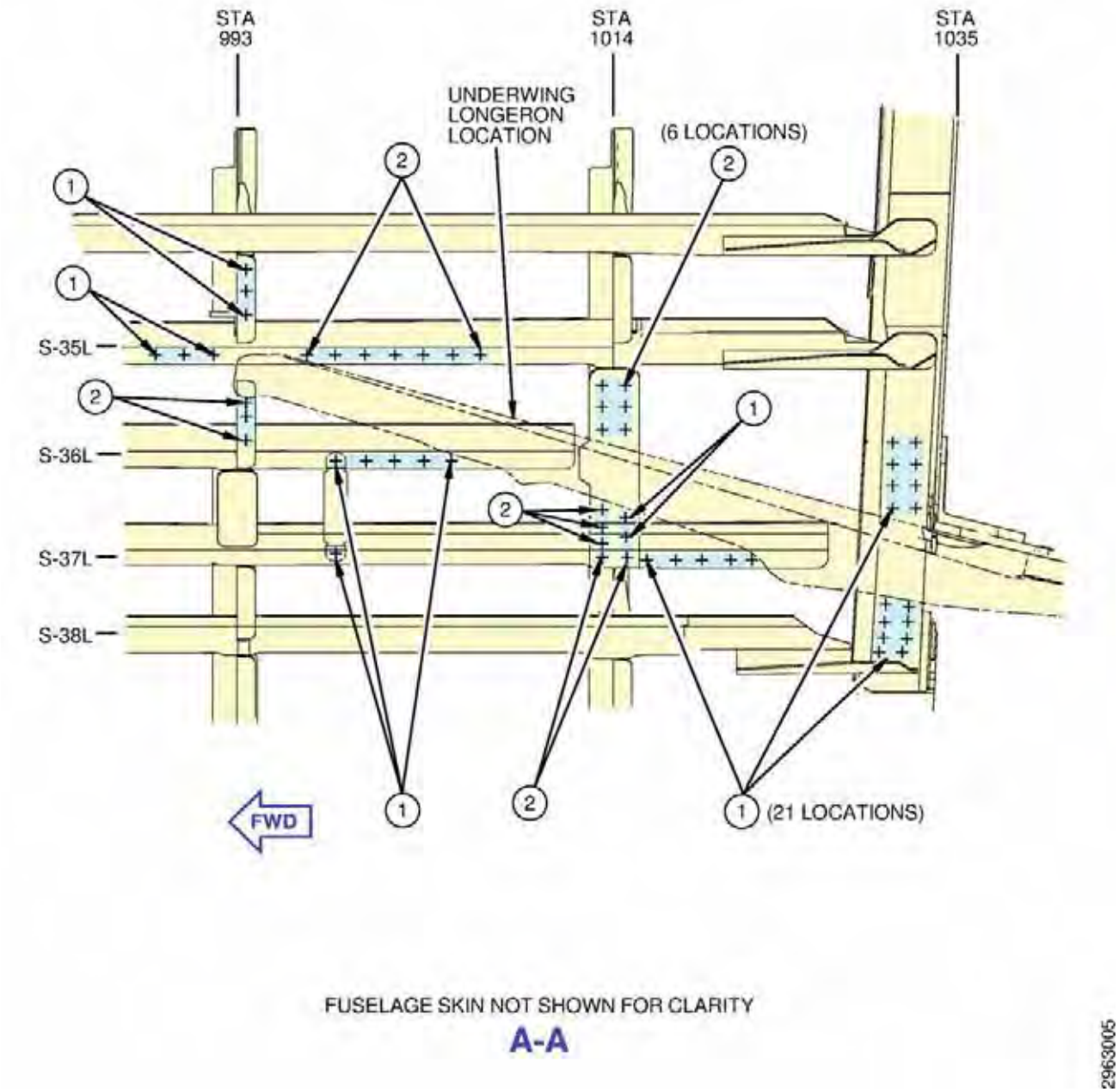


FIGURE 38: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 2 OF 3)

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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	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(a)
2	Remove	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(b)
	Install (New)	WASHER	66-2955-58	21	(c)(d)(e)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, complete the modification.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install the countersink repair washers.

(c) Install 66-2955-58 countersink repair washers, or make countersink repair washer from rivets and install. Refer to 777-300 SRM 51-40-08 as an accepted procedure. Micro-shave flush.

(d) Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure.

(e) Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

FIGURE 38: LEFT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-8; Group 3, Configuration 1-8; Group 4, Configuration 1-2; Group 5, Configuration 1-8; Group 6, Configuration 1-2; Group 7, Configuration 1-8; Group 8, Configuration 1-8; Group 9, Configuration 1-2.

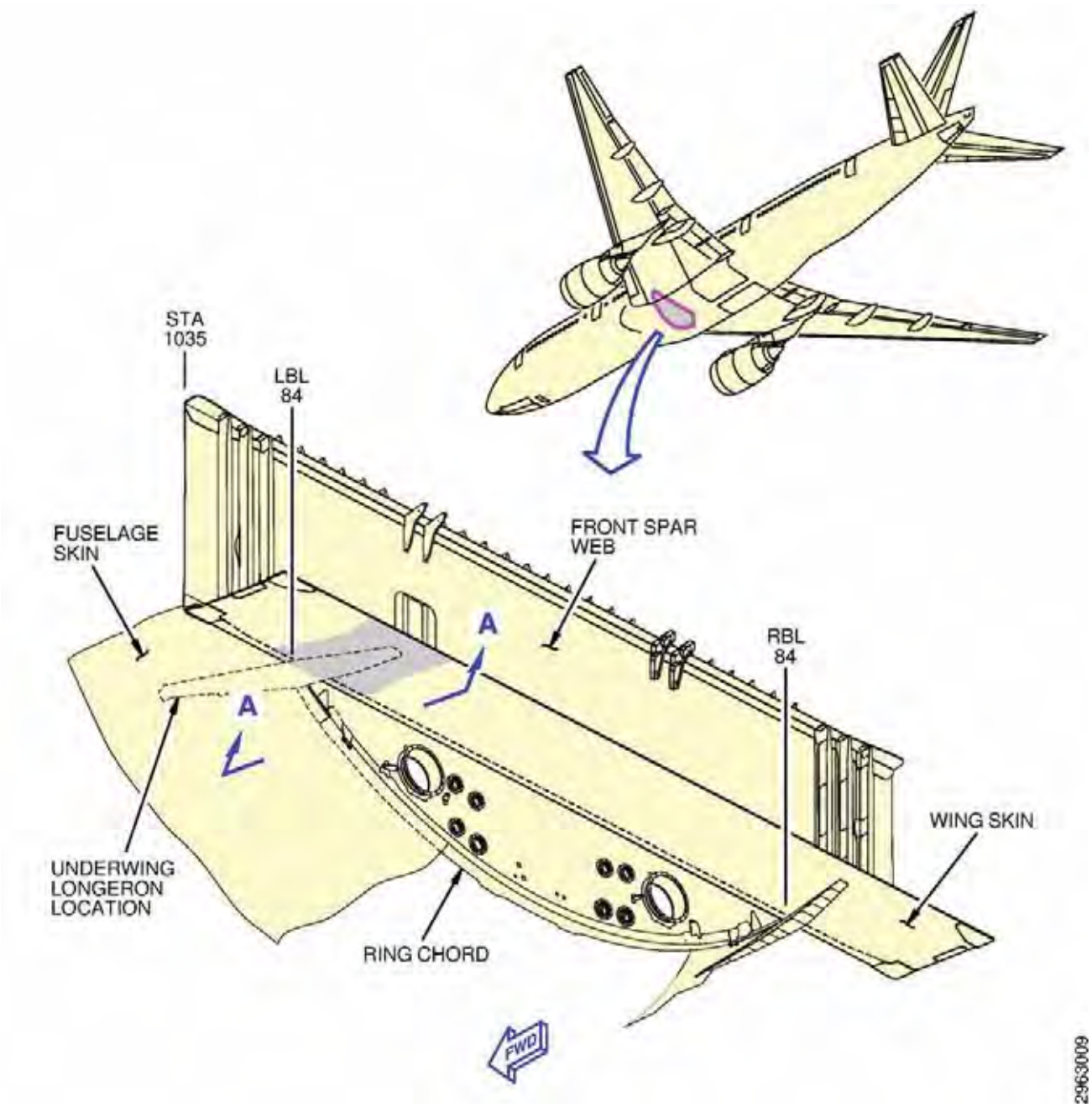
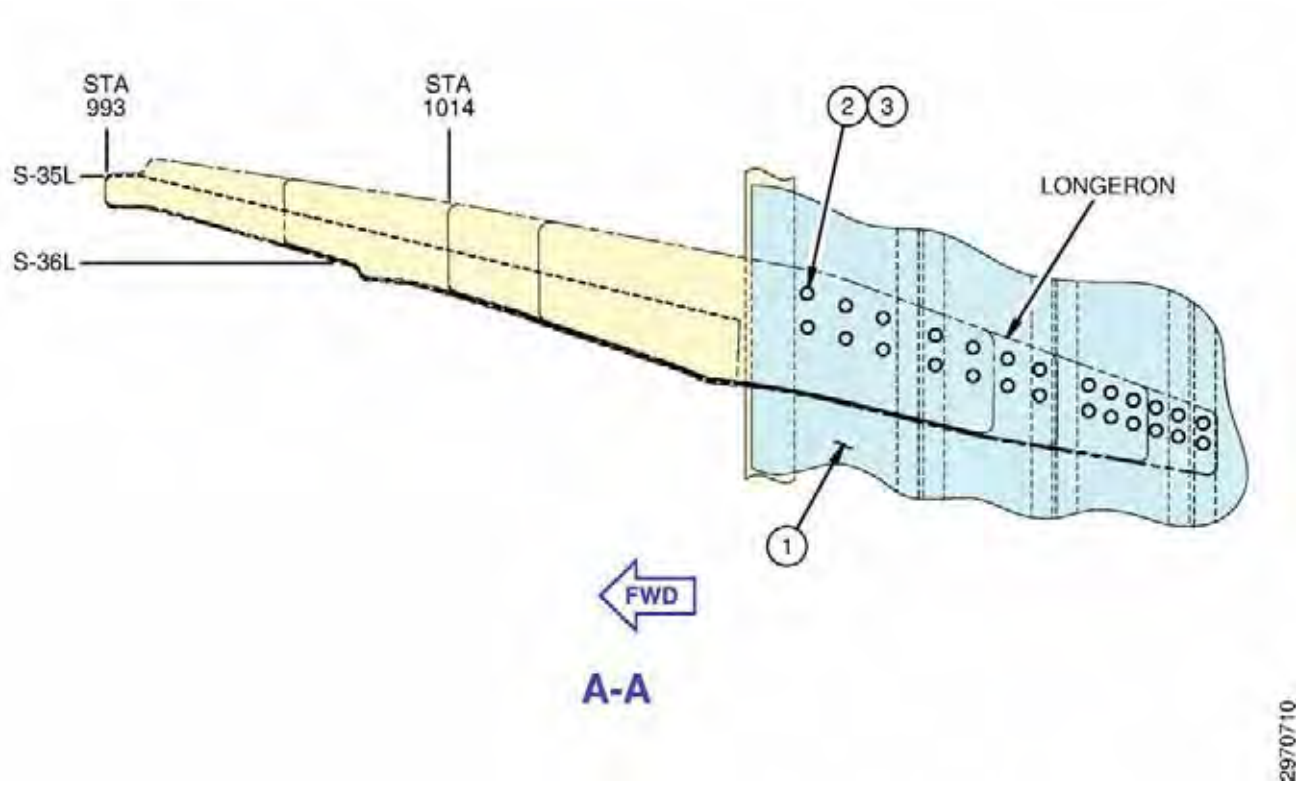


FIGURE 39: LEFT SIDE WING BOTTOM SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 4)

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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	Inspect	WING SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	WING SKIN	-	-	(c)(d)

FIGURE 39: LEFT SIDE WING BOTTOM SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(a)	Do a detailed inspection of the wing skin within 10 inches of the underwing longeron for any crack, scratch, gouge, or nick. 1. If any abrasion is found: (a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. (b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend as required to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. Flap or Roto Peen the blended surface. Refer to SOPM 20-10-03 as an accepted procedure, use intensity 0.004A-0.007A, coverage 2.0. Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure. Apply one coat of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure. 2. If any abrasion is found on the wing skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair. 3. If any crack, scratch, gouge or nick is found, contact The Boeing Company for repair instructions and do the repair.				
(b)	Do an open hole High Frequency Eddy Current (HFEC) inspection of the wing skin for any crack in all holes common to the underwing longeron and the wing skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack is found, contact The Boeing Company for repair instructions and do the repair.				

FIGURE 39: LEFT SIDE WING BOTTOM SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(c) Do a surface High Frequency Eddy Current (HFEC) inspection of the external surface of the wing skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the wing skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack is found, contact The Boeing Company for repair instructions and do the repair.					
(d) If no crack is found, continue with next step.					

FIGURE 39: LEFT SIDE WING BOTTOM SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 4)

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This Figure applies only to: Group 2, Configuration 1-4.

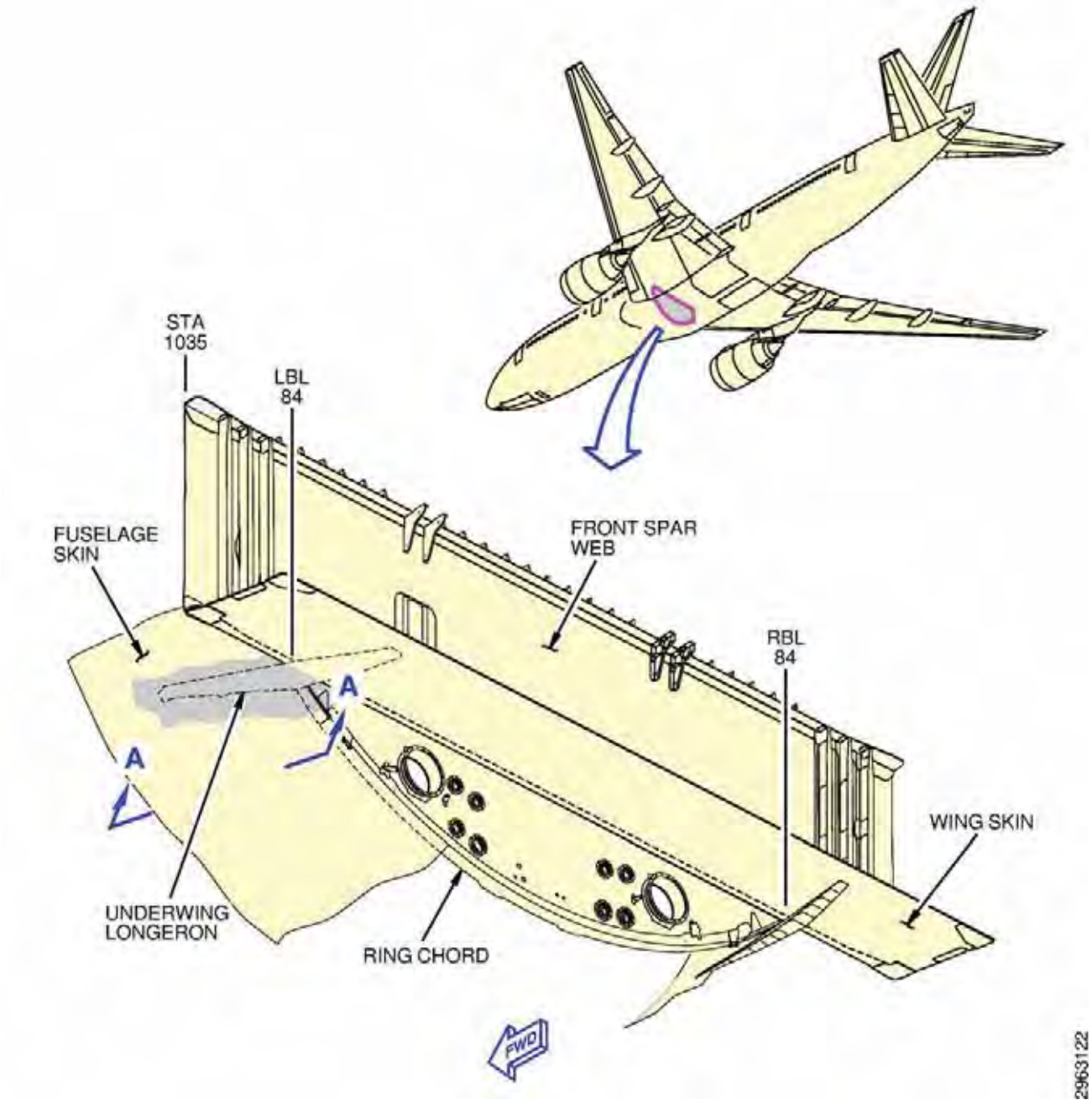


FIGURE 40: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 5)

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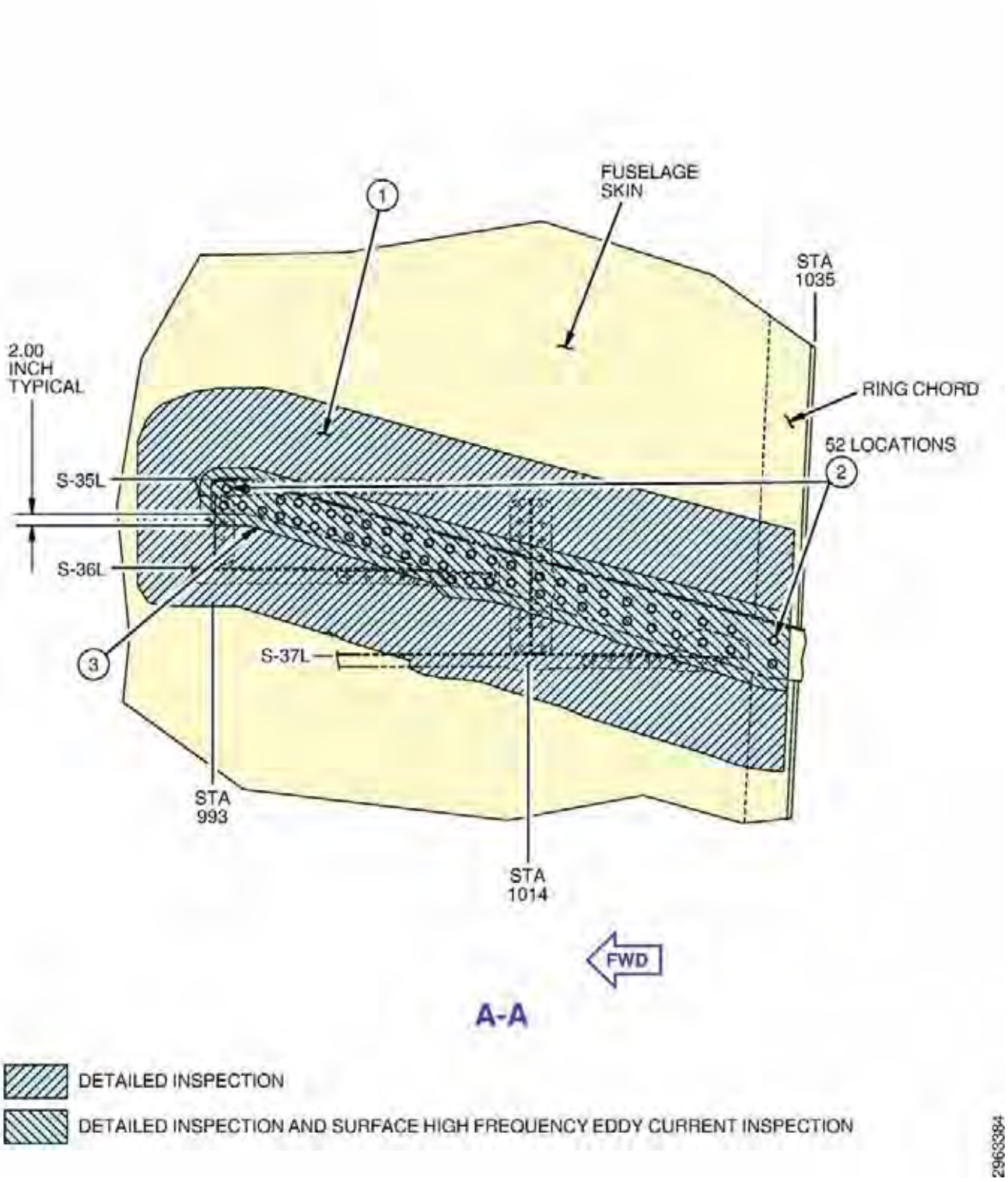


FIGURE 40: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 5)

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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	FUSELAGE SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	FUSELAGE SKIN	-	-	(c)(d)

FIGURE 40: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 5)

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ALERT **ALERT**

Step	Task	Name	Identification	Qty	More Data

(a) Do a detailed inspection of the fuselage skin within 10 inches of the underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion.

1. If any abrasion is found:

(a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

(b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure.

Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.

2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the fuselage skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair.

3. If any abrasion, dent, scratch, gouge, nick or corrosion is found exceeds 0.005 inch depth on the fuselage skin within the inspection area but not under the underwing longeron, contact The Boeing Company for repair instructions and do the repair. Refer to 777-200 SRM 53-00-01 or 777F SRM 53-00-01 or 777-300 SRM 53-00-01 as an accepted procedure, if the repair can be accomplished without extending under the underwing longeron.

4. If any crack is found beyond the trim line boundary in drawing 675W0002, Sheet 5, View 1C14 contact The Boeing Company for repair instructions and do the repair.

FIGURE 40: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack is found beyond the trim line boundary in drawing 675W0002, Sheet 5, View 1C14 contact The Boeing Company for repair instructions and do the repair.					
(c) Do a surface High Frequency Eddy Current (HFEC) inspection of the external surface of the fuselage skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack is found beyond the trim line boundary in drawing 675W0002, Sheet 5, View 1C14 contact The Boeing Company for repair instructions and do the repair.					
(d) If no crack is found or if or any crack is found inside the trim area in drawing 675W0002, Sheet 5, View 1C14, continue with modification.					

FIGURE 40: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 5 OF 5)

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This Figure applies only to: Group 3, Configuration 1-4; Group 5, Configuration 1-4.

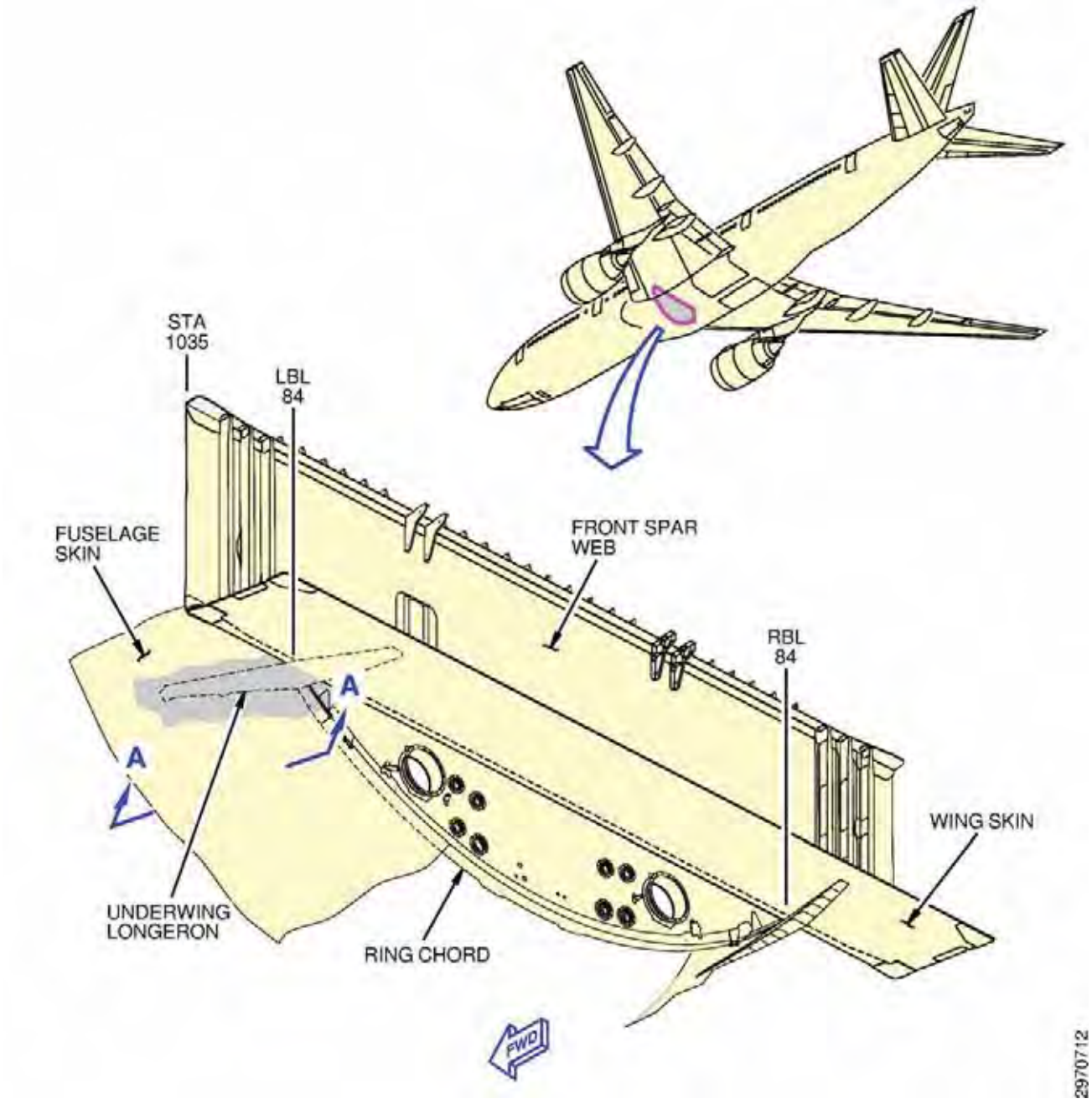


FIGURE 41: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 5)

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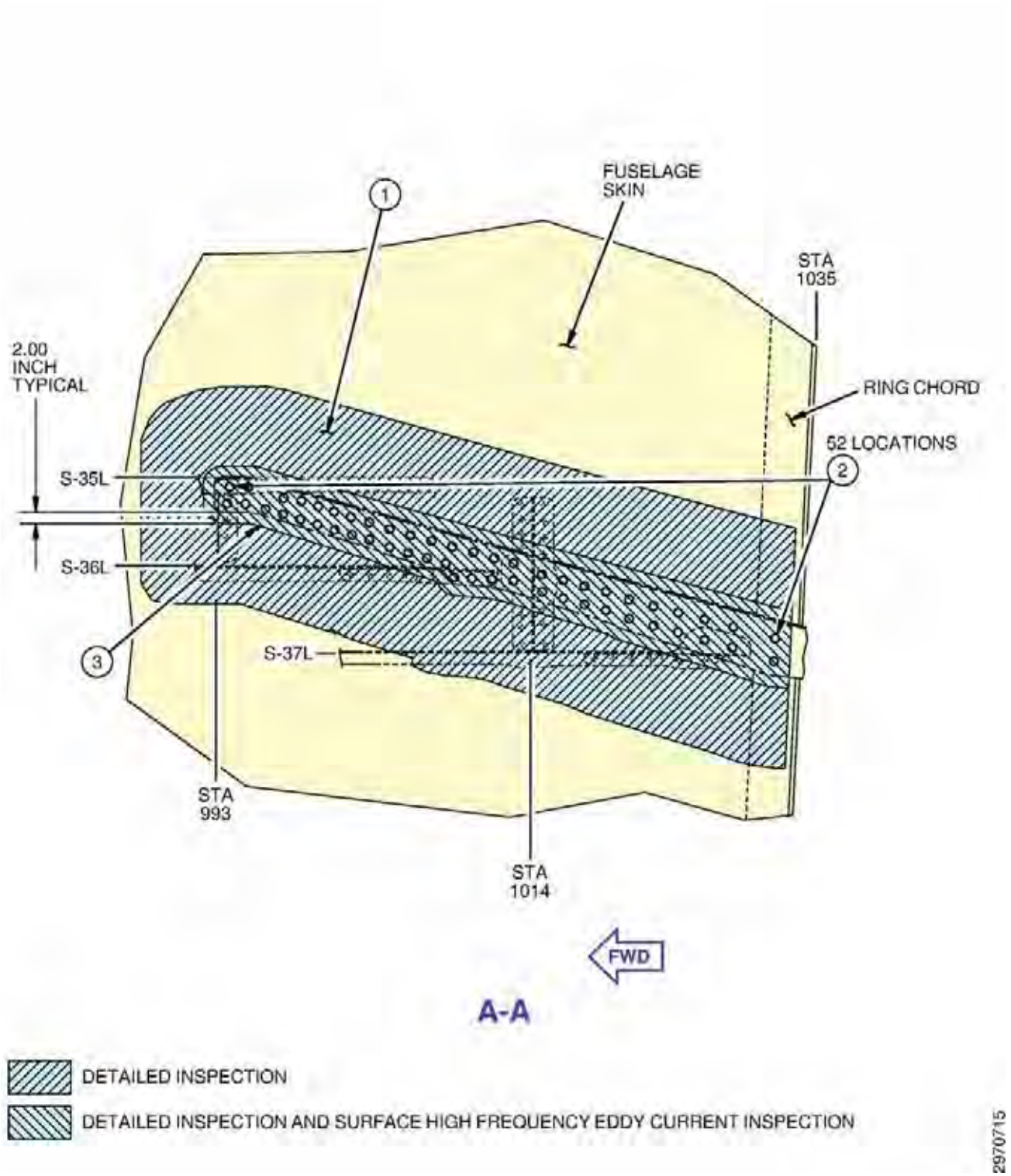


FIGURE 41: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 5)

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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	FUSELAGE SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	FUSELAGE SKIN	-	-	(c)(d)

FIGURE 41: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 5)

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ALERT **ALERT**

Step	Task	Name	Identification	Qty	More Data
(a) Do a detailed inspection of the fuselage skin within 10 inches of the underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. 1. If any abrasion is found: (a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. (b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure. 2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the fuselage skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair. 3. If any abrasion, dent, scratch, gouge, nick or corrosion is found exceeds 0.005 inch depth on the fuselage skin within the inspection area but not under the underwing longeron, contact The Boeing Company for repair instructions and do the repair. Refer to 777-200 SRM 53-00-01 or 777F SRM 53-00-01 or 777-300 SRM 53-00-01 as an accepted procedure, if the repair can be accomplished without extending under the underwing longeron. 4. If any crack is found beyond the trim line boundary in drawing 675W0002, Sheet 7, View 1C14, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 41: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b)	Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack is found beyond the trim line boundary in drawing 675W0002, Sheet 7, View 1C14, contact The Boeing Company for repair instructions and do the repair.				
(c)	Do a surface High Frequency Eddy Current (HFEC) inspection of the external surface of the fuselage skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack is found beyond the trim line boundary in drawing 675W0002, Sheet 7, View 1C14, contact The Boeing Company for repair instructions and do the repair.				
(d)	If no crack is found or if or any crack is found inside the trim area in drawing 675W0002, Sheet 7, View 1C14, continue with modification.				

FIGURE 41: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 5 OF 5)

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This Figure applies only to: Group 7, Configuration 1-4.

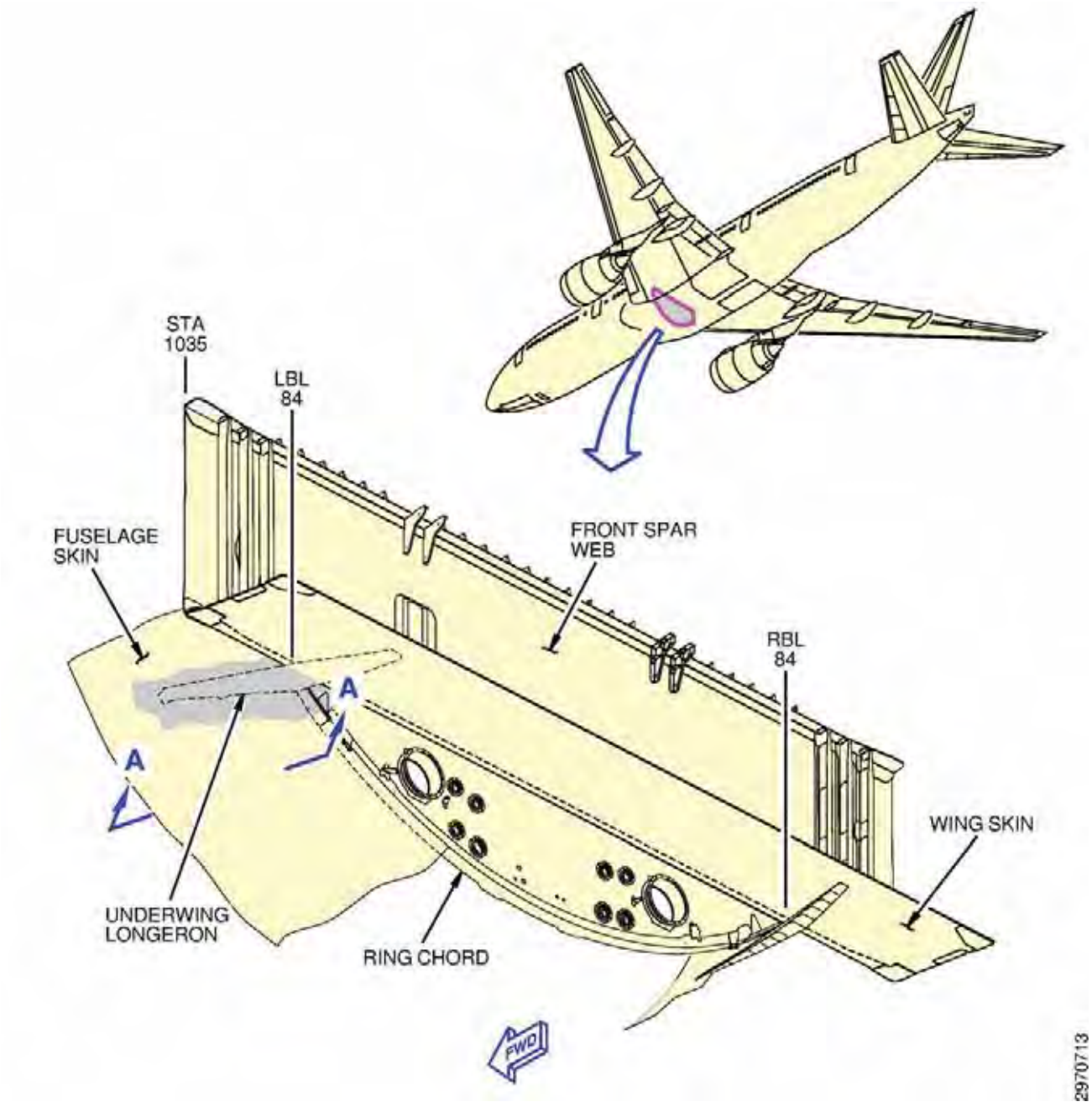


FIGURE 42: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 5)

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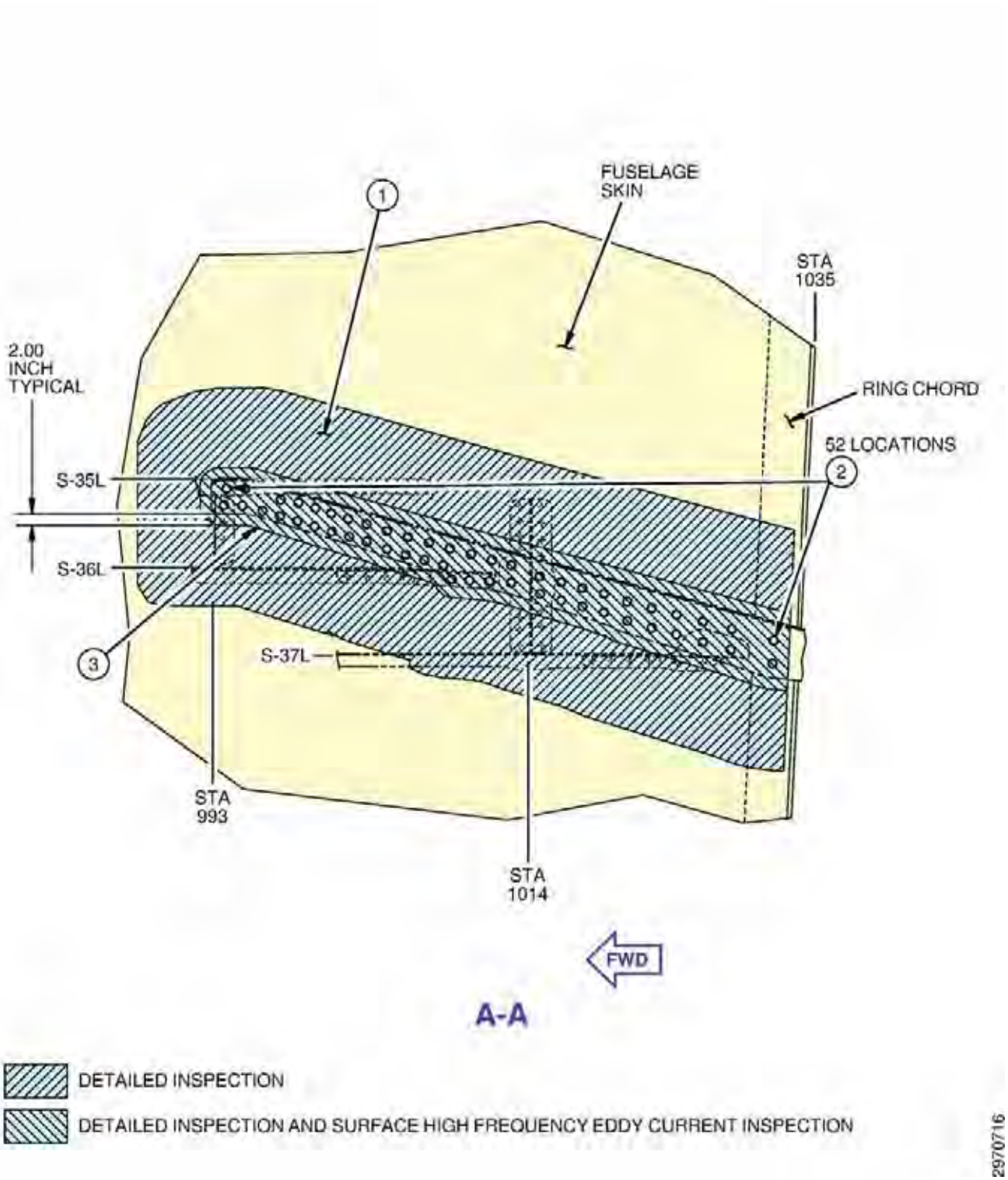


FIGURE 42: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 5)

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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	FUSELAGE SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	FUSELAGE SKIN	-	-	(c)(d)

FIGURE 42: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data

(a) Do a detailed inspection of the fuselage skin within 10 inches of the underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion.

1. If any abrasion is found:

(a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

(b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure.

Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.

2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the fuselage skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair.

3. If any abrasion, dent, scratch, gouge, nick or corrosion is found exceeds 0.005 inch depth on the fuselage skin within the inspection area but not under the underwing longeron, contact The Boeing Company for repair instructions and do the repair. Refer to 777-200 SRM 53-00-01 or 777F SRM 53-00-01 or 777-300 SRM 53-00-01 as an accepted procedure, if the repair can be accomplished without extending under the underwing longeron.

4. If any crack is found beyond the trim line boundary in drawing 675W0001, Sheet 1, View 1C15, contact The Boeing Company for repair instructions and do the repair.

FIGURE 42: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack is found beyond the trim line boundary in drawing 675W0001, Sheet 1, View 1C15, contact The Boeing Company for repair instructions and do the repair.					
(c) Do a surface High Frequency Eddy Current (HFEC) inspection of the external surface of the fuselage skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack is found beyond the trim line boundary in drawing 675W0001, Sheet 1, View 1C15, contact The Boeing Company for repair instructions and do the repair.					
(d) If no crack is found or if or any crack is found inside the trim area in drawing 675W0001, Sheet 1, View 1C15, continue with modification.					

FIGURE 42: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 5 OF 5)

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This Figure applies only to: Group 8, Configuration 1-4.

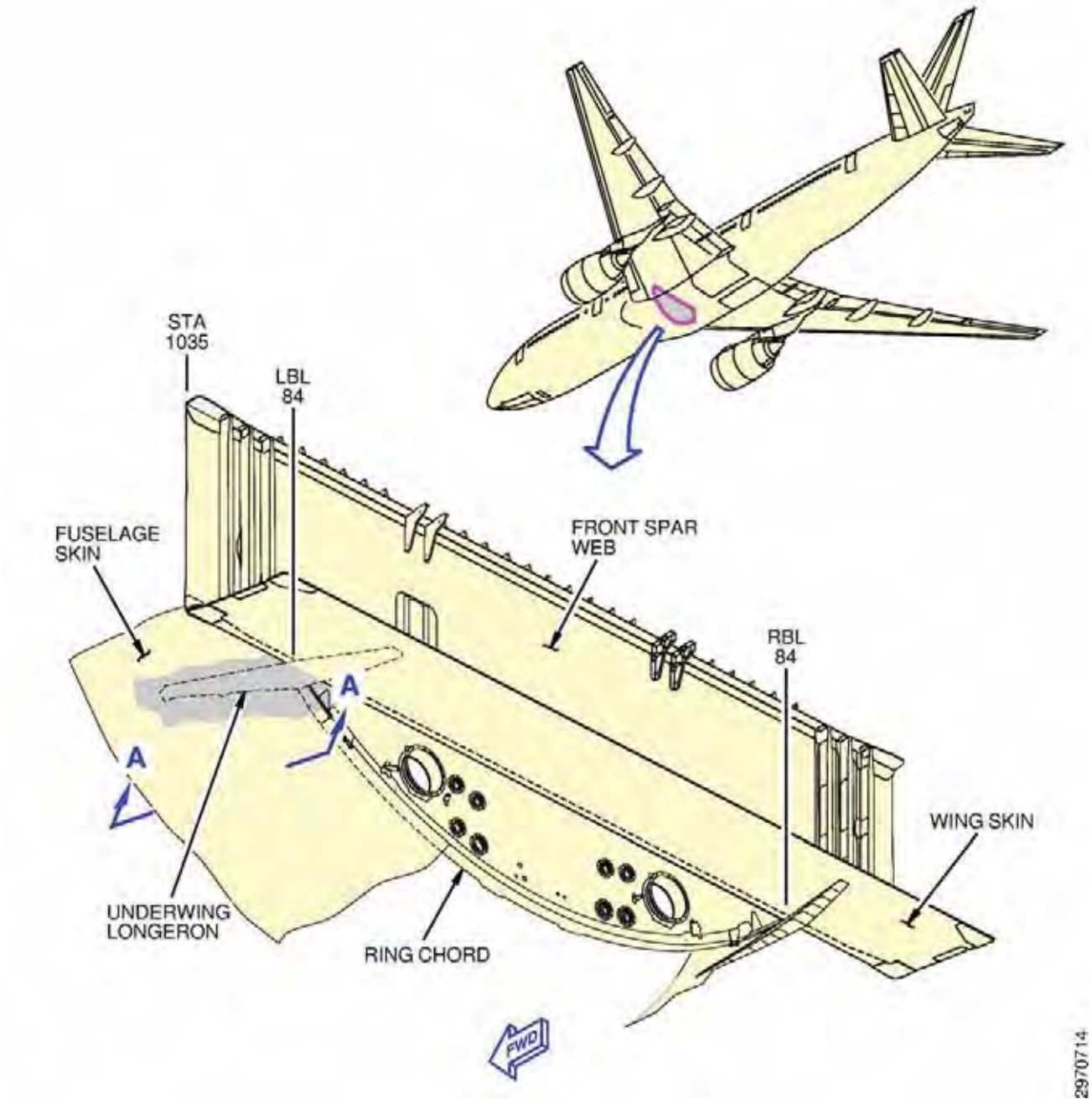


FIGURE 43: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 5)

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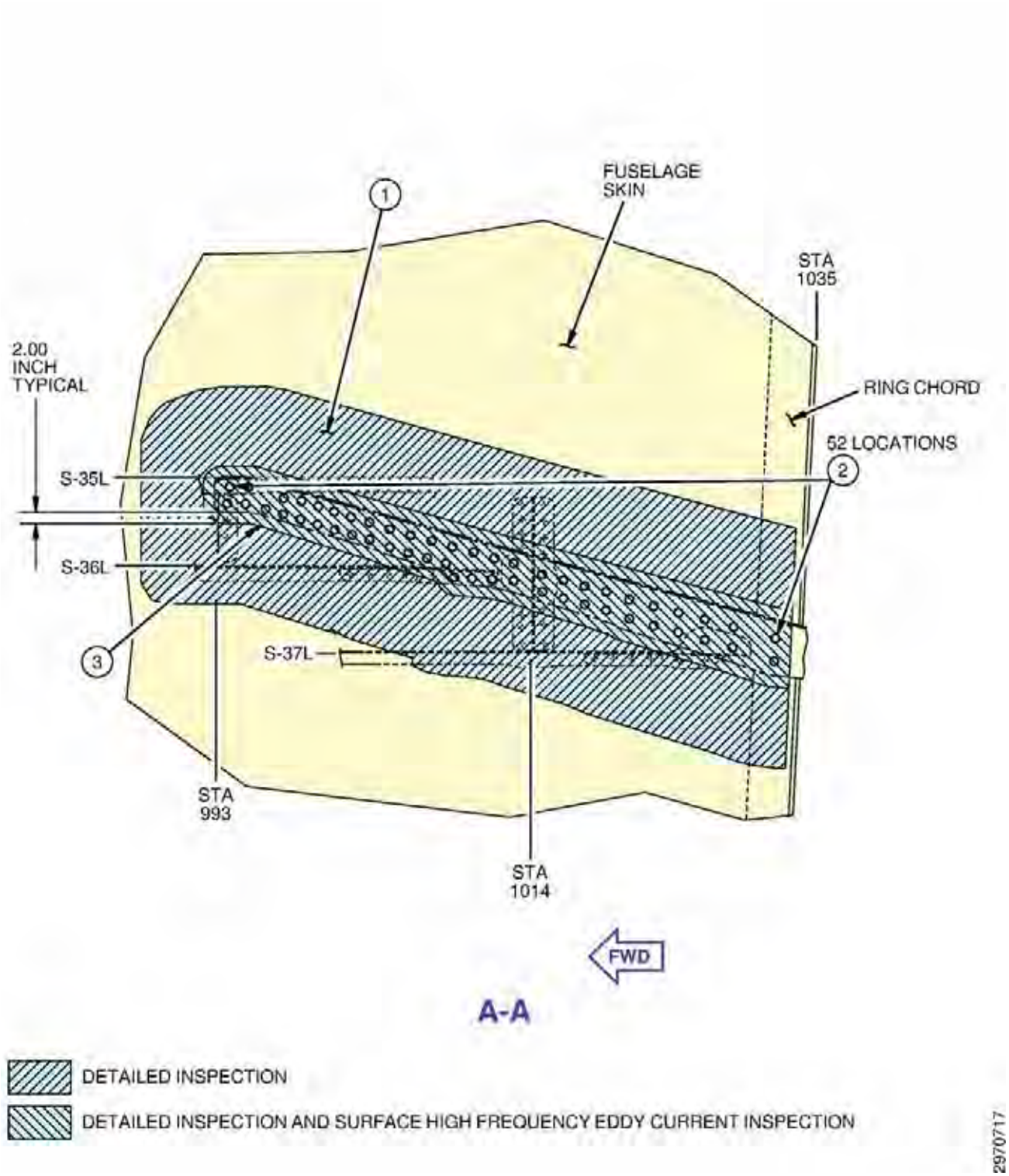


FIGURE 43: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 5)

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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	FUSELAGE SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	FUSELAGE SKIN	-	-	(c)(d)

FIGURE 43: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 5)

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ALERT **ALERT**

Step	Task	Name	Identification	Qty	More Data
(a) Do a detailed inspection of the fuselage skin within 10 inches of the underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. 1. If any abrasion is found: (a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. (b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure. 2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the fuselage skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair. 3. If any abrasion, dent, scratch, gouge, nick or corrosion is found exceeds 0.005 inch depth on the fuselage skin within the inspection area but not under the underwing longeron, contact The Boeing Company for repair instructions and do the repair. Refer to 777-200 SRM 53-00-01 or 777F SRM 53-00-01 or 777-300 SRM 53-00-01 as an accepted procedure, if the repair can be accomplished without extending under the underwing longeron. 4. If any crack is found beyond the trim line boundary in drawing 675W0001 Sheet 1, View 2C15, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 43: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b)	Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack is found beyond the trim line boundary in drawing 675W0001 Sheet 1, View 2C15, contact The Boeing Company for repair instructions and do the repair.				
(c)	Do a surface High Frequency Eddy Current (HFEC) inspection of the external surface of the fuselage skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack is found beyond the trim line boundary in drawing 675W0001 Sheet 1, View 2C15, contact The Boeing Company for repair instructions and do the repair.				
(d)	If no crack is found or if or any crack is found inside the trim area in drawing 675W0001 Sheet 1, View 2C15, continue with modification.				

FIGURE 43: LEFT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 5 OF 5)

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This Figure applies only to: Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 4, Configuration 1-2; Group 5, Configuration 5-8; Group 6, Configuration 1-2; Group 7, Configuration 5-8; Group 8, Configuration 5-8; Group 9, Configuration 1-2.

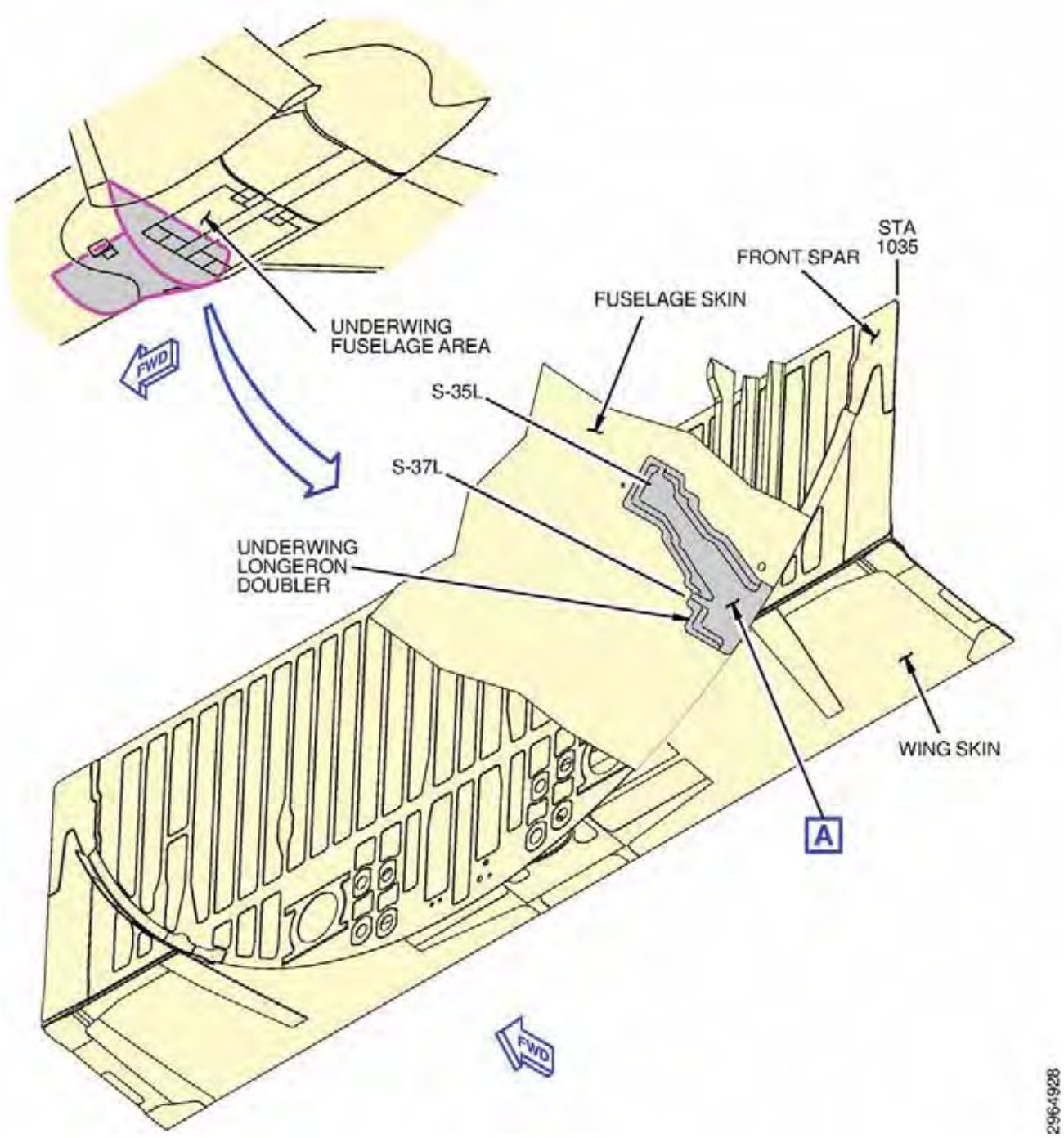


FIGURE 44: LEFT SIDE UNDERWING LONGERON FUSELAGE SKIN DOUBLER INSPECTION (SHEET 1 OF 4)

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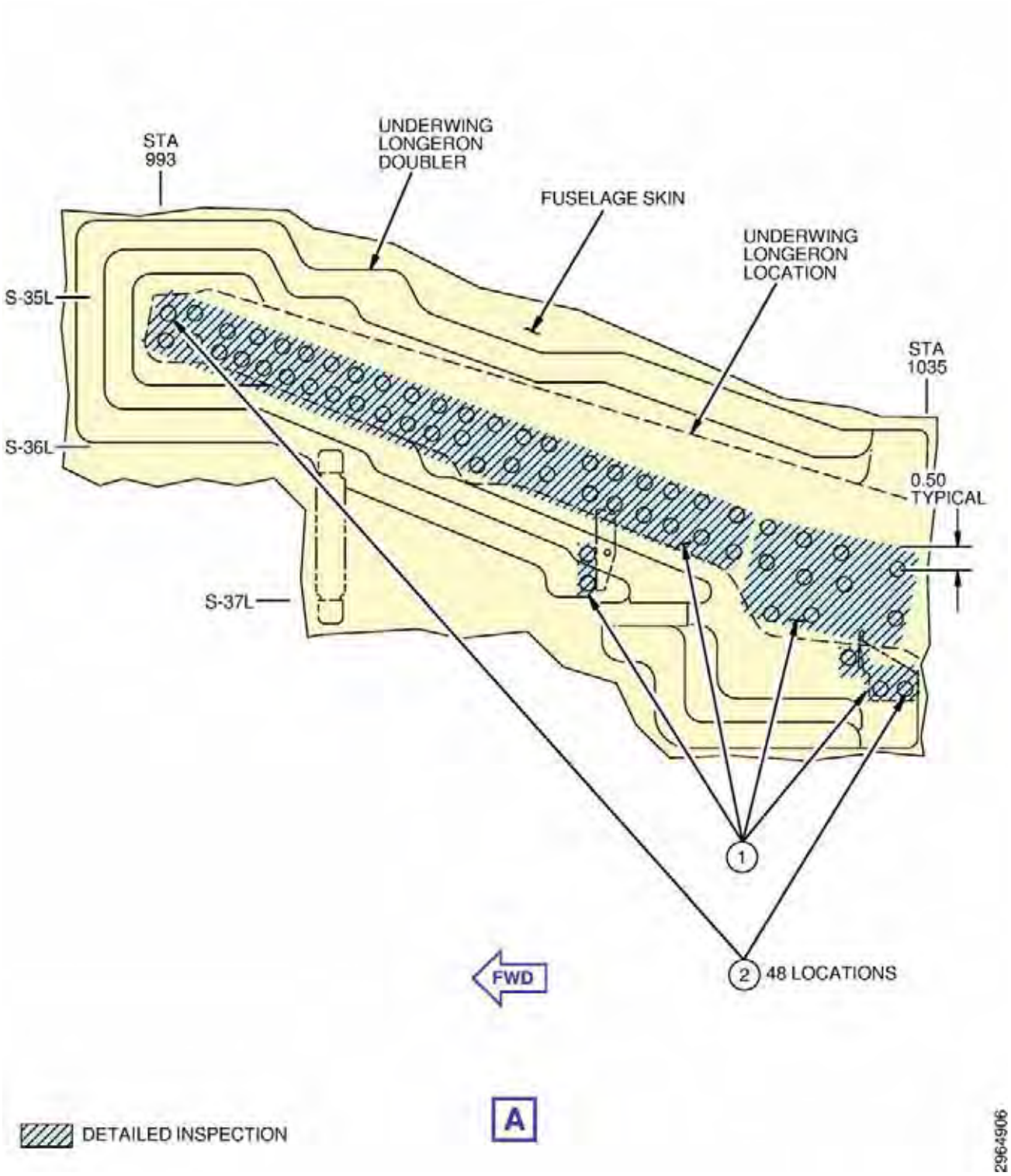


FIGURE 44: LEFT SIDE UNDERWING LONGERON FUSELAGE SKIN DOUBLER INSPECTION (SHEET 2 OF 4)

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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	Inspect	DOUBLER, UNDER-WING LONGERON	-	-	(a)(c)
2	Inspect	OPEN HOLES	-	-	(b)(c)

(a) Do a detailed inspection of the underwing longeron doubler for any abrasion, dent, scratch, gouge, nick, corrosion, or crack:

1. If any abrasion is found:

(a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

(b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure.

Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.

2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the underwing doubler underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair.

3. If any crack is found contact The Boeing Company for repair instructions and do the repair.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the underwing longeron doubler for any crack in all holes common to the underwing longeron and the underwing longeron doubler in accordance with 777 NDT Manual Part 6, 51-00-02.

1. If any crack is found, contact The Boeing Company for repair instructions and do the repair.

FIGURE 44: LEFT SIDE UNDERWING LONGERON FUSELAGE SKIN DOUBLER INSPECTION (SHEET 3 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(c) If no crack is found, continue with modification.					

FIGURE 44: LEFT SIDE UNDERWING LONGERON FUSELAGE SKIN DOUBLER INSPECTION (SHEET 4 OF 4)

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This Figure applies only to: Group 2, Configuration 1-4.

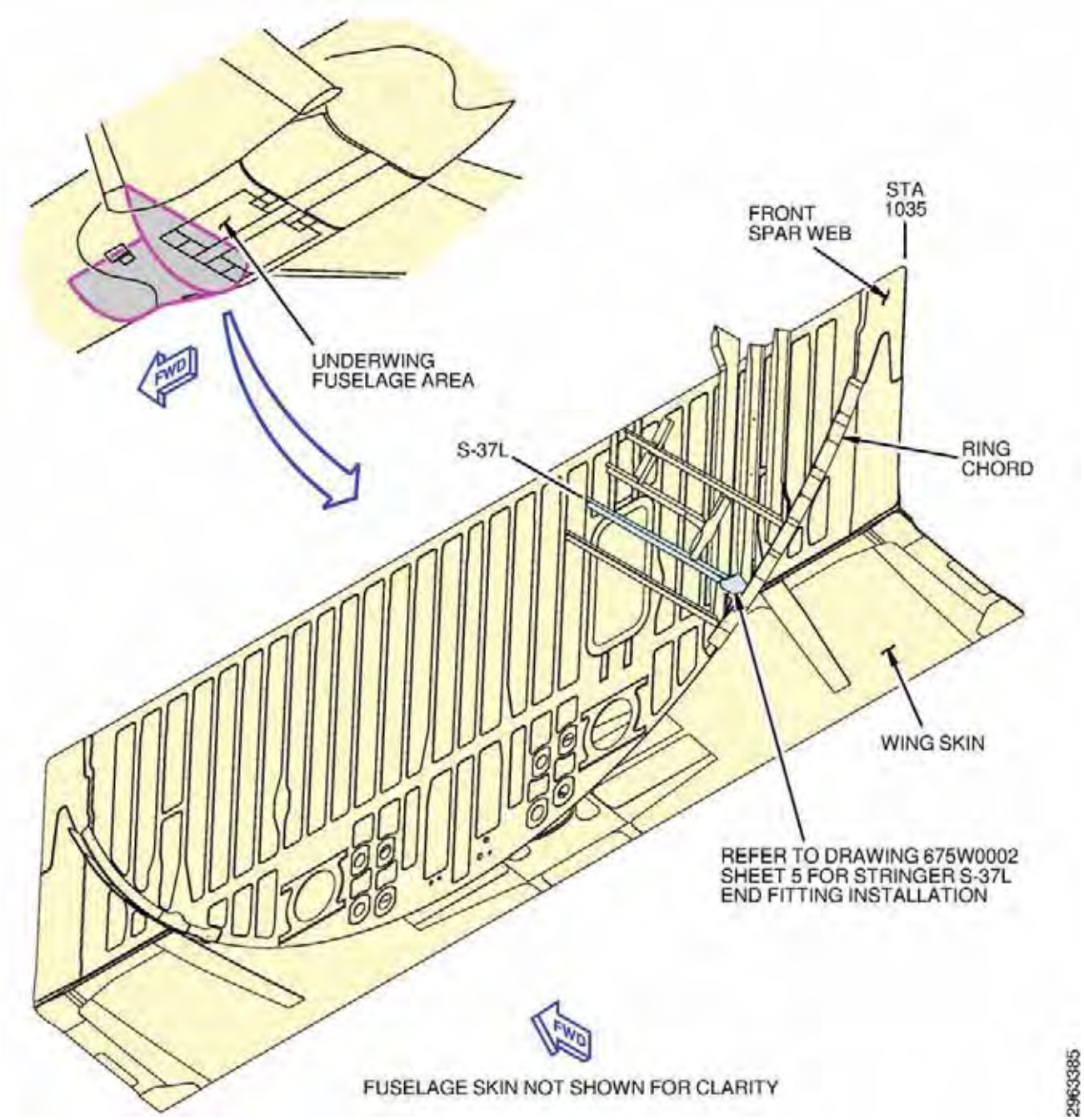


FIGURE 45: STRINGER S-37L END FITTING PREPARATION (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
CAUTION	PROTECT THE SKIN COMMON TO THE STRUCTURE FROM DAMAGE.				
1	Cut	STRINGER	-	-	Cut S-37L. Radius corner to 0.38 inch. (a)(b)(g)
2	Chamfer	STRINGER	-	-	(c)(g)(h)
3	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply chemical conversion coating to the bare edges of S-37L. Refer to SOPM 20-43-03 as an accepted procedure. (g)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply primer to the cut edges of S-37L. Refer to SOPM 20-41-02 as an accepted procedure. (g)
4	Locate	STRINGER END FITTING	675W0003-13	-	(d)(e)(g)(h)
5	Drill	STRINGER END FITTING	675W0003-13	-	Drill holes common to the stringer end fitting and S-37L. (f)(g)
6	Drill	STRINGER END FITTING	675W0003-13	-	Transfer fuselage skin hole locations to the stringer end fitting. (g)
7	Remove / Keep	STRINGER END FITTING	675W0003-13	-	Clean and break all sharp edges. (g)

(a) Maintain a surface finish of 125 microinches RA or better. Clean and break all sharp edges.

(b) Install a thin sheet of steel behind the stringer to prevent causing damage to the skin behind the stringer.

(c) Extend chamfer on S-37L 0.62 inch past the existing forward fastener hole location. Runout the chamfer with a radius of 0.25 - 0.75 inch.

FIGURE 45: STRINGER S-37L END FITTING PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
(d) For gaps greater than 0.005 inch between the stringer end fitting and S-37L, shim using the BACS40R009B054F shim. Refer to SOPM 20-50-20 as an accepted procedure. The maximum shim thickness is 0.06 inch. The gap after shimming and before fastener installation may not exceed 0.005inch. Apply BMS 10-11 TYPE I Primer to the shim. Refer to SOPM 20-41-02 as an accepted procedure.					
(e) For gaps greater than 0.005 inch between the stringer end fitting and fuselage skin, shim using the BACS40R042C070F shim. Refer to SOPM 20-50-20 as an accepted procedure. The maximum shim thickness is 0.06 inch. The gap after shimming and before fastener installation may not exceed 0.005inch. Apply BMS 10-11 TYPE I Primer to the shim. Refer to SOPM 20-41-02 as an accepted procedure.					
(f) Refer to drawing 675W0002, Zone 5G5, Table V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.					
(g) Accomplish task in accordance with Drawing 675W0002, Sheet 5, View 1D26.					
(h) Accomplish task in accordance with Drawing 675W0002, Sheet 5, View 1D16.					

FIGURE 45: STRINGER S-37L END FITTING PREPARATION (SHEET 3 OF 3)

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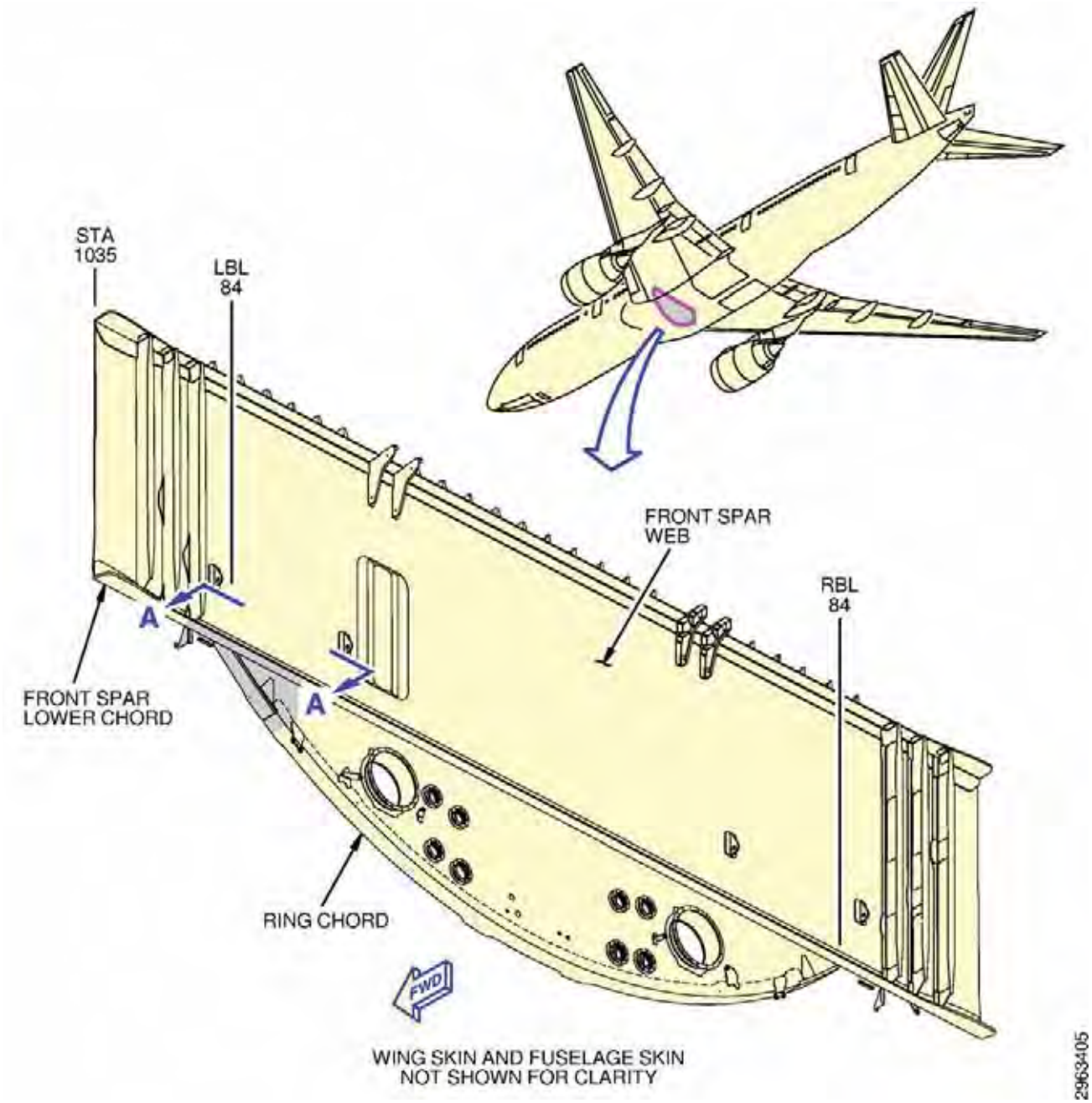


FIGURE 46: LEFT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 1 OF 4)

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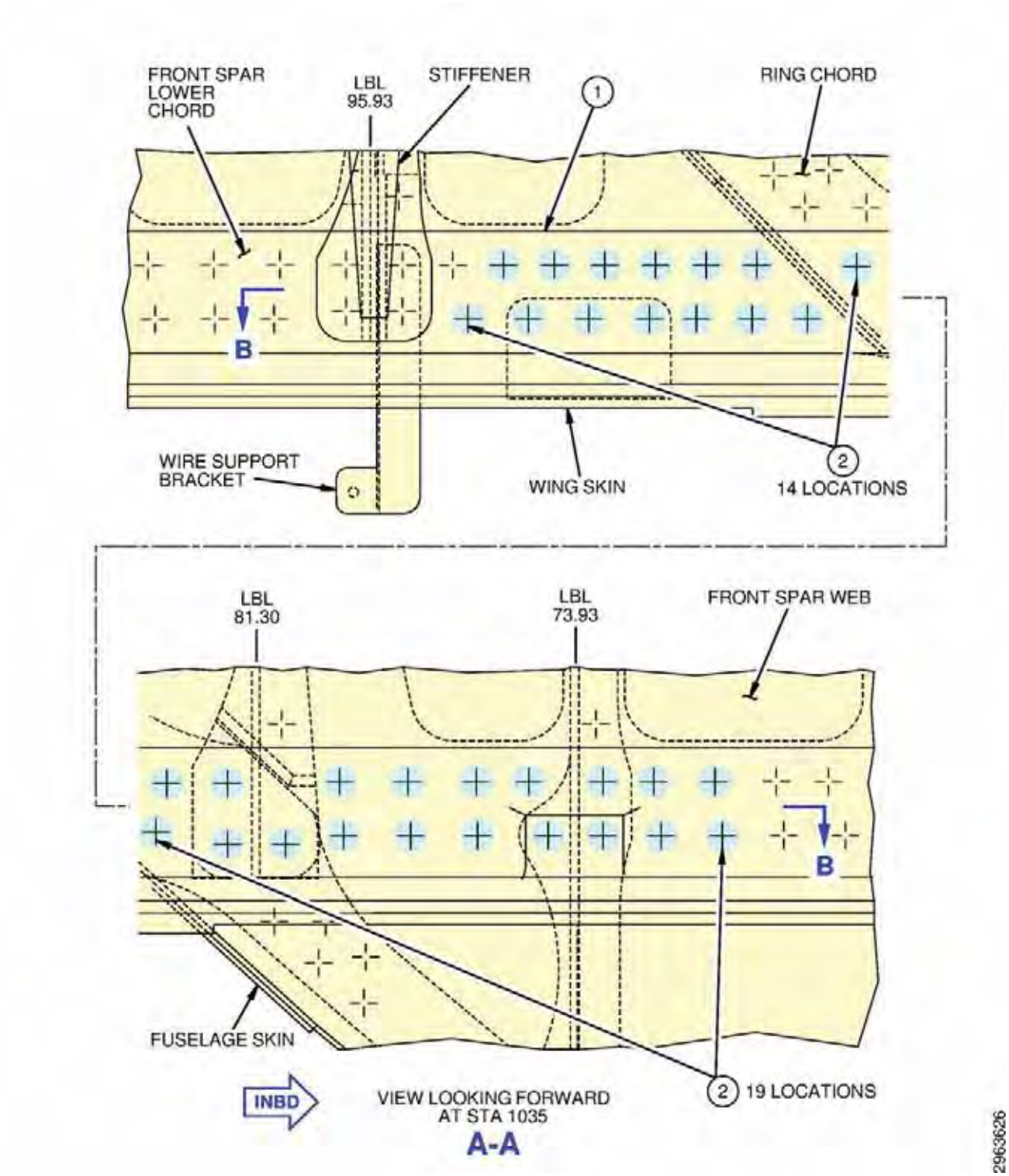


FIGURE 46: LEFT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 2 OF 4)

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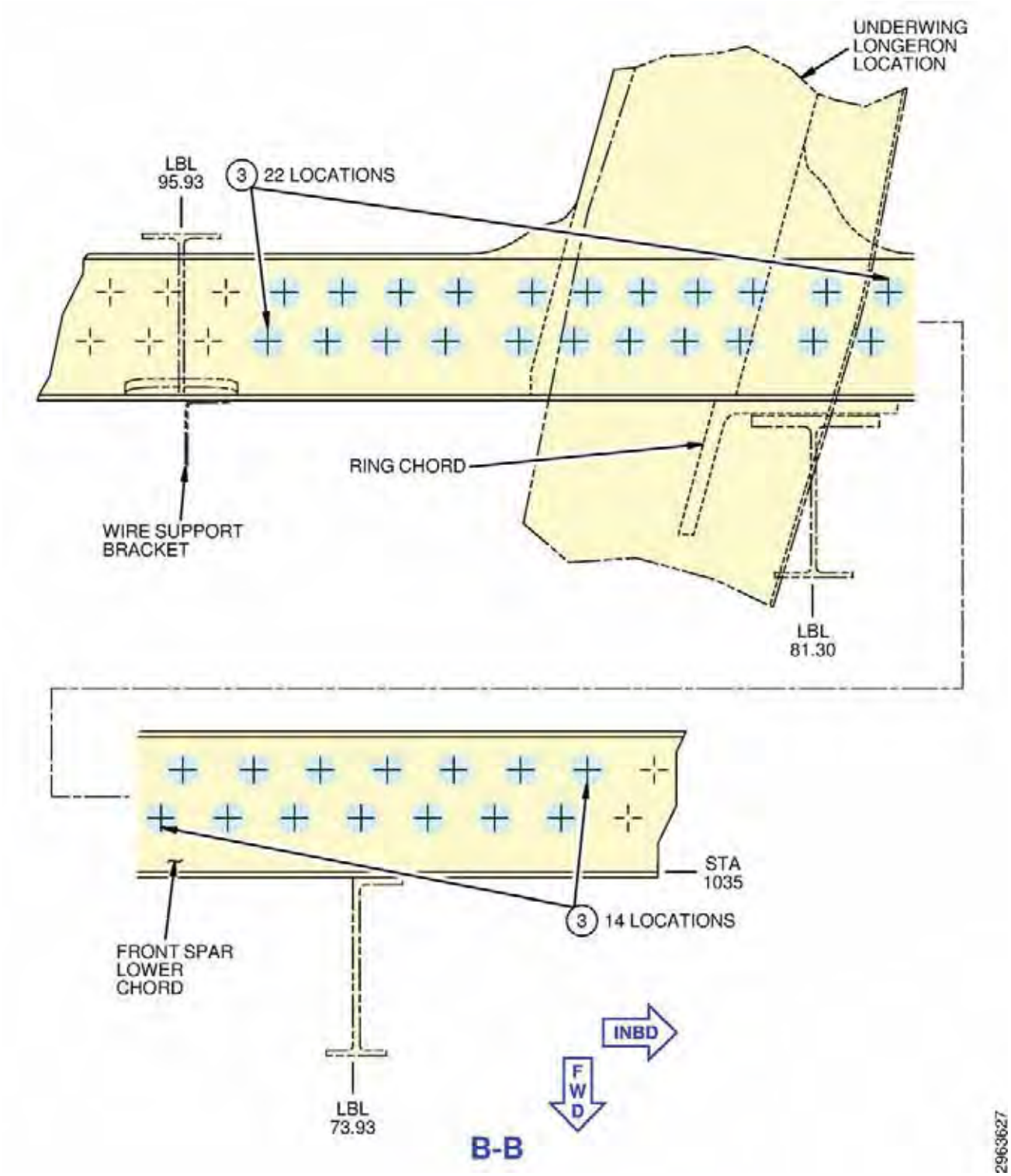


FIGURE 46: LEFT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 3 OF 4)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	33	-
3	Remove	FASTENERS	-	36	-

(a) Use non-metallic tools to remove cap seals and fillet seal. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

FIGURE 46: LEFT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 4 OF 4)

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This Figure applies only to: Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 4, Configuration 1-2; Group 5, Configuration 5-8; Group 6, Configuration 1-2; Group 7, Configuration 5-8; Group 8, Configuration 5-8; Group 9, Configuration 1-2.

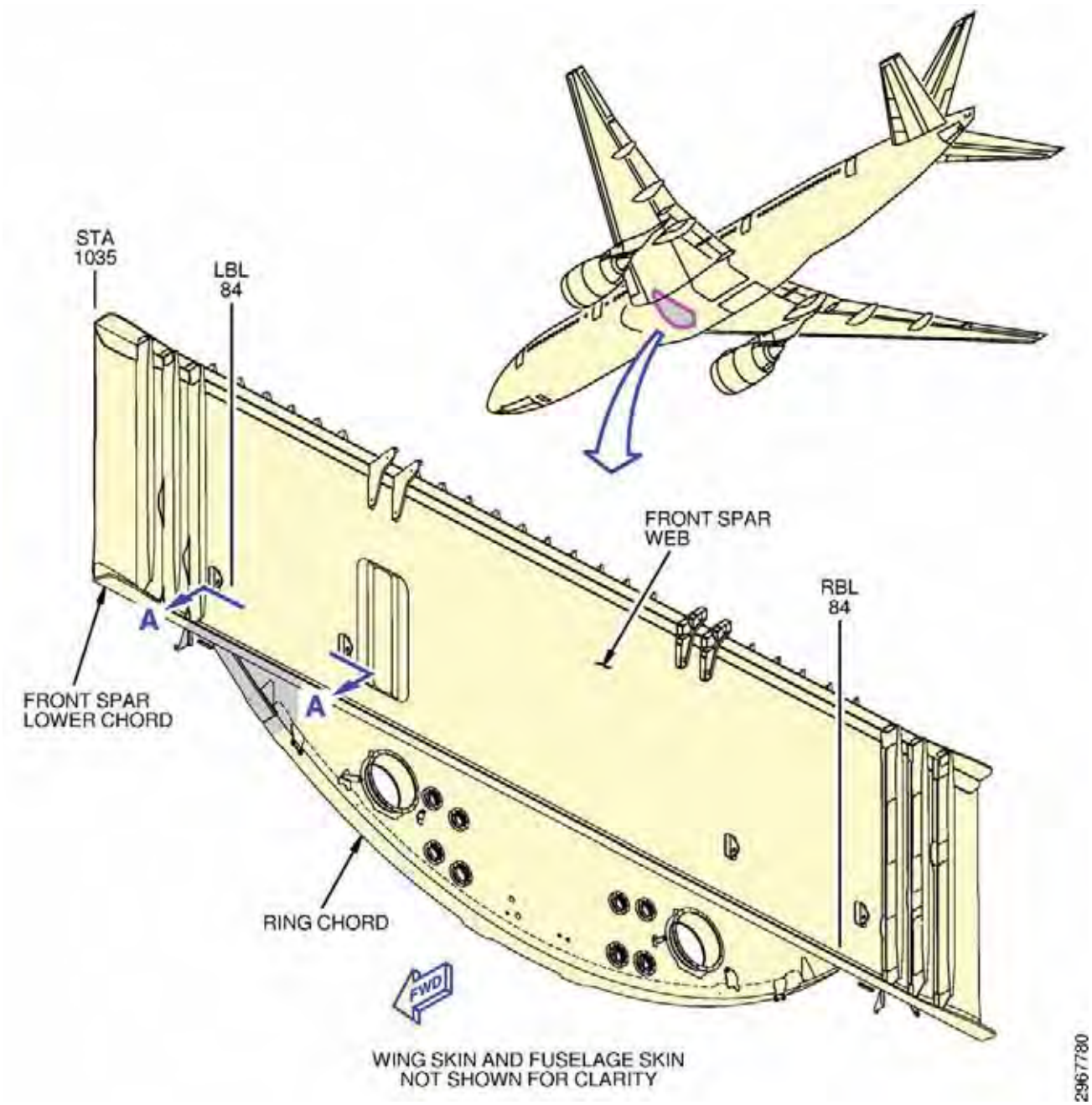


FIGURE 47: LEFT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 1 OF 5)

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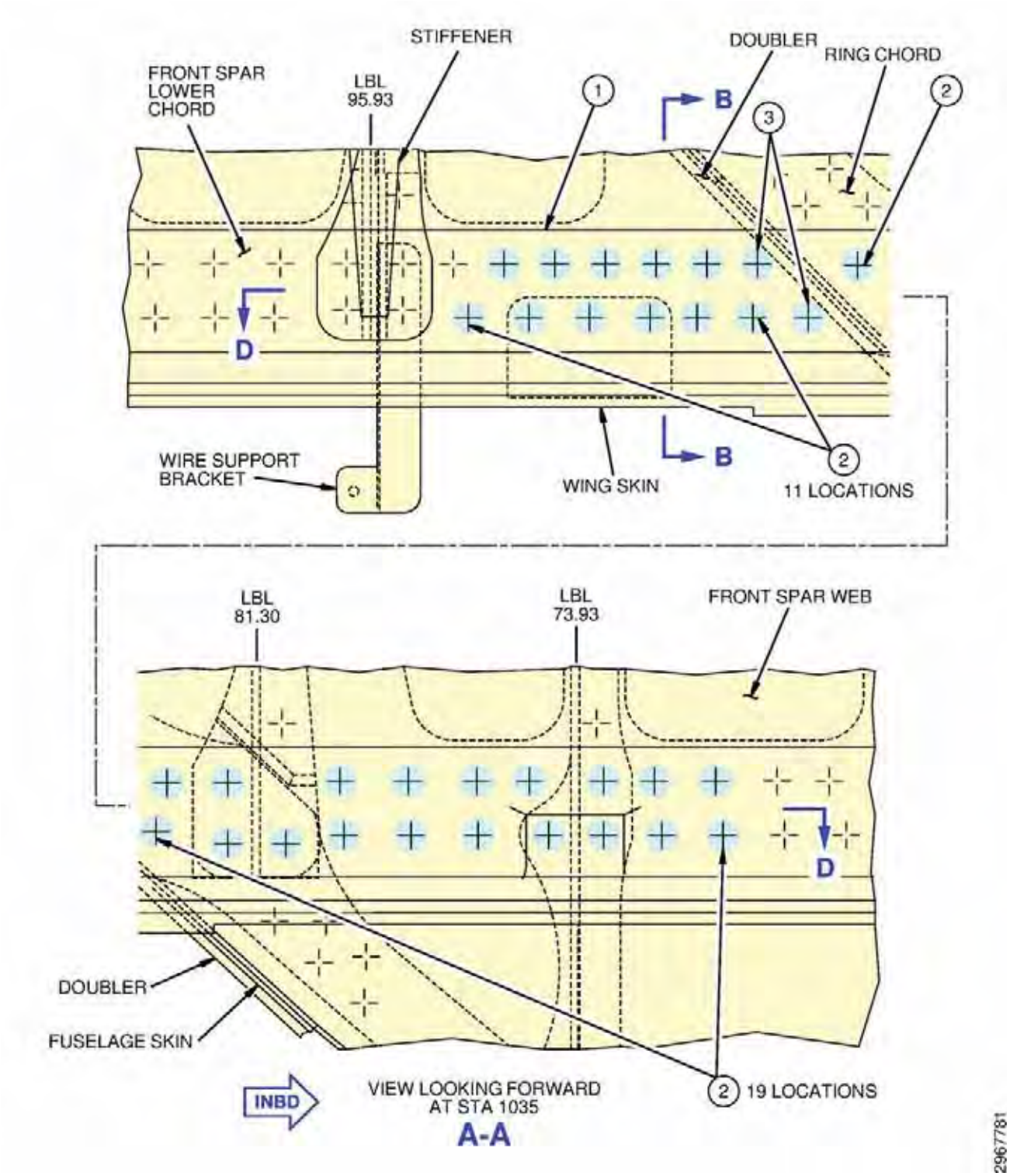


FIGURE 47: LEFT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 2 OF 5)

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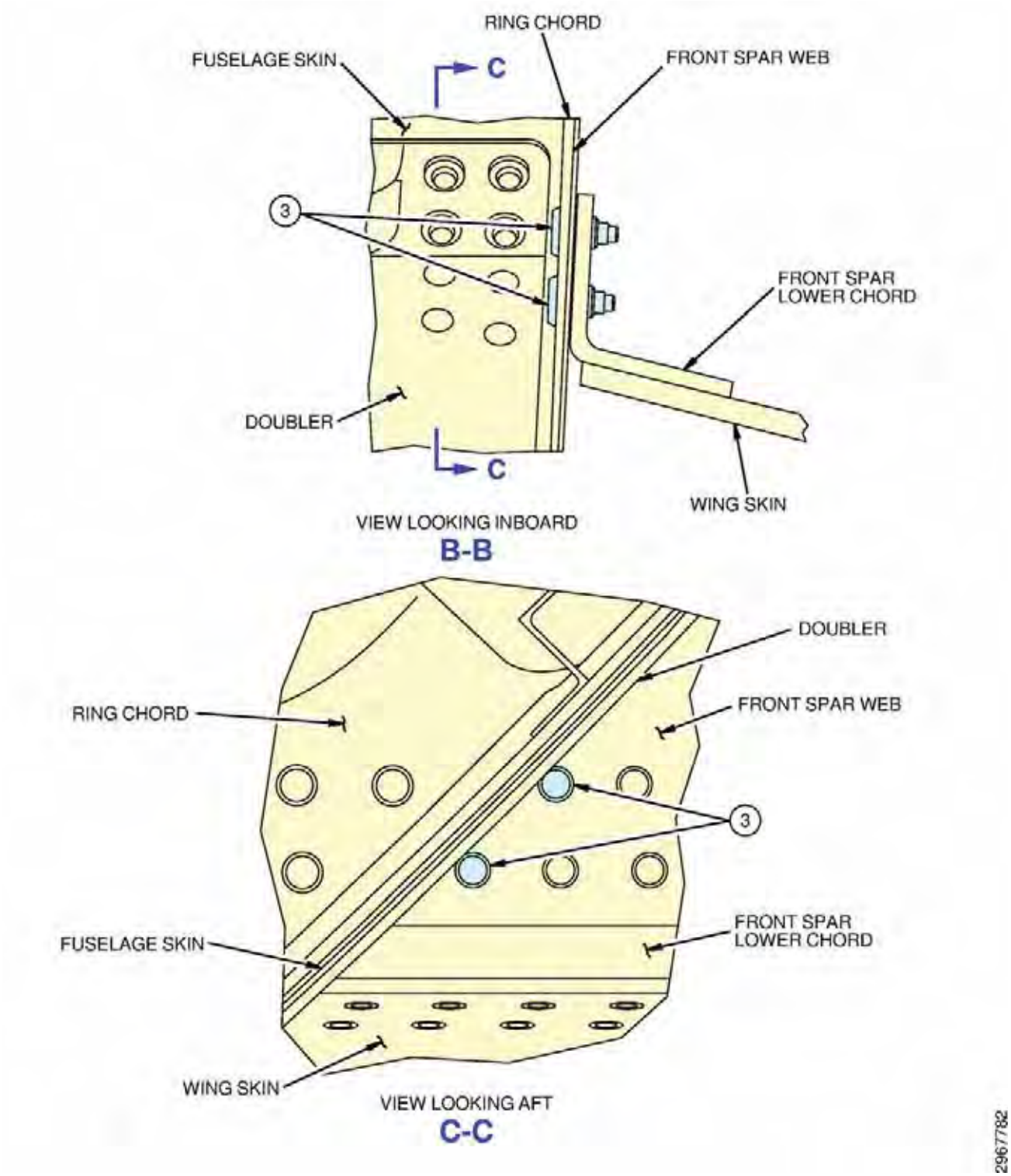


FIGURE 47: LEFT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 3 OF 5)

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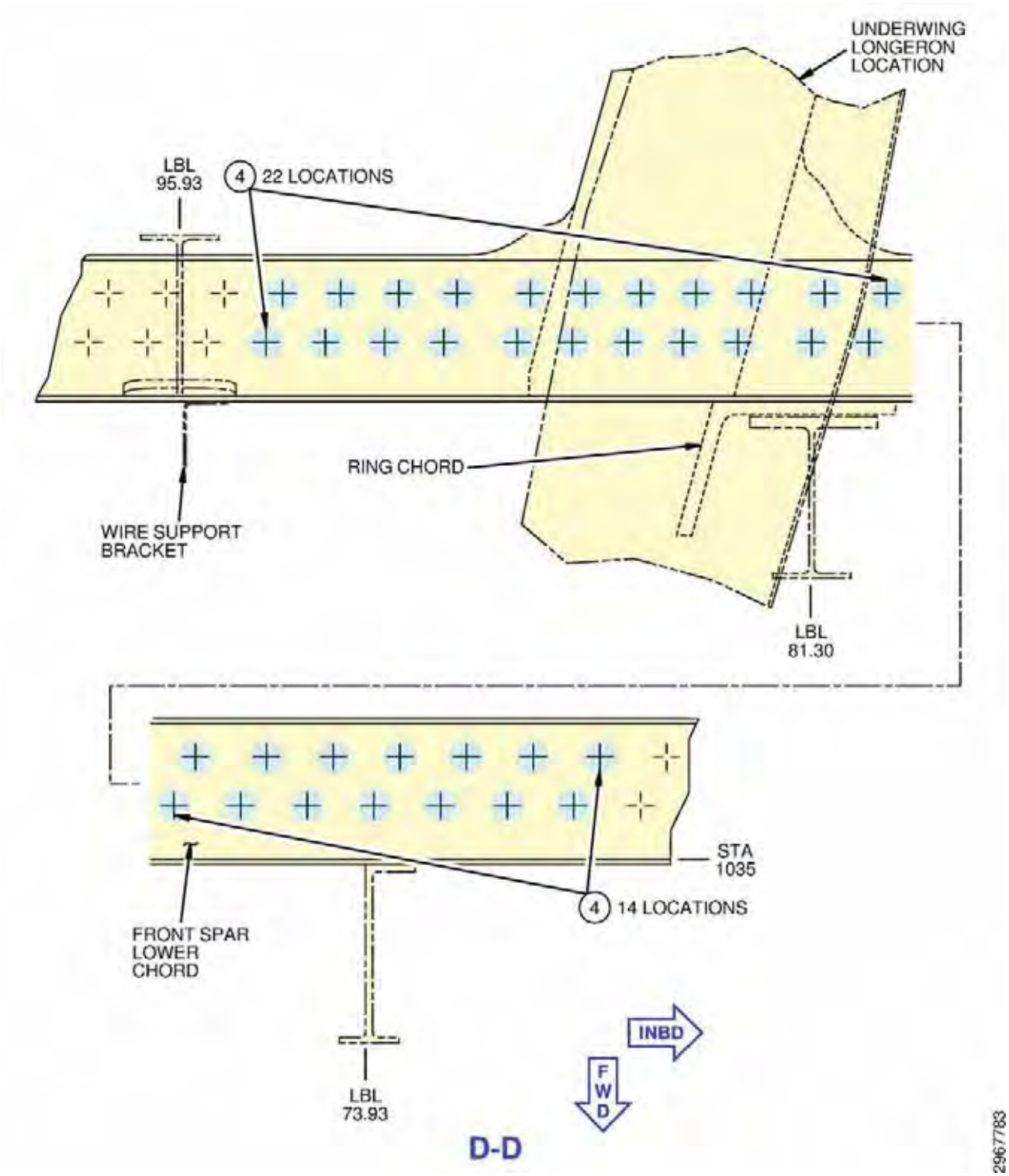


FIGURE 47: LEFT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 4 OF 5)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	31	-
CAUTION	STEP 3 FASTENER REMOVAL: THE BOLT HEADS WILL NOT PASS THE DOUBLER. BOLT HEADS MUST BE REMOVED.				
3	Remove	FASTENERS	-	2	(b)(c)(d)
4	Remove	FASTENERS	-	36	-

(a) Use non-metallic tools to remove cap seals and fillet seal. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove collars and partially remove the fastener. Make sure the fastener head does not damage the doubler.

(c) Cut head from fastener. Make sure not to damage surrounding structure.

(d) Remove remaining part of the fastener.

FIGURE 47: LEFT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 5 OF 5)

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This Figure applies only to: Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 4, Configuration 1-2; Group 5, Configuration 5-8; Group 6, Configuration 1-2; Group 7, Configuration 5-8; Group 8, Configuration 5-8; Group 9, Configuration 1-2.

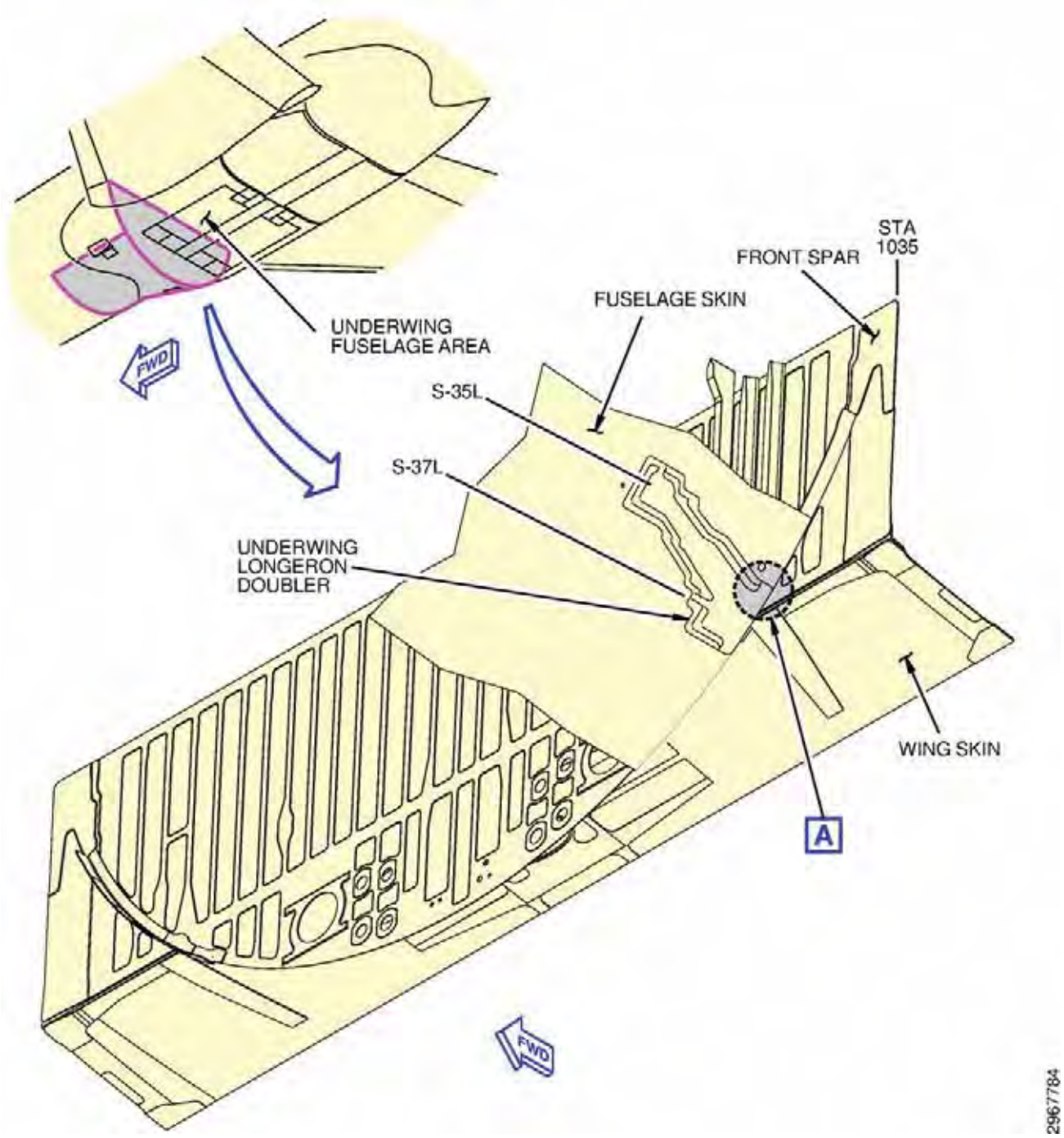


FIGURE 48: LEFT SIDE DOUBLER AFT EDGE BLEND
(SHEET 1 OF 3)

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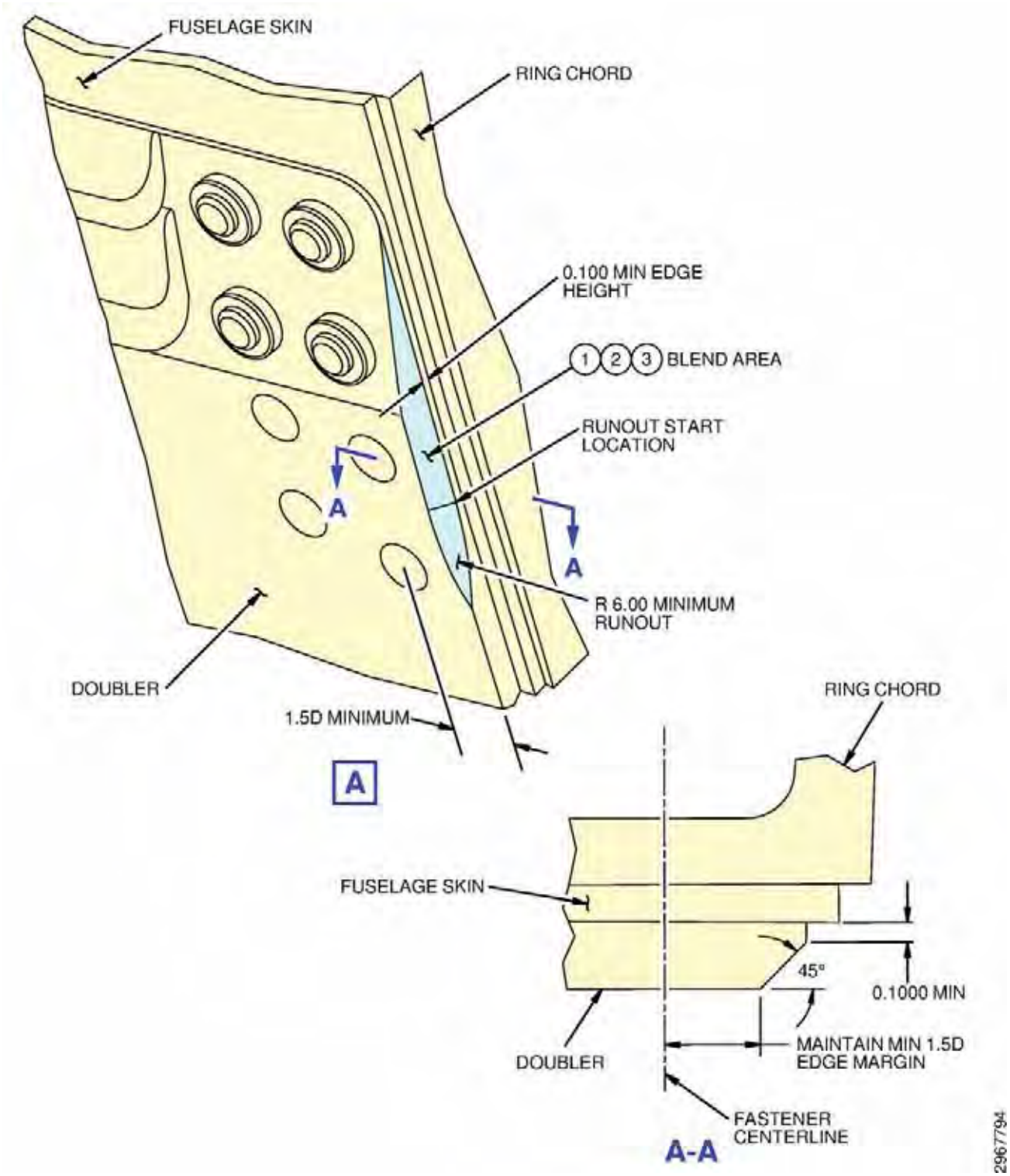


FIGURE 48: LEFT SIDE DOUBLER AFT EDGE BLEND (SHEET 2 OF 3)

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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	Machine	DOUBLER, UNDER-WING LONGERON	-	-	(a)(b)(c)(d)
2	Apply	CHEMICAL CONVER-SION COATING	TYPE 2, CLASS A	-	(e)
3	Apply	PRIMER	BMS 10-11	-	(f)

(a)	Use non-metallic tools to remove any sealant from area to be machined. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.
(b)	Make sure not to damage surrounding structure. Do a straight chamfer from the Runout start location. Use a thin steel plate to protect the front spar web. Machine the minimum amount of material needed for clearance to remove and install front spar lower chord fasteners. If there is sufficient clearance to remove and install front spar lower chord fasteners, it is not required to machine the doubler.
(c)	Make sure a minimum of 1.5D edge margin from all fastener centers is maintained.
(d)	Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.
(e)	Apply one coat of chemical conversion coating to bare metal surfaces of the doubler. Refer to SOPM 20-43-03 as an accepted procedure.
(f)	Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

FIGURE 48: LEFT SIDE DOUBLER AFT EDGE BLEND
(SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-8; Group 3, Configuration 1-8; Group 4, Configuration 1-2; Group 5, Configuration 1-8; Group 6, Configuration 1-2; Group 7, Configuration 1-8; Group 8, Configuration 1-8; Group 9, Configuration 1-2.

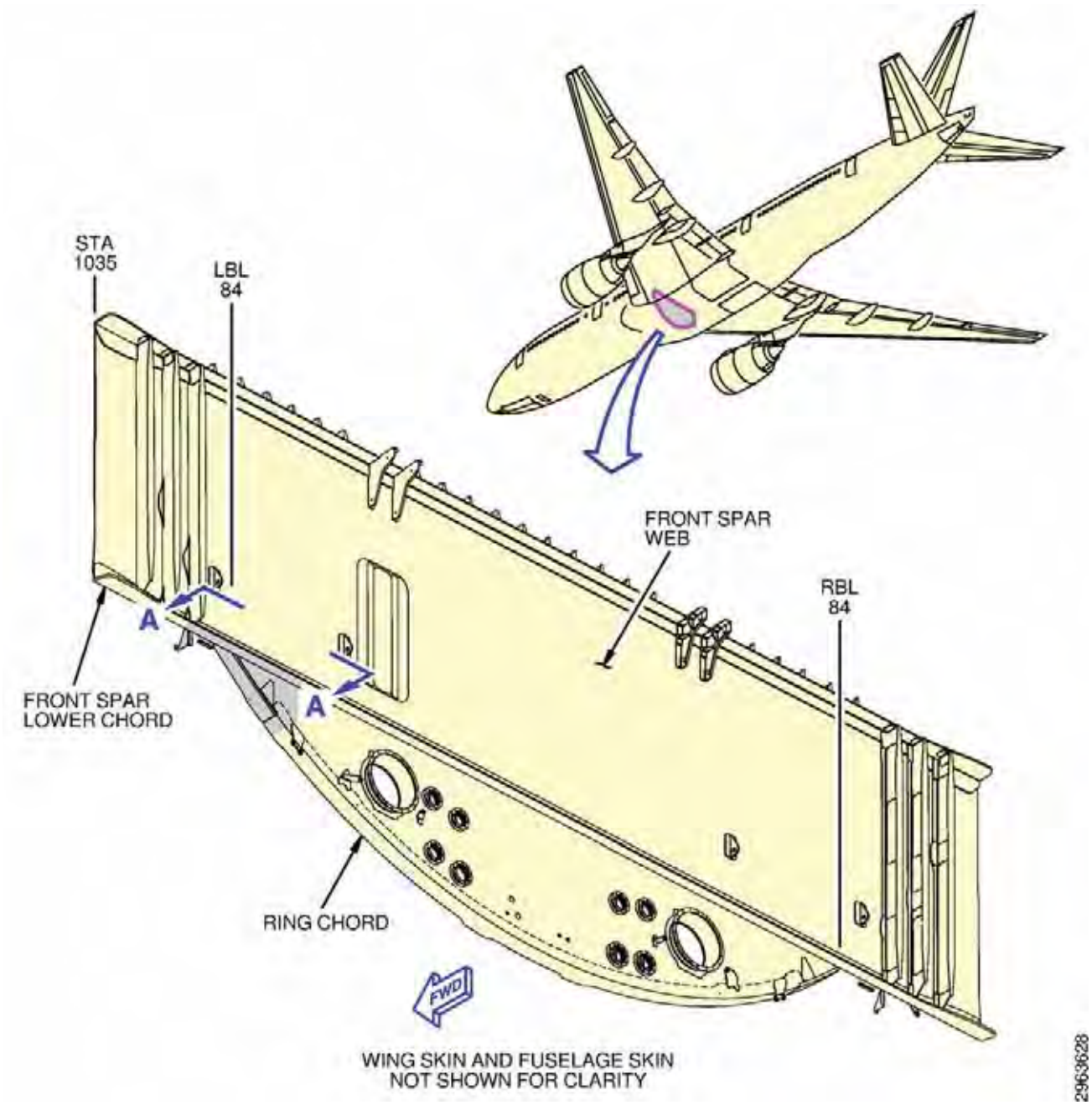


FIGURE 49: LEFT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 1 OF 5)

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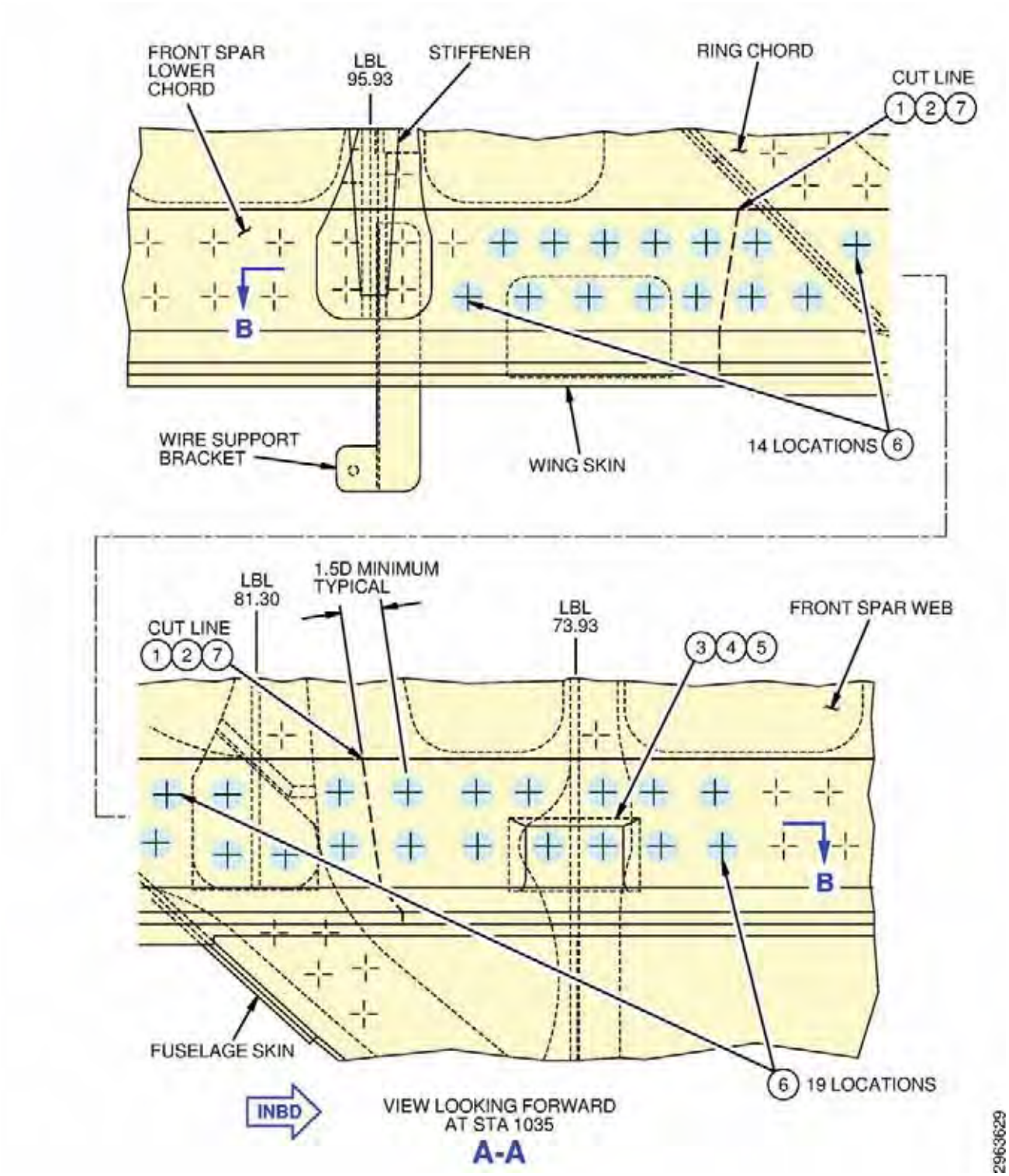


FIGURE 49: LEFT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 2 OF 5)

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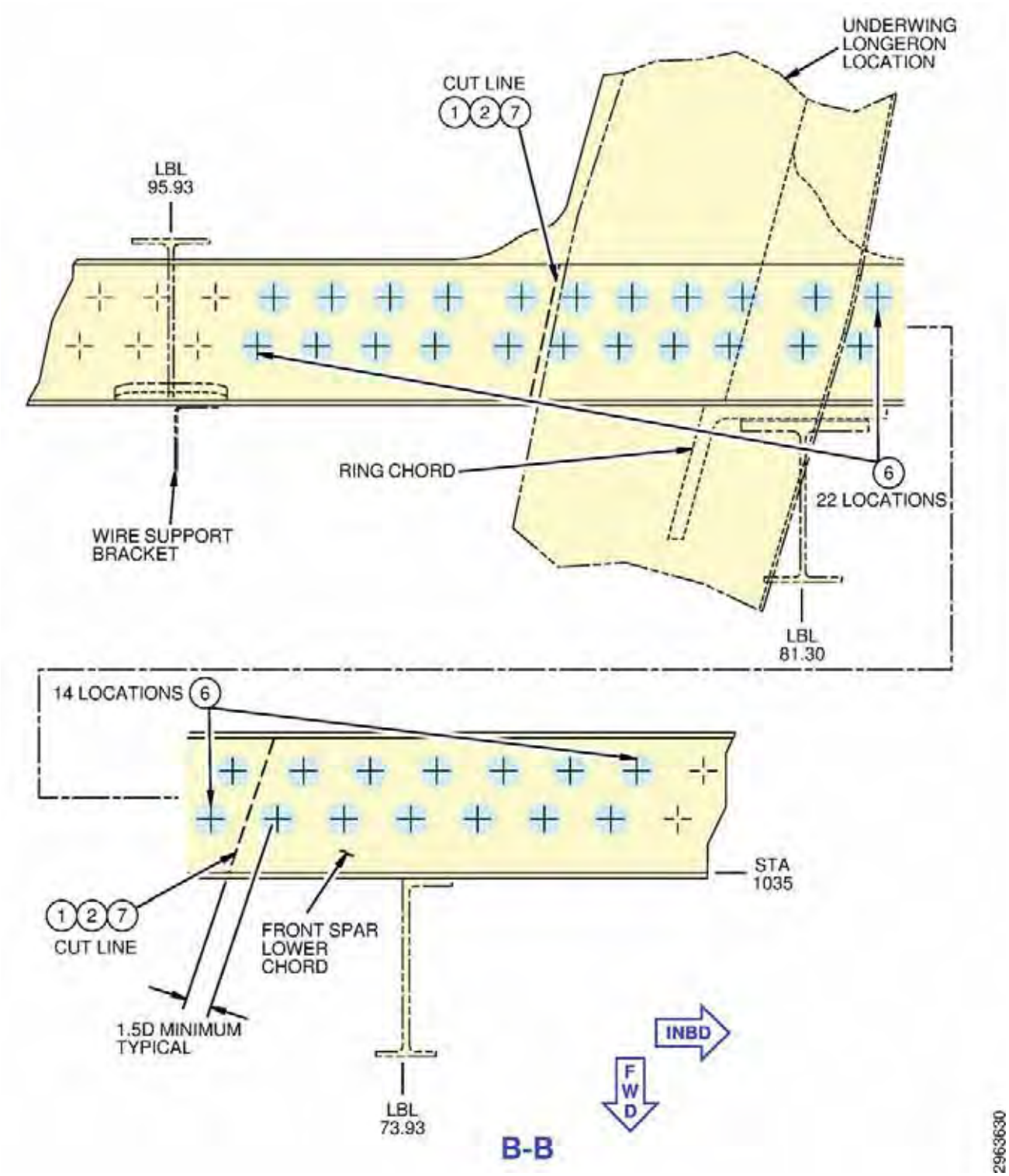


FIGURE 49: LEFT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 3 OF 5)

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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	Cut	FRONT SPAR LOWER CHORD	-	-	(a)(b)(c)
2	Remove	FRONT SPAR LOWER CHORD SEGMENT	-	-	-
3	Machine	FRONT SPAR LOWER CHORD	-	-	(d)
4	Shot Peen	FRONT SPAR LOWER CHORD	-	-	(e)
5	Clean	FRONT SPAR LOWER CHORD	-	-	(f)
6	Inspect	OPEN HOLES	-	69	(g)
7	Inspect	FRONT SPAR LOWER CHORD	-	-	(h)(i)

(a) Make sure to use a stainless steel sheet between the front spar web or center wing lower skin and the front spar lower chord when you cut the front spar lower chord to prevent the damage to the front spar web and center wing lower skin.

(b) Cut front spar lower chord make sure a minimum of 1.5D edge margin at all fasteners adjacent to cutlines.

(c) Make sure the cut edges of the initial parts have a surface smoothness of 32 microinches RA or smoother. Refer to 777-200 SRM 51-20-13 or 777-300 SRM 51-20-13 or 777F SRM 51-20-13 as an accepted procedure.

(d) Machine the front spar lower chord pad up at LBL 73.93 flush with adjacent surface within +0.005 inch to - 0.005 inch.

(e) Rotary or shot peen the machined surface. Use a 0.012A to 0.017A shot peening intensity. Refer to SOPM 20-10-03 as an accepted procedure.

(f) Remove any sealant or dirt from the front spar lower chord. Refer to SOPM 20-30-03 as an accepted procedure.

(g) Do an open hole High Frequency Eddy Current (HFEC) inspection of all open holes common to the wing skin, front spar and remaining front spar lower chord for any crack in accordance with 777 NDT Manual Part 6, 51-00-02.

1. If any crack is found contact The Boeing Company for repair instructions and do the repair.

2. If no crack is found continue with next step.

FIGURE 49: LEFT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(h) Do a detailed inspection of the repair area to make sure there is no other damage. 1. If any damage is found contact The Boeing Company for repair instructions and do the repair. 2. If no damage is found continue with next step.					
(i) Do a High Frequency Eddy Current (HFEC) inspection along the cut edges to make sure that there is no more damage in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any damage is found contact The Boeing Company for repair instructions and do the repair. 2. If no damage is found continue with next step.					

FIGURE 49: LEFT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 5 OF 5)

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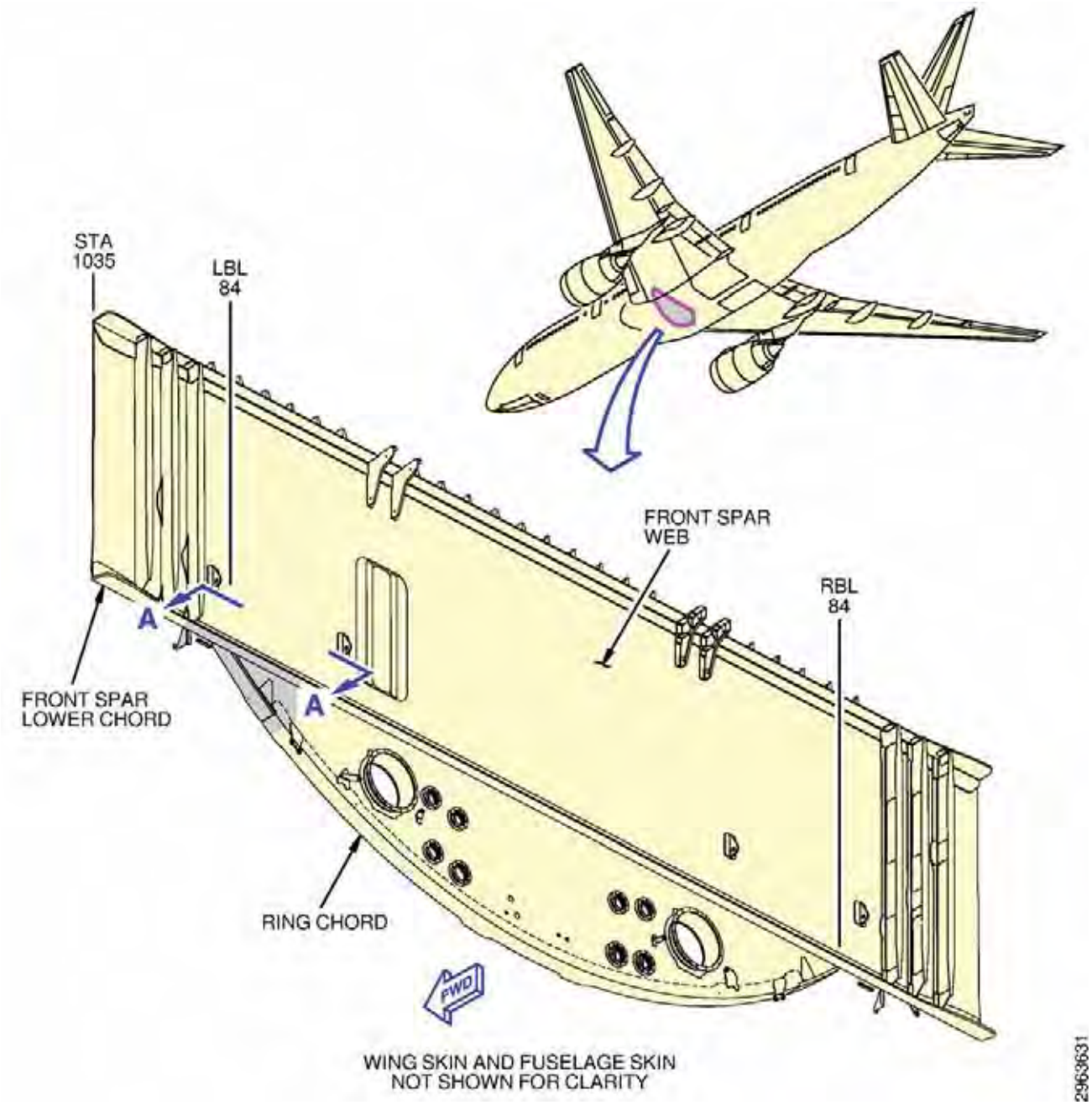


FIGURE 50: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 1 OF 5)

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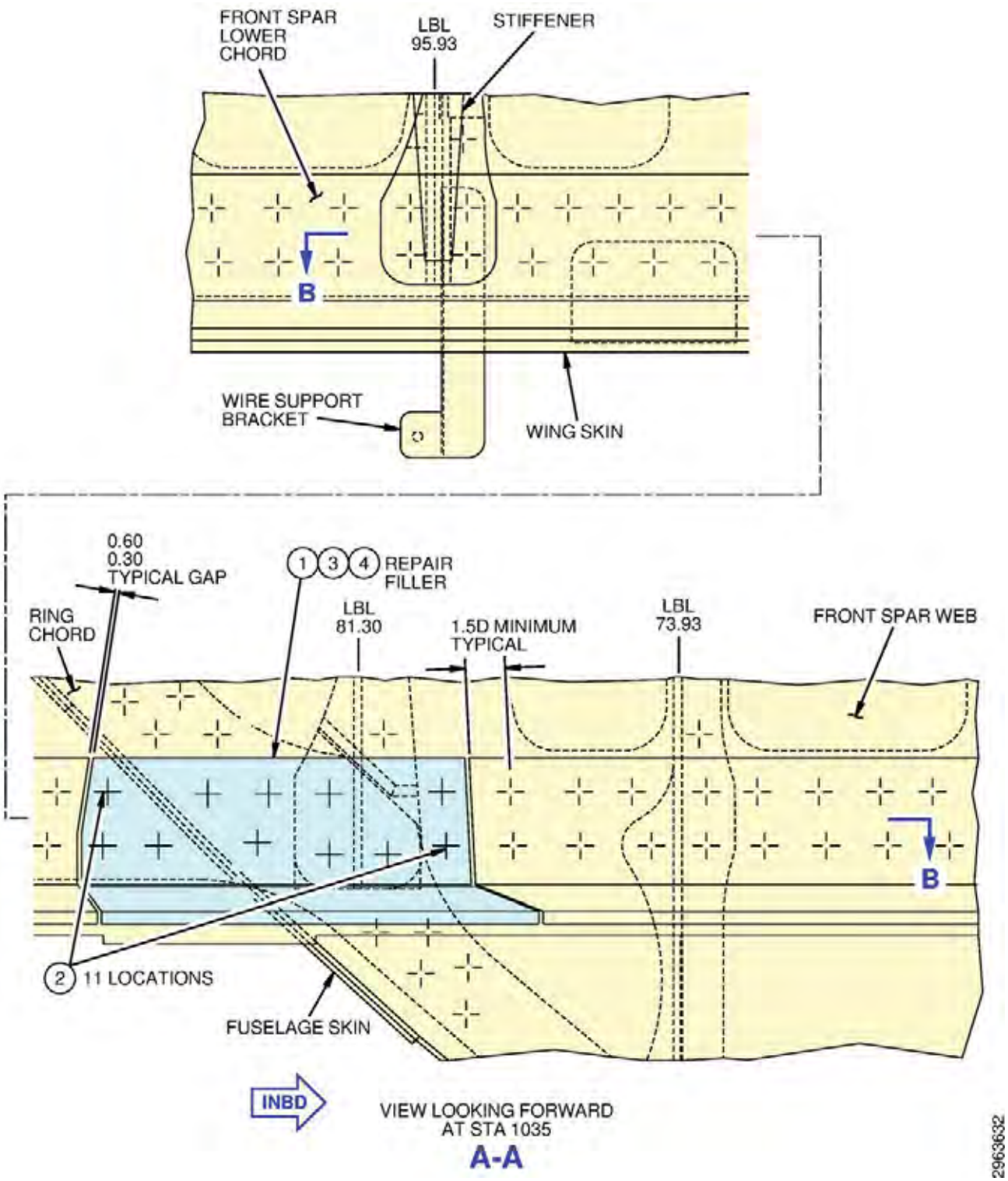


FIGURE 50: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 2 OF 5)

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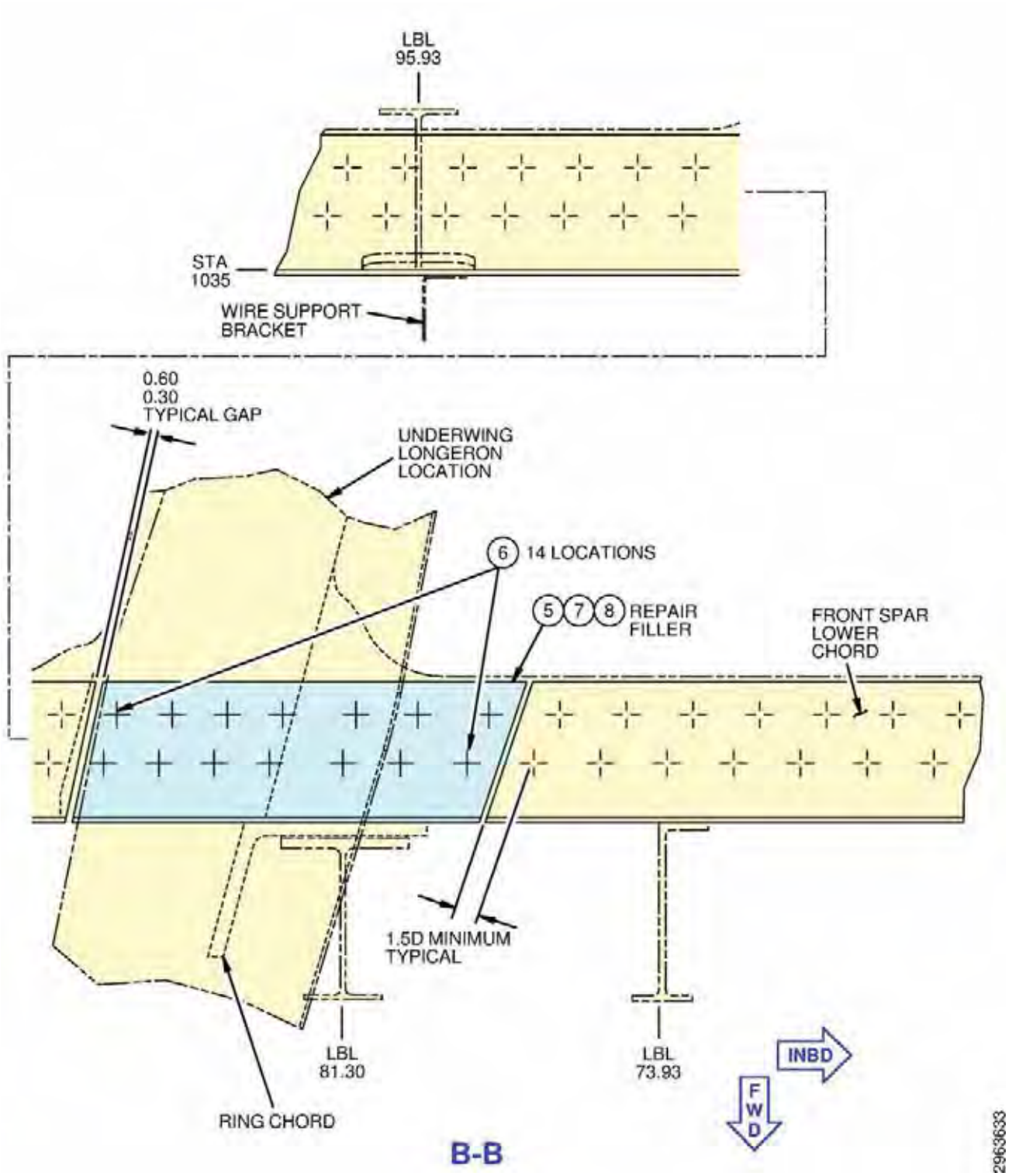


FIGURE 50: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 3 OF 5)

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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	Make	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(a)
	Measure	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(b)
2	Drill	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(c)(d)
3	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(f)
4	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(g)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(h)
5	Make	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(a)
	Measure	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(b)
6	Drill	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(c)(e)
7	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(f)

FIGURE 50: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(g)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(h)
(a) Trim repair fillers to match front spar lower chord cutout as shown.					
(b) Keep a 0.060 to 0.030 inch gap between filler and front spar lower chord.					
(c) Make sure a minimum of 1.5D edge margin for fasteners adjacent to cutlines and a minimum of 1.7D edge margin for all other locations.					
(d) Match drill holes in the repair filler through the front spar web, ring chord, and stiffener.					
(e) Match drill holes in the repair filler through wing skin.					
(f) Remove all nicks, scratches, gouges, burrs and sharp edges from the repair parts and the bare surfaces of the initial parts. Refer to 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02 or 777F SRM 51-10-02 as an accepted procedure.					
(g) Apply chemical conversion coating, Type 2, Class A or Class C to the cut edges and bare surfaces of the repair parts and to the cut edges of the initial parts. Refer to SOPM 20-43-03 as an acceptable procedure. Refer to 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01 or 777F SRM 51-20-01 as an accepted procedure.					
(h) Apply one layer of BMS 10-20, Type II protective coating to the cut edges and bare surfaces of the repair parts and the cut edges of the initial parts. Refer to 777 AMM 28-11-00 as an accepted procedure.					

FIGURE 50: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 5 OF 5)

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This Figure applies only to: Group 5, Configuration 1-8; Group 6, Configuration 1-2.

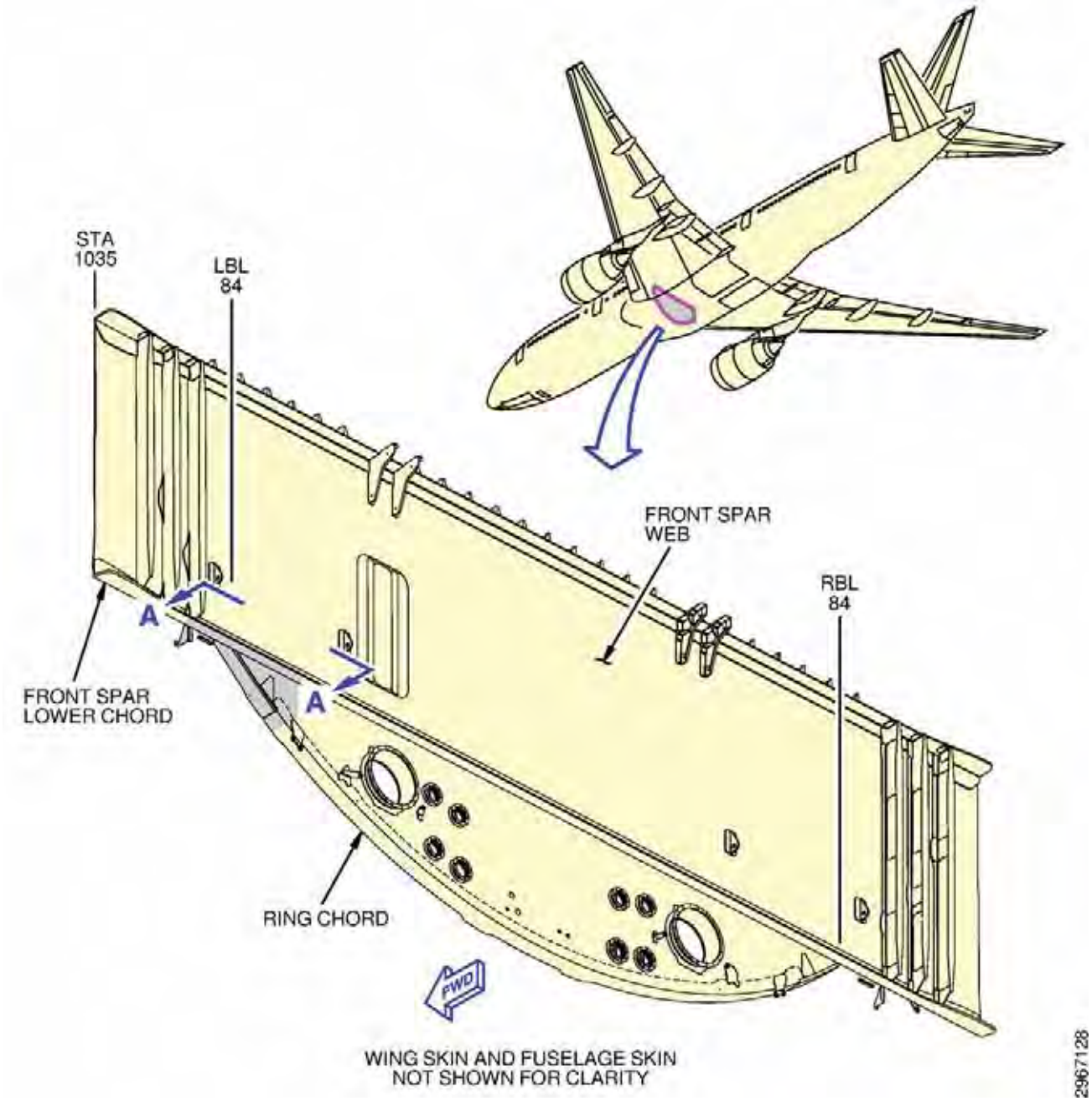


FIGURE 51: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 1 OF 5)

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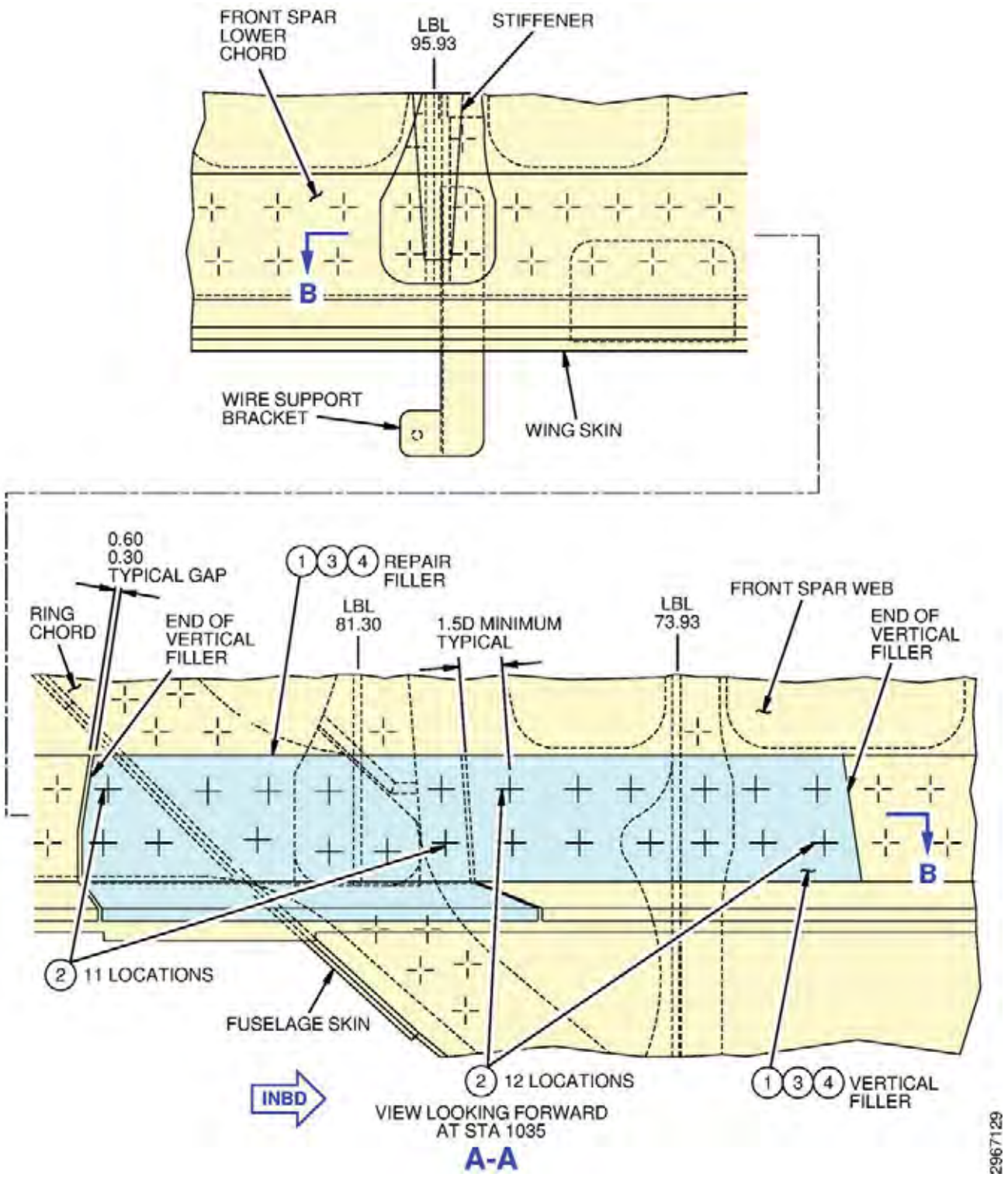


FIGURE 51: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 2 OF 5)

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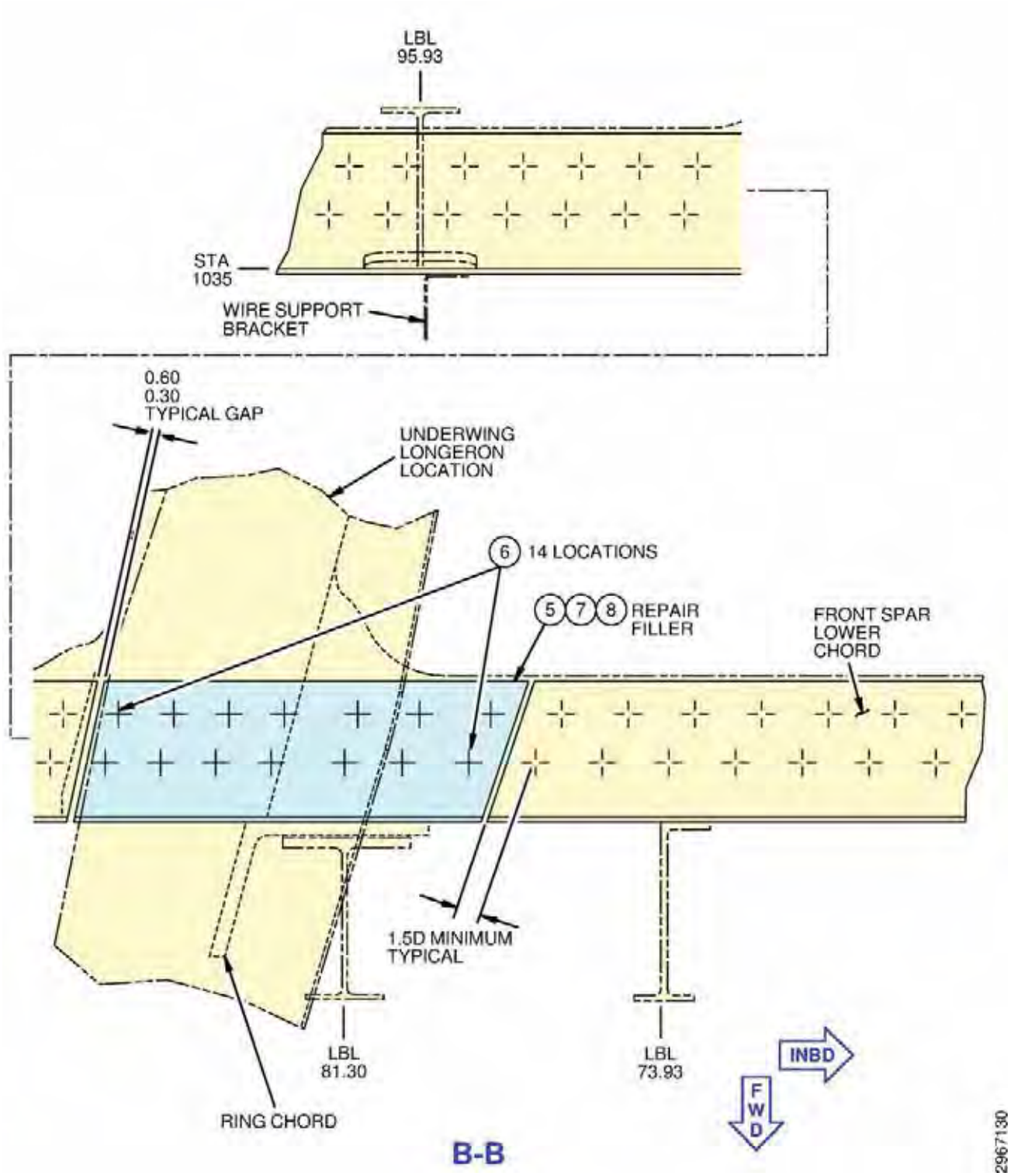


FIGURE 51: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 3 OF 5)

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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	Make	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(a)
	Measure	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(b)
	Make	FILLER (VERTICAL)	691W0017-3	-	
	Measure	FILLER (VERTICAL)	691W0017-3	-	
2	Drill	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(c)(d)
	Drill	FILLER (VERTICAL)	691W0017-3	-	(c)(d)
3	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(f)
	Remove / Keep	FILLER (VERTICAL)	691W0017-3	-	(f)
4	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(g)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(h)
5	Make	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(a)
	Measure	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(b)
6	Drill	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(c)(e)

FIGURE 51: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
7	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(f)
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(g)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(h)

(a) Trim repair fillers to match front spar lower chord cutout as shown.

(b) Keep a 0.060 to 0.030 inch gap between filler and front spar lower chord.

(c) Make sure a minimum of 1.5D edge margin for fasteners adjacent to cutlines and a minimum of 1.7D edge margin for all other locations.

(d) Match drill holes in the repair filler through the front spar web, ring chord, and stiffener.

(e) Match drill holes in the repair filler through wing skin.

(f) Remove all nicks, scratches, gouges, burrs and sharp edges from the repair parts and the bare surfaces of the initial parts. Refer to 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02 or 777F SRM 51-10-02 as an accepted procedure.

(g) Apply chemical conversion coating, Type 2, Class A or Class C to the cut edges and bare surfaces of the repair parts and to the cut edges of the initial parts. Refer to SOPM 20-43-03 as an acceptable procedure. Refer to 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01 or 777F SRM 51-20-01 as an accepted procedure.

(h) Apply one layer of BMS 10-20, Type II protective coating to the cut edges and bare surfaces of the repair parts and the cut edges of the initial parts. Refer to 777 AMM 28-11-00 as an accepted procedure.

FIGURE 51: LEFT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 5 OF 5)

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This Figure applies only to: Group 2, Configuration 1-4; Group 3, Configuration 1-4; Group 5, Configuration 1-4; Group 7, Configuration 1-4; Group 8, Configuration 1-4.

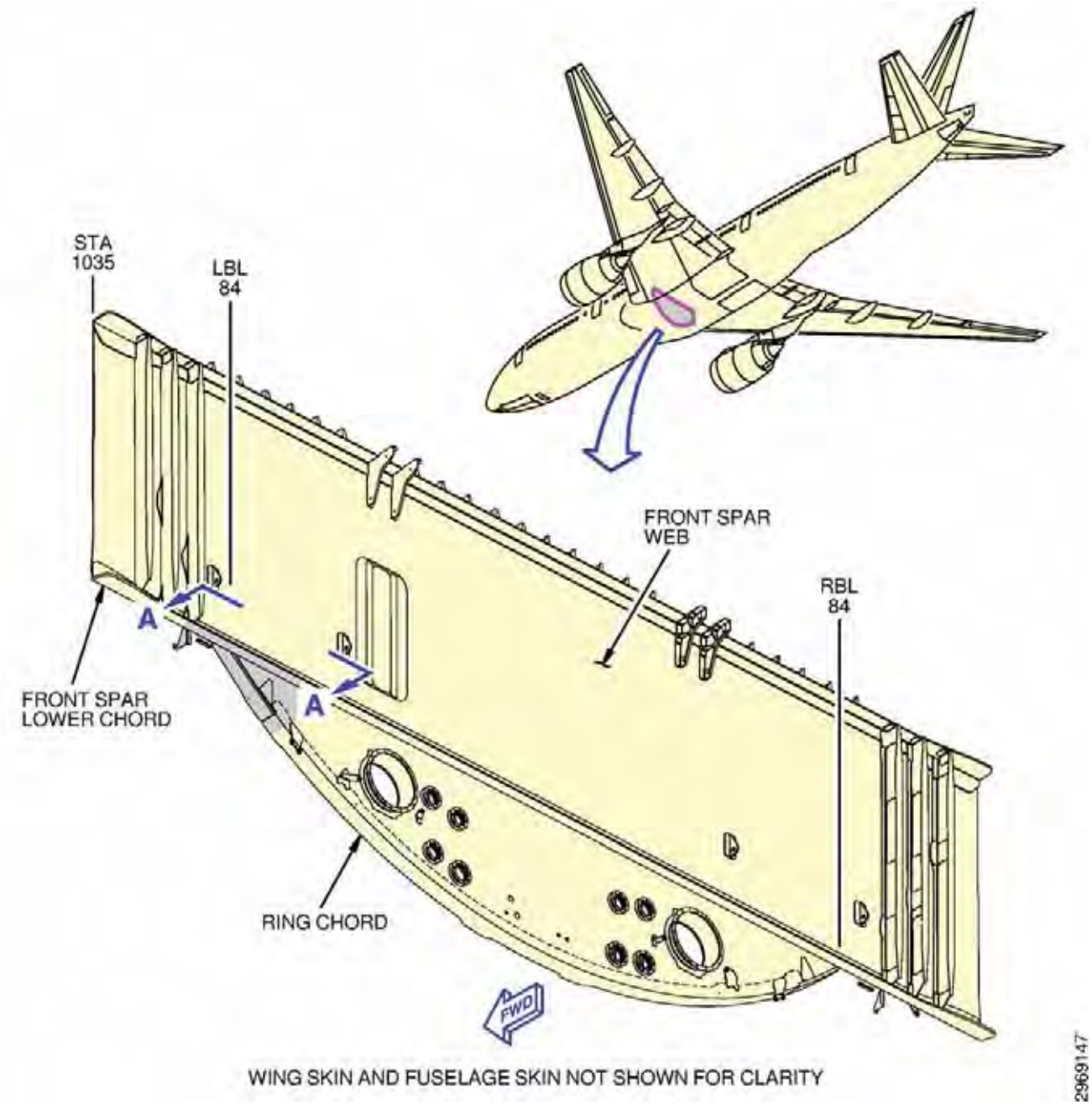


FIGURE 52: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 1 OF 5)

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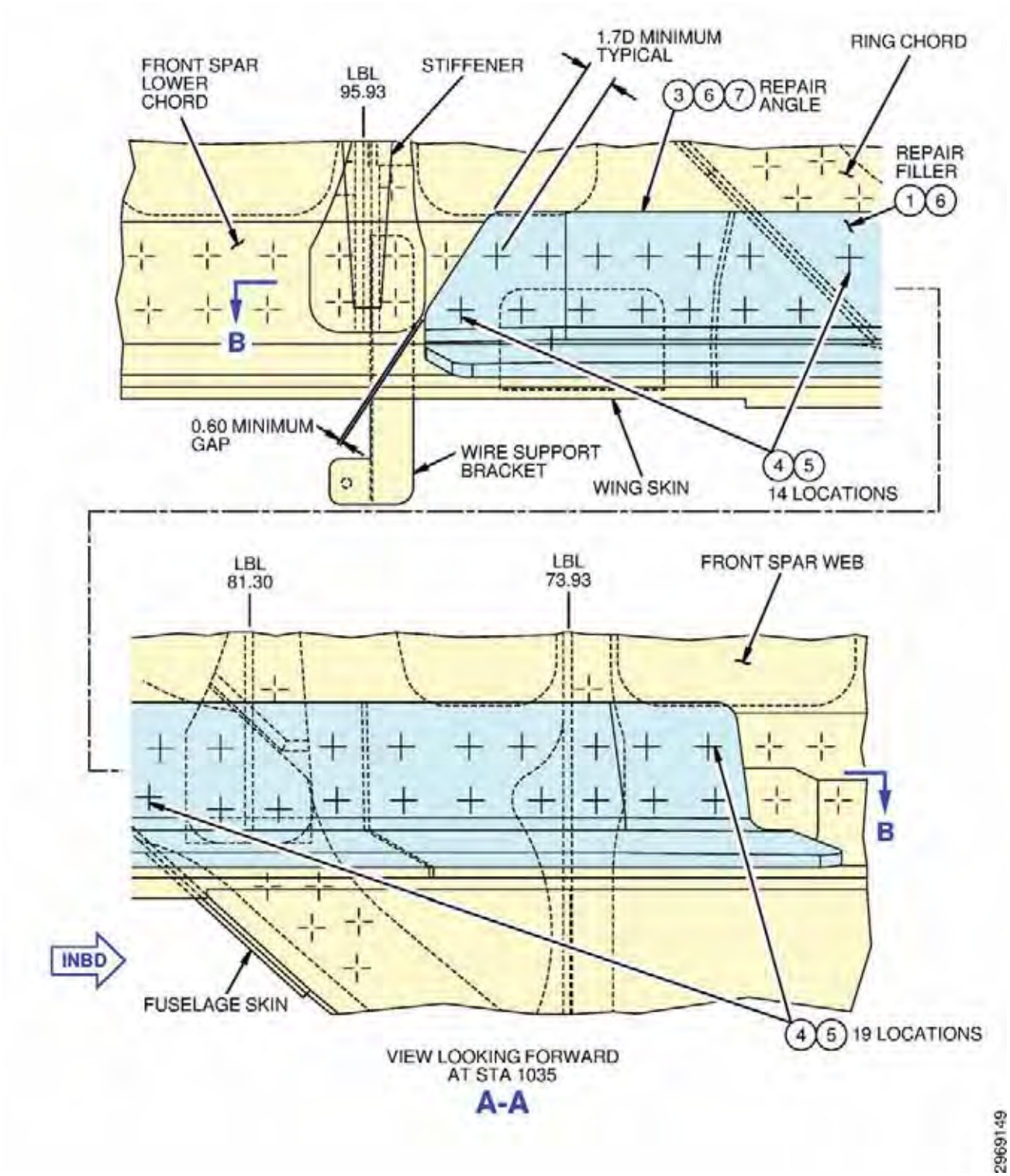


FIGURE 52: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 2 OF 5)

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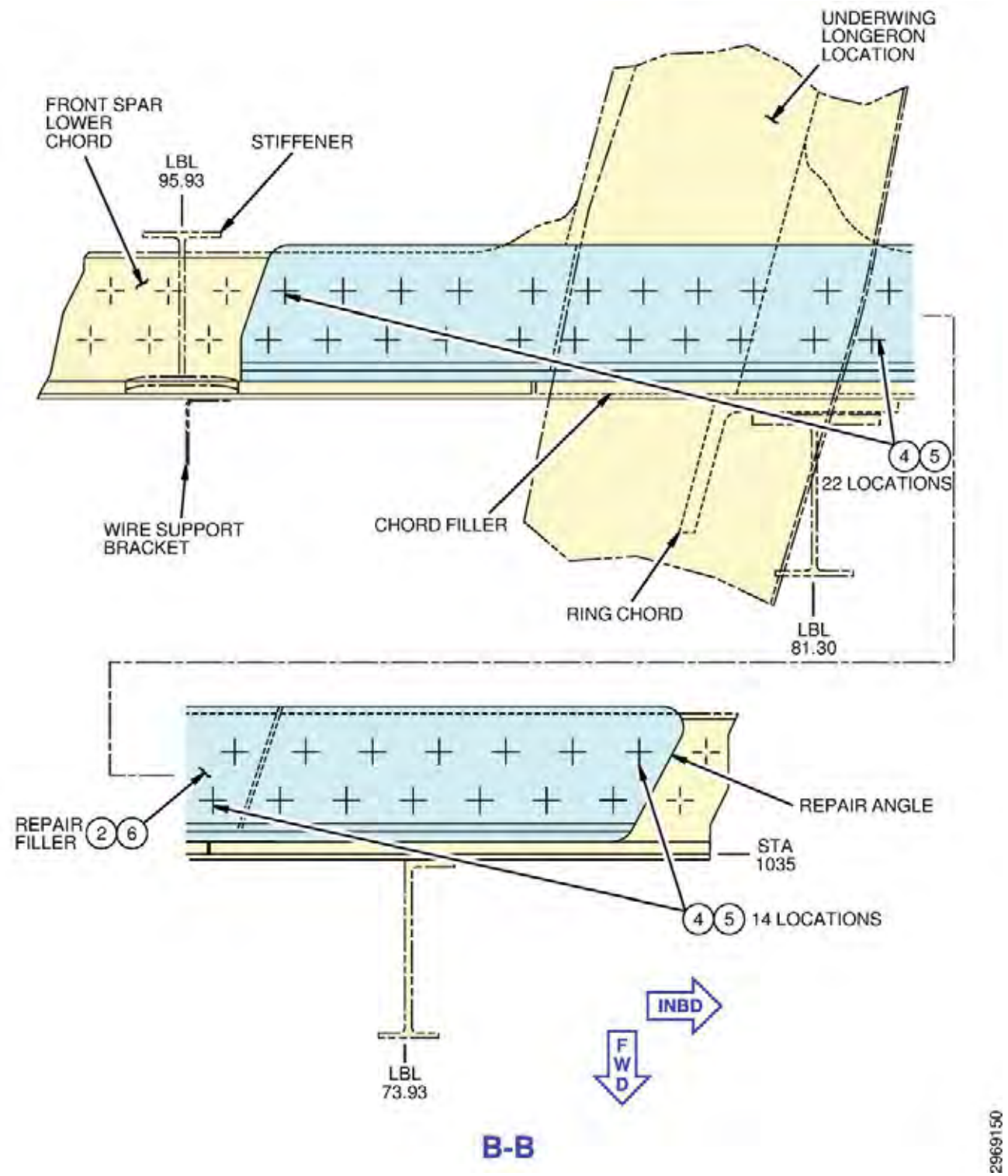


FIGURE 52: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 3 OF 5)

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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 (Temporary)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	-
	Install (Temporary)	FILLER (VERTICAL)	691W0017-3	-	(a)
2	Install (Temporary)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	-
3	Locate	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	-	(b)
	Measure	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	-	(c)
4	Drill	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	-	(d)(e)
5	ColdWork	OPEN HOLES	-	-	(f)
	Ream	OPEN HOLES	-	-	(f)
6	Remove / Keep	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	-	(g)
	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(g)
	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(g)
	Remove / Keep	FILLER (VERTICAL)	691W0017-3	-	(h)

FIGURE 52: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
7	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(i)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(j)

(a) Install filler for 777F airplanes only.

(b) Keep a 0.060 inch minimum gap between repair angle and stiffener.

(c) Measure the gap between the repair angle and the front spar lower chord repair fillers. The gap may not exceed 0.005 inch with the application of the fit up forces. If the gap exceeds 0.005 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

(d) Match drill holes in the repair angle through front spar lower chord.

(e) Make sure a minimum of 1.5D edge margin for fasteners adjacent to cutlines and a minimum of 1.7D edge margin for all other locations.

(f) Drill the fastener holes. For the holes being cold worked, drill to the correct cold work starting hole size. Refer to 777-200 SRM 51-40-09 or 777-300 SRM 51-40-09 or 777F SRM 51-40-09 as an accepted procedure.

1. For holes through repair parts, front spar lower chord, and front spar web drill the hole through all structure to 0.328 - 0.331. Class 1 cold work and ream the fastener hole size to 0.3402 - 0.3422 DIA.

2. For holes through repair parts, front spar lower chord, front spar web, and ring chord drill the hole through all structure to 0.375 - 0.378. Class 1 cold work the repair angle only and ream the fastener hole size to 0.3871 - 0.3891 DIA.

3. For holes through repair parts, front spar lower chord, front spar web, stiffener and ring chord drill the hole through all structure to 0.375 - 0.378. Class 1 cold work the repair angle only and ream the fastener hole size to 0.3871 - 0.3891 DIA.

4. For holes through repair parts and wing skin drill the hole through all structure to 0.313 - 0.316 and ream the fastener hole size to 0.3232 - 0.3252 DIA.

(g) Remove all nicks, scratches, gouges, burrs and sharp edges from the repair parts and the bare surfaces of the initial parts. Refer to 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02 or 777F SRM 51-10-02 as an accepted procedure.

(h) Remove filler if installed.

(i) Apply chemical conversion coating. Type 2, Class A or Class C to the cut edges and bare surfaces of the repair parts and to the cut edges of the initial parts. Refer to SOPM 20-43-03 as an accepted procedure. Refer to 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01 or 777F SRM 51-20-01 as an accepted procedure.

(j) Apply one layer of BMS 10-20, Type II protective coating to the cut edges and bare surfaces of the repair parts and the cut edges of the initial parts. Refer to 777 AMM 28-11-00 as an accepted procedure.

FIGURE 52: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 5 OF 5)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 4, Configuration 1-2; Group 5, Configuration 5-8; Group 6, Configuration 1-2; Group 7, Configuration 5-8; Group 8, Configuration 5-8; Group 9, Configuration 1-2.

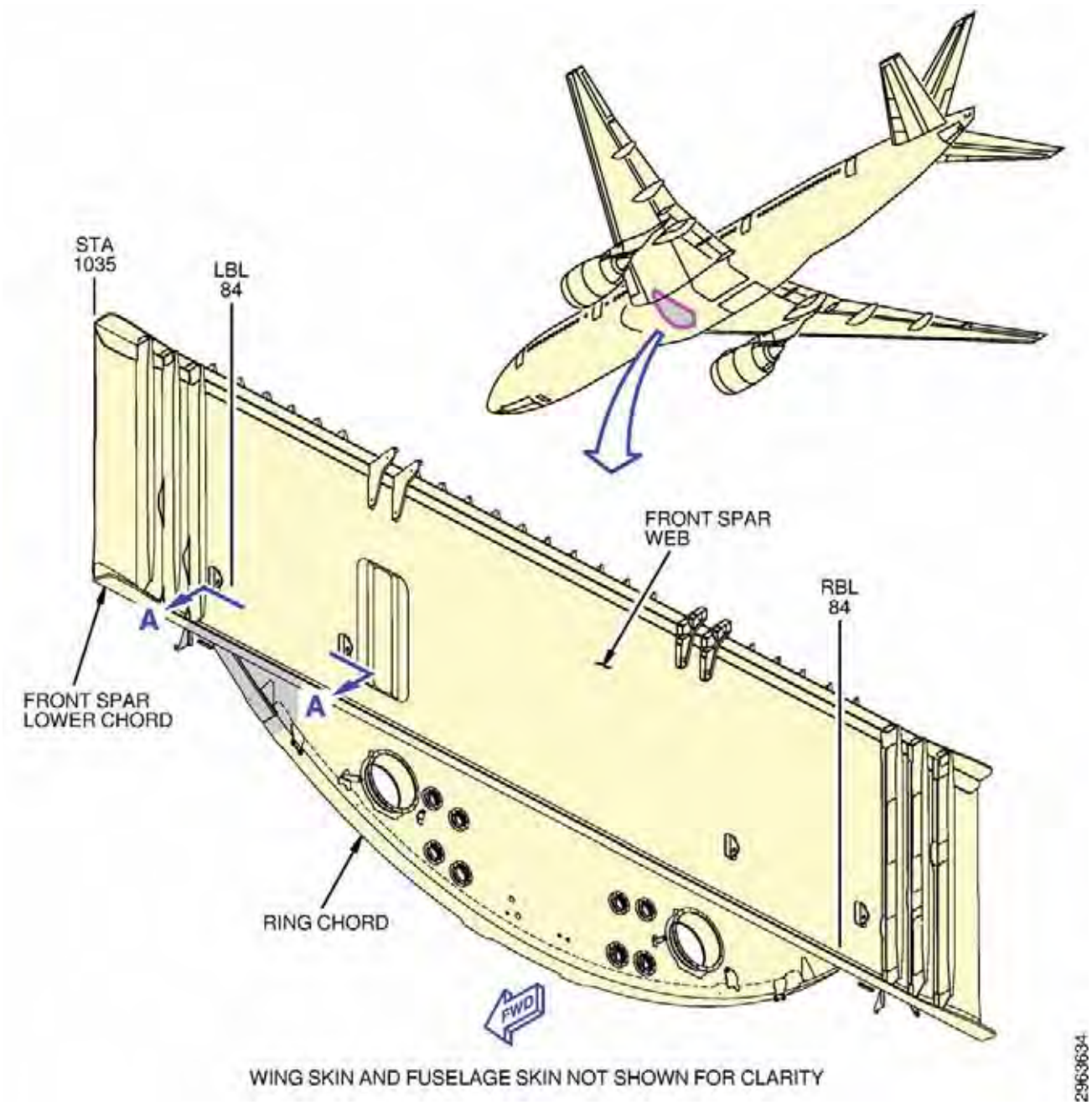


FIGURE 53: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 1 OF 6)

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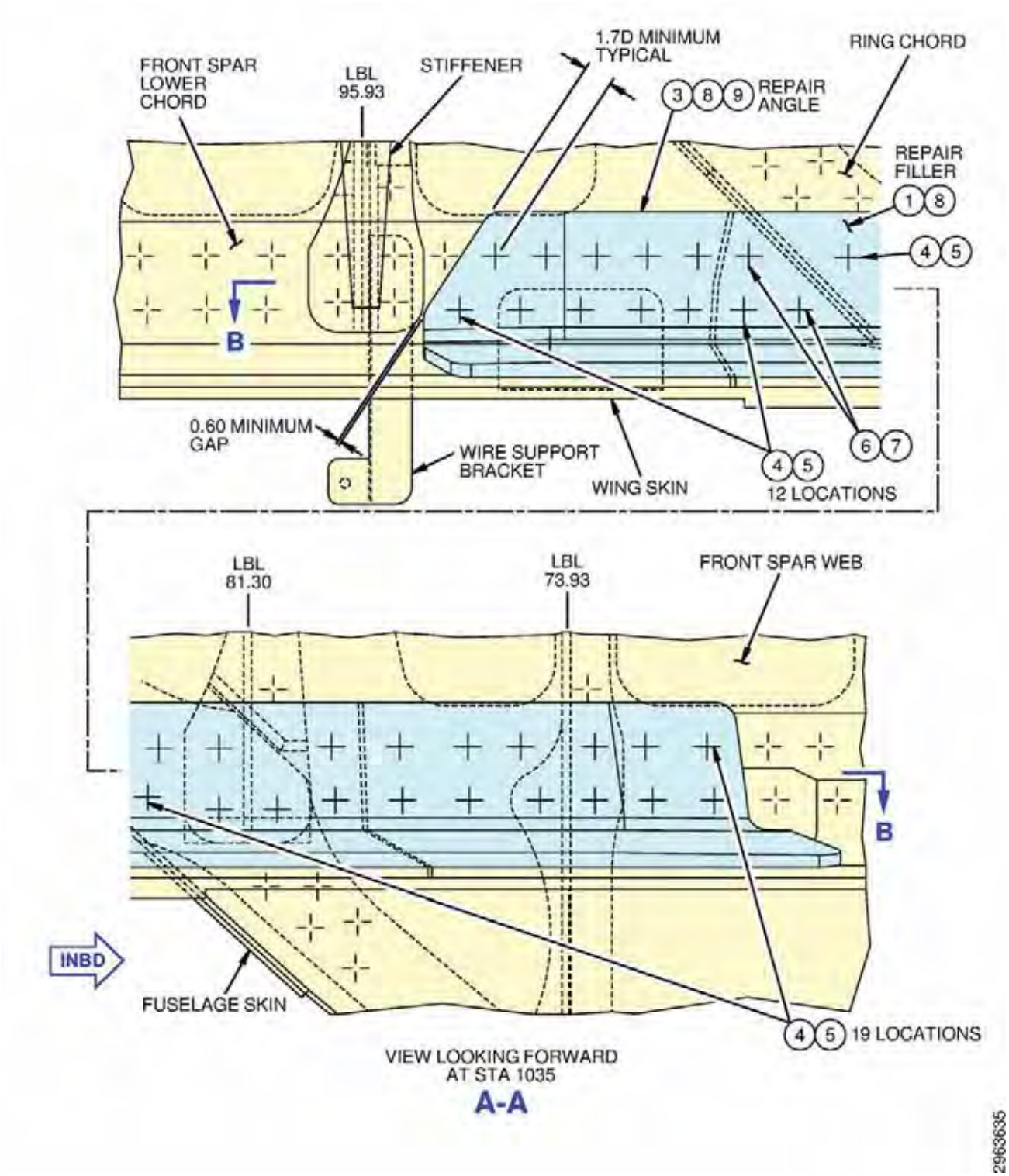


FIGURE 53: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 2 OF 6)

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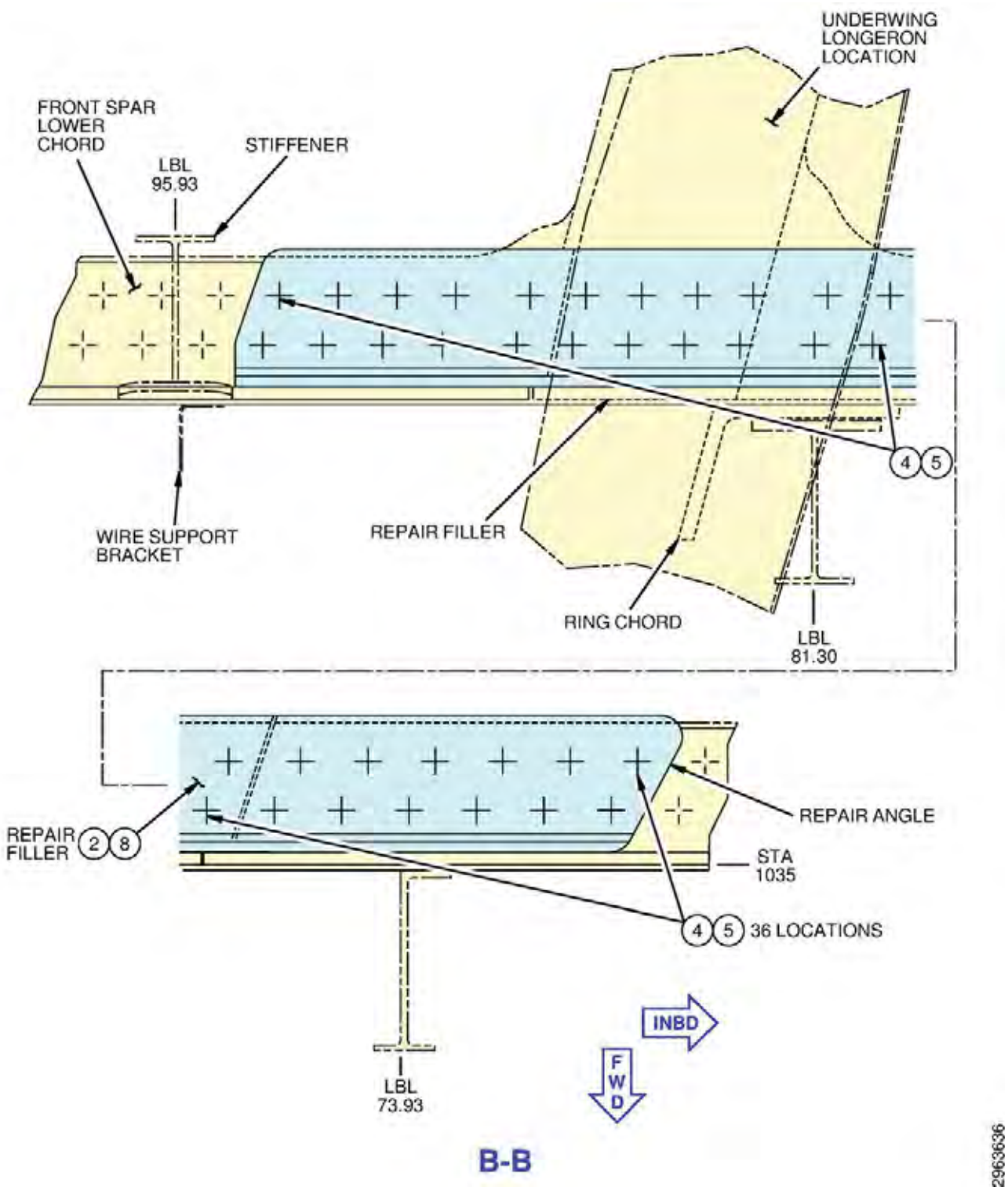


FIGURE 53: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 3 OF 6)

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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 (Temporary)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	-
	Install (Temporary)	FILLER (VERTICAL)	691W0017-3	-	(a)
2	Install (Temporary)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	-
3	Locate	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	-	(b)
	Measure	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	-	(c)
4	Drill	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	-	(d)(e)
5	ColdWork	OPEN HOLES	-	-	(f)
	Ream	OPEN HOLES	-	-	(f)
6	Drill	OPEN HOLES	-	-	(d)(e)
7	ColdWork	OPEN HOLES	-	-	(g)
	Ream	OPEN HOLES	-	-	(g)

FIGURE 53: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Remove / Keep	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	-	(h)
	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(h)
	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(h)
	Remove / Keep	FILLER (VERTICAL)	691W0017-3	-	(i)
9	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(j)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(k)

(a) Install filler for 777F airplanes only.

(b) Keep a 0.060 inch minimum gap between repair angle and stiffener.

(c) Measure the gap between the repair angle and the front spar lower chord repair fillers. The gap may not exceed 0.005 inch with the application of the fit up forces. If the gap exceeds 0.005 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

(d) Match drill holes in the repair angle through front spar lower chord.

(e) Make sure a minimum of 1.5D edge margin for fasteners adjacent to cutlines and a minimum of 1.7D edge margin for all other locations.

FIGURE 53: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 5 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(f)	Drill the fastener holes. For the holes being cold worked, drill to the correct cold work starting hole size. Refer to 777-200 SRM 51-40-09 or 777-300 SRM 51-40-09 or 777F SRM 51-40-09 as an accepted procedure. 1. For holes through repair parts, front spar lower chord, and front spar web drill the hole through all structure to 0.328 - 0.331. Class 1 cold work and ream the fastener hole size to 0.3402 - 0.3422 DIA. 2. For holes through repair parts, front spar lower chord, front spar web, and ring chord drill the hole through all structure to 0.375 - 0.378. Class 1 cold work the repair angle only and ream the fastener hole size to 0.3871 - 0.3891 DIA. 3. For holes through repair parts, front spar lower chord, front spar web, stiffener and ring chord drill the hole through all structure to 0.375 - 0.378. Class 1 cold work the repair angle only and ream the fastener hole size to 0.3871 - 0.3891 DIA. 4. For holes through repair parts and wing skin drill the hole through all structure to 0.313 - 0.316 and ream the fastener hole size to 0.3232 - 0.3252 DIA.				
(g)	Drill the fastener holes. For the holes being cold worked, drill to the correct cold work starting hole size. Refer to 777-200 SRM 51-40-09 or 777-300 SRM 51-40-09 or 777F SRM 51-40-09 as an accepted procedure. 1. For holes through repair parts, front spar lower chord, and front spar web drill the hole through all structure to 0.328 - 0.331. Class 1 cold work and ream the fastener hole size to 0.3432 - 0.3442 DIA.				
(h)	Remove all nicks, scratches, gouges, burrs and sharp edges from the repair parts and the bare surfaces of the initial parts. Refer to 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02 or 777F SRM 51-10-02 as an accepted procedure.				
(i)	Remove filler if installed.				
(j)	Apply chemical conversion coating. Type 2, Class A or Class C to the cut edges and bare surfaces of the repair parts and to the cut edges of the initial parts. Refer to SOPM 20-43-03 as an accepted procedure. Refer to 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01 or 777F SRM 51-20-01 as an accepted procedure.				
(k)	Apply one layer of BMS 10-20, Type II protective coating to the cut edges and bare surfaces of the repair parts and the cut edges of the initial parts. Refer to 777 AMM 28-11-00 as an accepted procedure.				

FIGURE 53: LEFT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 6 OF 6)

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This Figure applies only to: Group 2, Configuration 1-4; Group 3, Configuration 1-4; Group 7, Configuration 1-4; Group 8, Configuration 1-4.

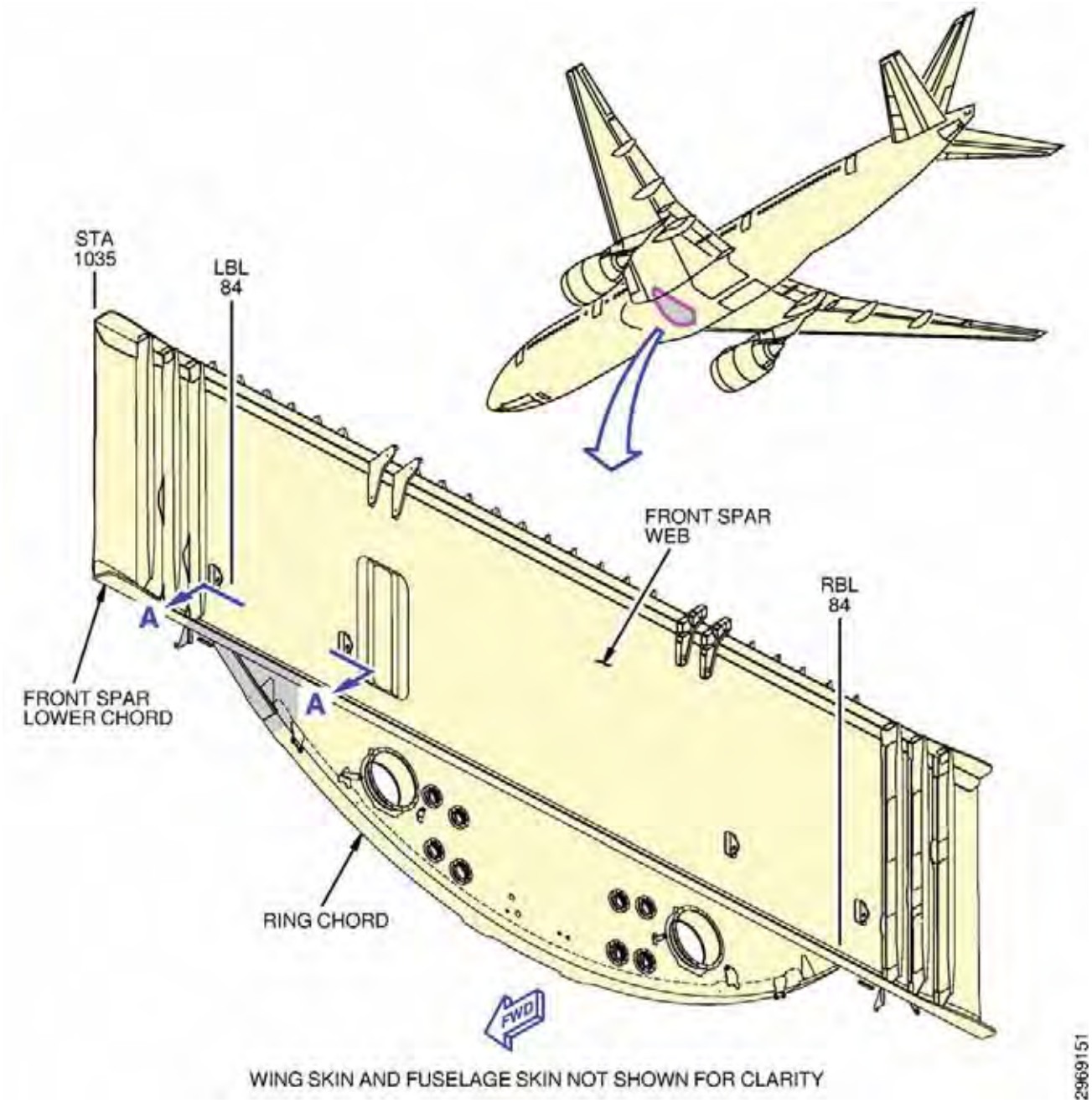


FIGURE 54: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 1 OF 7)

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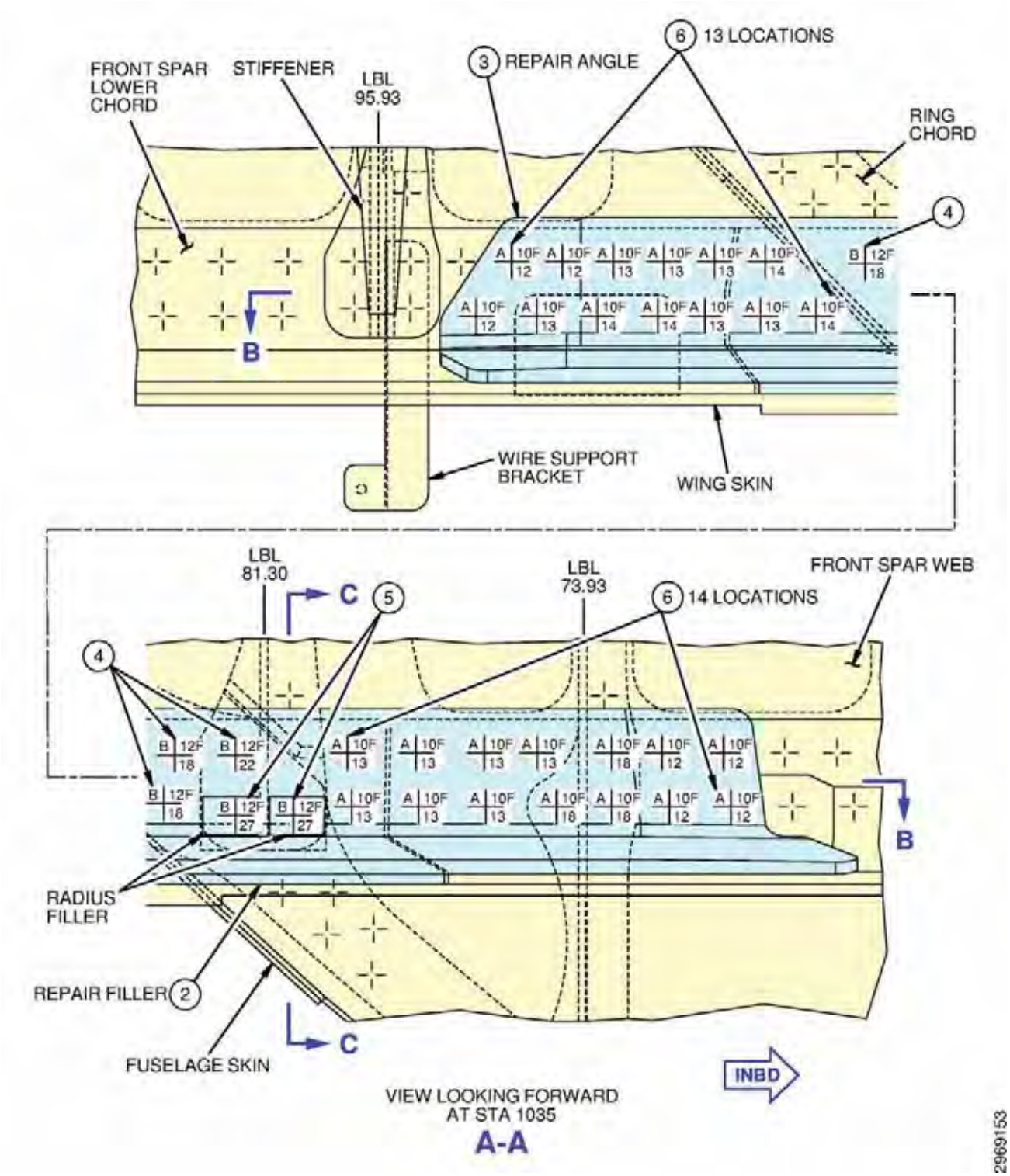


FIGURE 54: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 2 OF 7)

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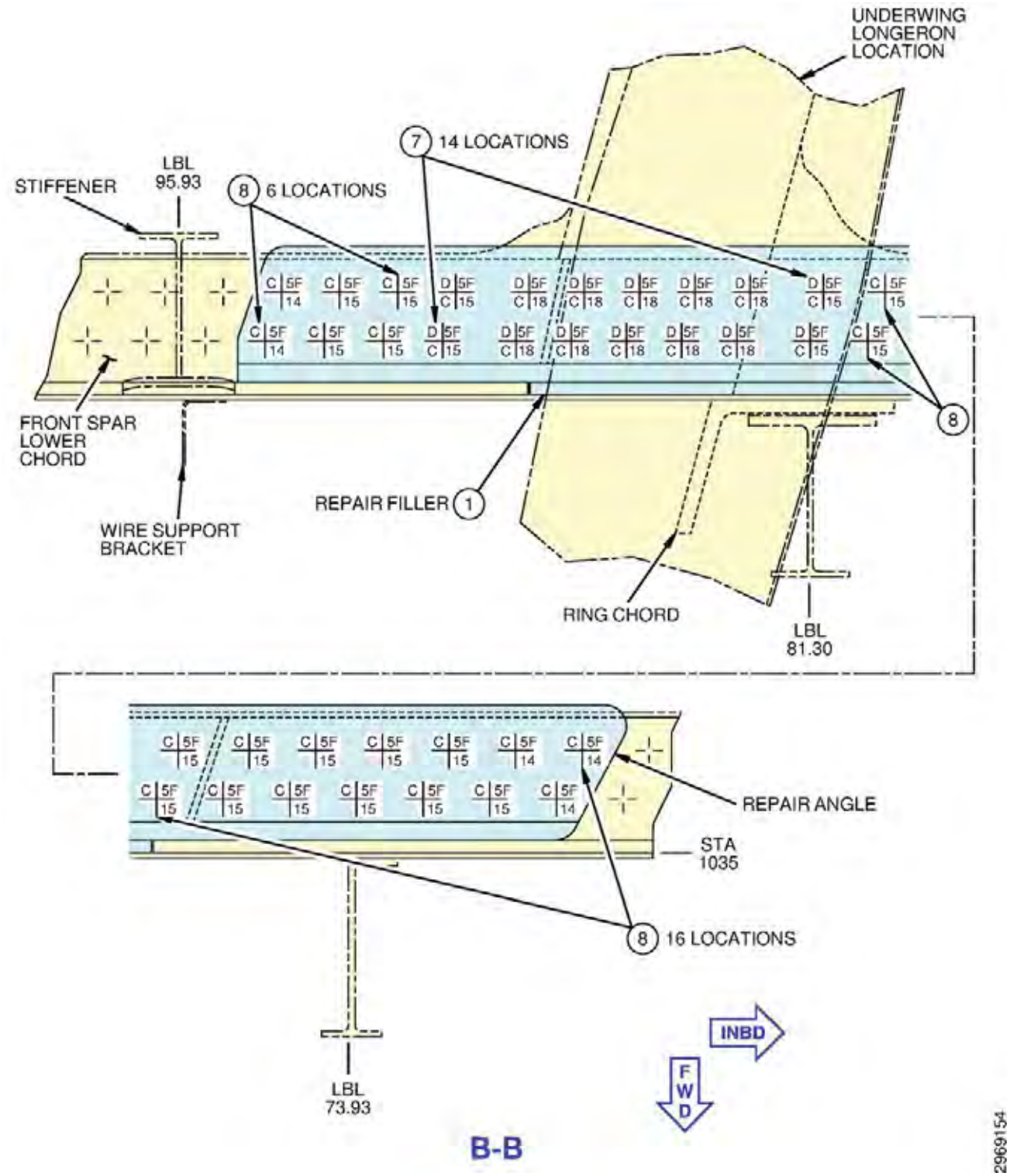


FIGURE 54: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 3 OF 7)

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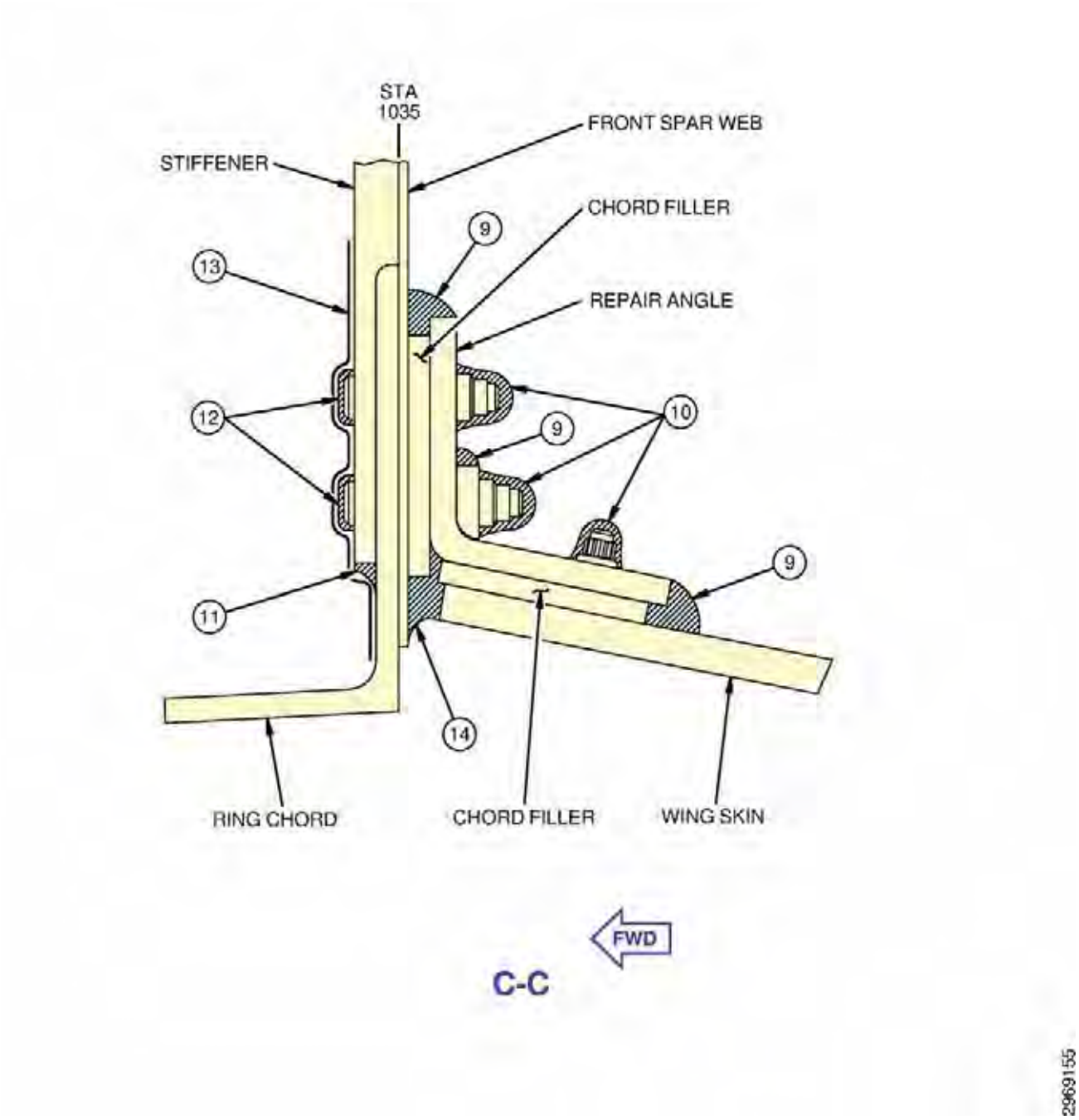


FIGURE 54: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 4 OF 7)

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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	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	1	(a)
2	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	1	(a)
3	Install (New)	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	1	(a)
4	Install (New)	FASTENERS	-	4	(b)
5	Install (New)	RADIUS FILLER	691W0017-5	2	-
	Install (New)	FASTENERS	-	2	(b)
6	Install (New)	FASTENERS	-	27	(b)
7	Install (New)	FASTENERS	-	14	(b)(c)(d)
8	Install (New)	FASTENERS	-	24	(b)
9	Apply	SEALANT	BMS 5-45	-	(e)
10	Apply	SEALANT	BMS 5-45	-	(f)
11	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(g)
12	Apply	SEALANT	BMS 5-45	-	(h)
13	Apply	SEALANT	BMS 5-81	-	(i)
14	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(j)

(a) Apply BMS 5-45 faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Refer to fastener code table for fastener installation.

(c) Countersink holes if required for new fasteners. Refer to 777-200 SRM 51-40-08 or 777-300 SRM 51-40-08 as an accepted procedure.

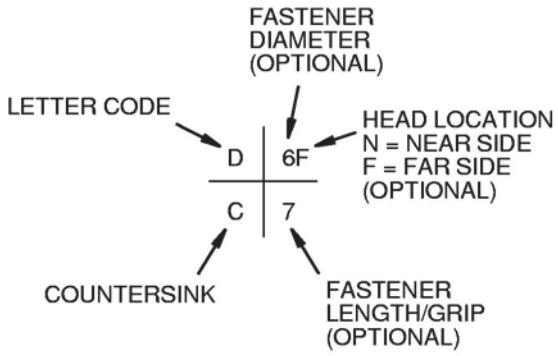
(d) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.

FIGURE 54: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 5 OF 7)

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Step	Task	Name	Identification	Qty	More Data
(e)	Apply fillet seal with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(f)	Apply cap and fillet seal to the fasteners, over the collars and threads inside the fuel tank with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(g)	Restore transition seal for secondary fuel barrier application using BMS 5-142, Type II sealant. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(h)	Fillet seal / cover fasteners heads with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply BMS 5-81 Type II secondary fuel barrier sealant. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply corrosion injection seal BMS 5-142 (optional BMS 5-45), Type II. Refer to SOPM 20-50-19 as an accepted procedure.				

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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()Y	BOLT	-	0.3402 - 0.3422	(a)(b)
	BACC30AC10K	COLLAR	-		
B	BACB30NX12K()X	BOLT	-	0.3871 - 0.3891	(a)(c)
	BACC30BH12K	Collar	-		
C	BACB30WR5K()LX	BOLT	-	0.3232 - 0.3252	(a)(d)(e)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		

FIGURE 54: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 6 OF 7)

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Code	Name	Identification	Qty	Hole Dia	More Data
D	BACB30WQ5K()LX	BOLT	-	0.3232 - 0.3252	(a)(d)(e)(f)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
(a) Install fasteners wet with BMS 5-95 sealant. Refer to SOPM 20-50-19 as an accepted procedure.					
(b) As required, install BACW10BP52DP extra washers to adjust grip length.					
(c) As required, install BACW10BP61DP extra washers to adjust grip length.					
(d) Install with washer under nut.					
(e) Use either BACW10AW5AS or BACW10AW5AST as required for fastener grip length.					
(f) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.					

FIGURE 54: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 7 OF 7)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 4, Configuration 1-2; Group 7, Configuration 5-8; Group 8, Configuration 5-8; Group 9, Configuration 1-2.

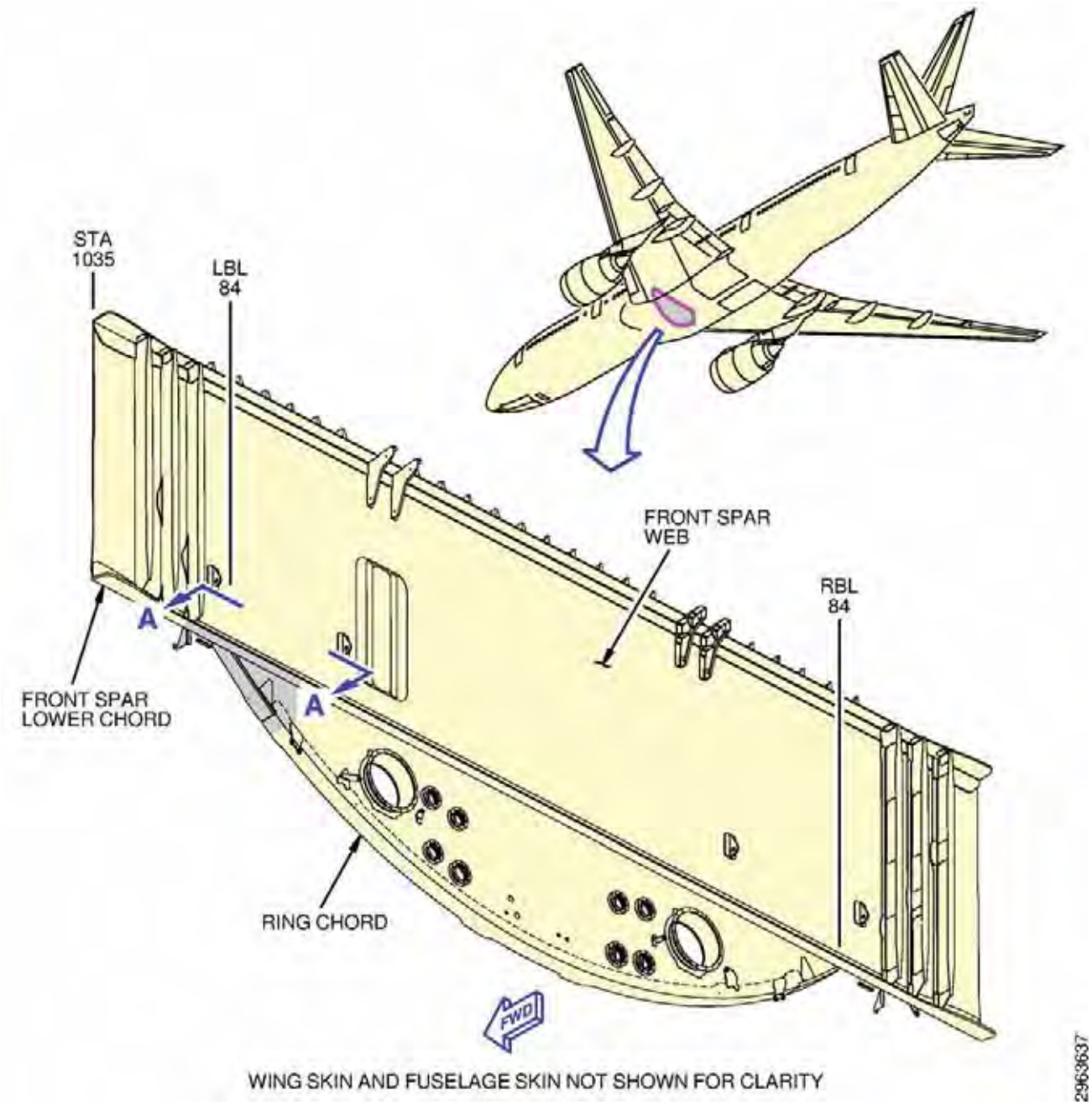


FIGURE 55: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 1 OF 7)

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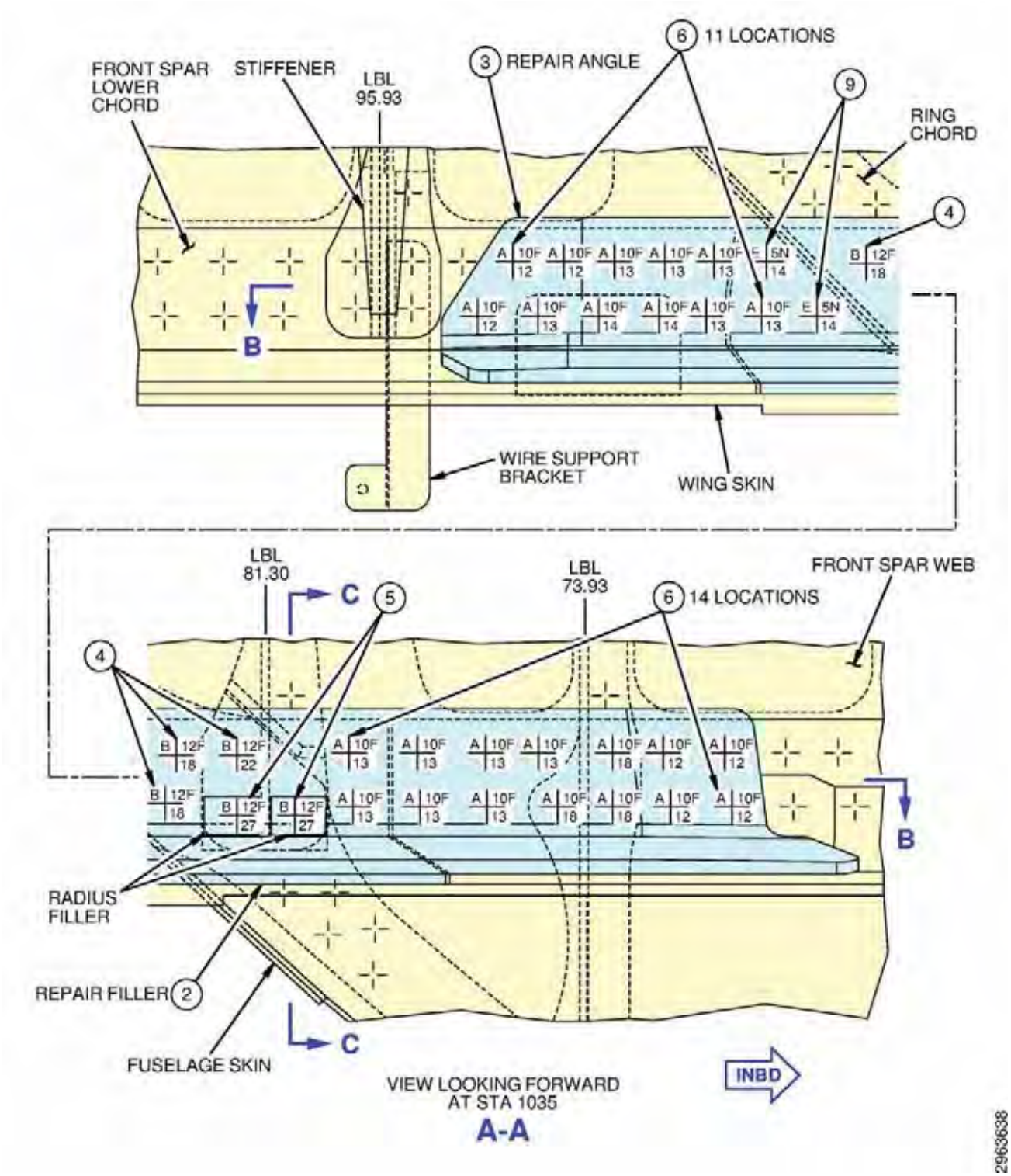


FIGURE 55: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 2 OF 7)

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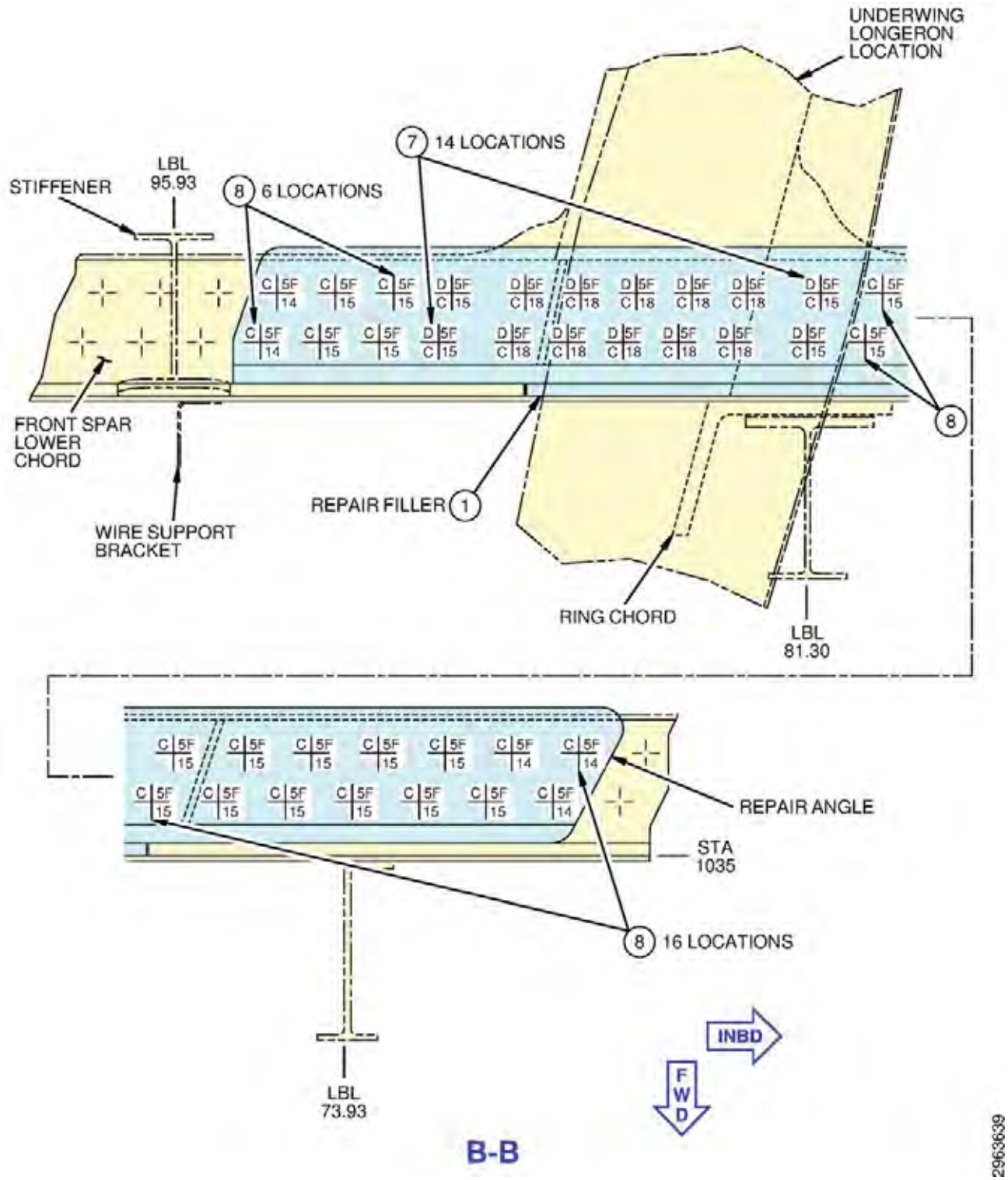


FIGURE 55: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 3 OF 7)

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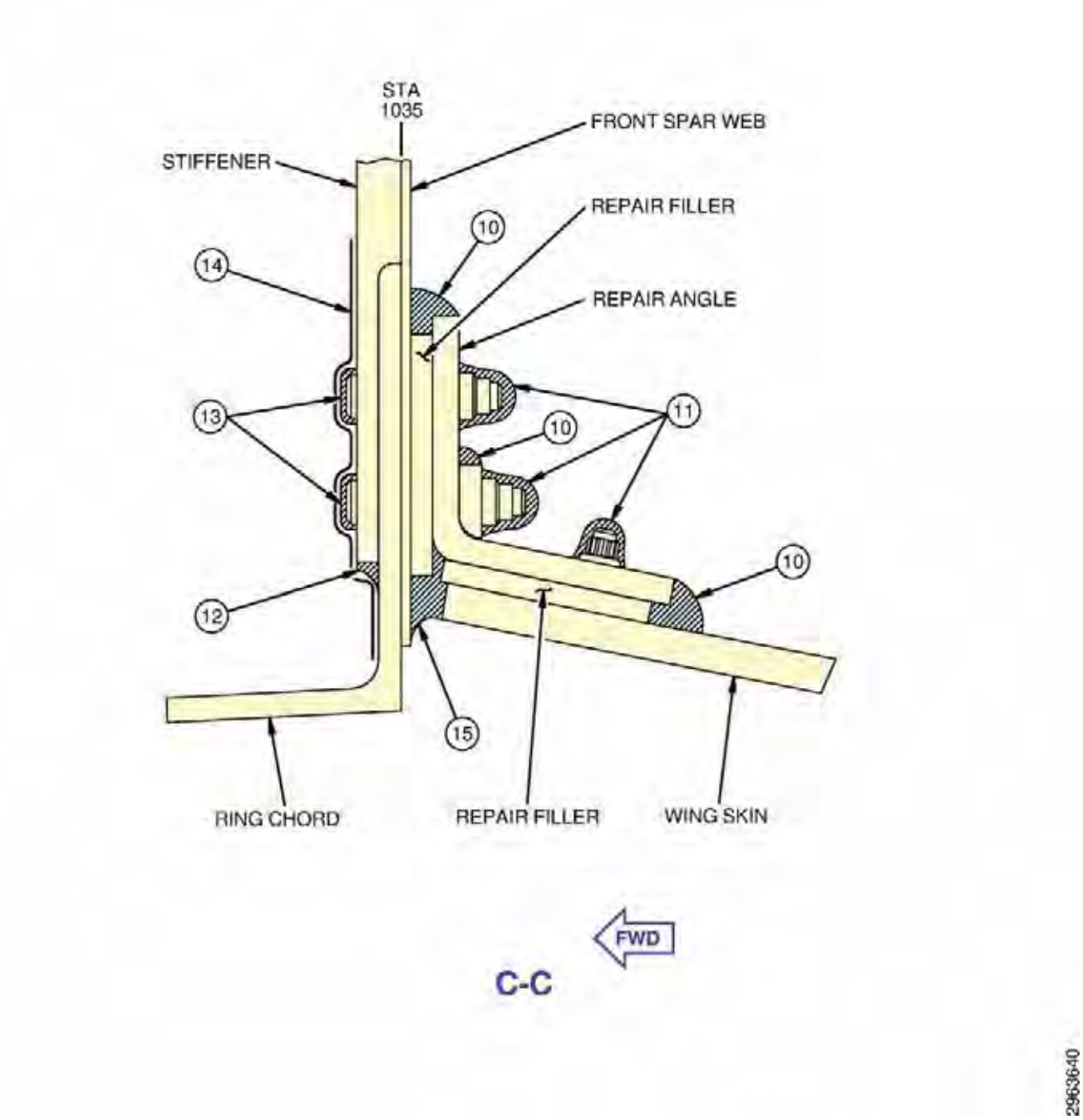


FIGURE 55: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 4 OF 7)

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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)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	1	(a)
2	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	1	(a)
3	Install (New)	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	1	(a)
4	Install (New)	FASTENERS	-	4	(b)
5	Install (New)	RADIUS FILLER	691W0017-5	2	-
	Install (New)	FASTENERS	-	2	(b)
6	Install (New)	FASTENERS	-	27	(b)
7	Install (New)	FASTENERS	-	14	(b)(c)(d)
8	Install (New)	FASTENERS	-	24	(b)
9	Install (New)	FASTENERS	-	2	(b)
10	Apply	SEALANT	BMS 5-45	-	(e)
11	Apply	SEALANT	BMS 5-45	-	(f)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(g)
13	Apply	SEALANT	BMS 5-45	-	(h)
14	Apply	SEALANT	BMS 5-81	-	(i)
15	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(j)

(a) Apply BMS 5-45 faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Refer to fastener code table for fastener installation.

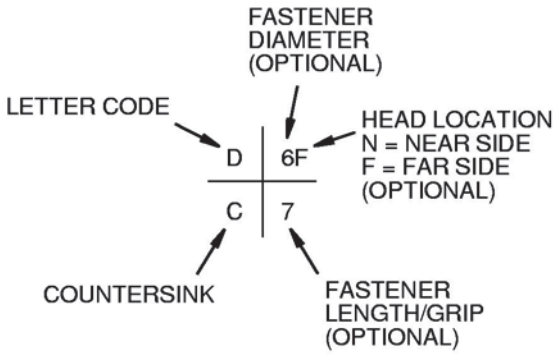
(c) Countersink holes if required for new fasteners. Refer to 777-200 SRM 51-40-08 or 777-300 SRM 51-40-08 as an accepted procedure.

FIGURE 55: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 5 OF 7)

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Step	Task	Name	Identification	Qty	More Data
(d)	For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.				
(e)	Apply fillet seal with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(f)	Apply cap and fillet seal to the fasteners, over the collars and threads inside the fuel tank with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(g)	Restore transition seal for secondary fuel barrier application using BMS 5-142, Type II sealant. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(h)	Fillet seal / cover fasteners heads with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply BMS 5-81 Type II secondary fuel barrier sealant. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply corrosion injection seal BMS 5-142 (optional BMS 5-45), Type II. Refer to SOPM 20-50-19 as an accepted procedure.				

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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()Y	BOLT	-	0.3402 - 0.3422	(a)(b)
	BACC30AC10K	COLLAR	-		
B	BACB30NX12K()X	BOLT	-	0.3871 - 0.3891	(a)(c)
	BACC30BH12K	Collar	-		
C	BACB30WR5K()LX	BOLT	-	0.3232 - 0.3252	(a)(f)(g)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		

FIGURE 55: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 6 OF 7)

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Code	Name	Identification	Qty	Hole Dia	More Data
D	BACB30WQ5K()LX	BOLT	-	0.3232 - 0.3252	(a)(f)(g)(h)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
E	BACB30NR5()Y	BOLT	-	0.3432 - 0.3442	(a)
	BACW10BP52CD	WASHER			(d)
	BACW10BP52NDP	WASHER			(e)
	BACW10BP52DP	WASHER			(f)
	BACN10YR5CD	NUT			-
(a) Install fasteners wet with BMS 5-95 sealant. Refer to SOPM 20-50-19 as an accepted procedure.					
(b) As required, install BACW10BP52DP extra washers to adjust grip length.					
(c) As required, install BACW10BP61DP extra washers to adjust grip length.					
(d) Install with washer under head.					
(e) Install with washer under BACW10BP52CD washer.					
(f) Install with washer under nut.					
(g) Use either BACW10AW5AS or BACW10AW5AST as required for fastener grip length.					
(h) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.					

FIGURE 55: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 7 OF 7)

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This Figure applies only to: Group 5, Configuration 1-4.

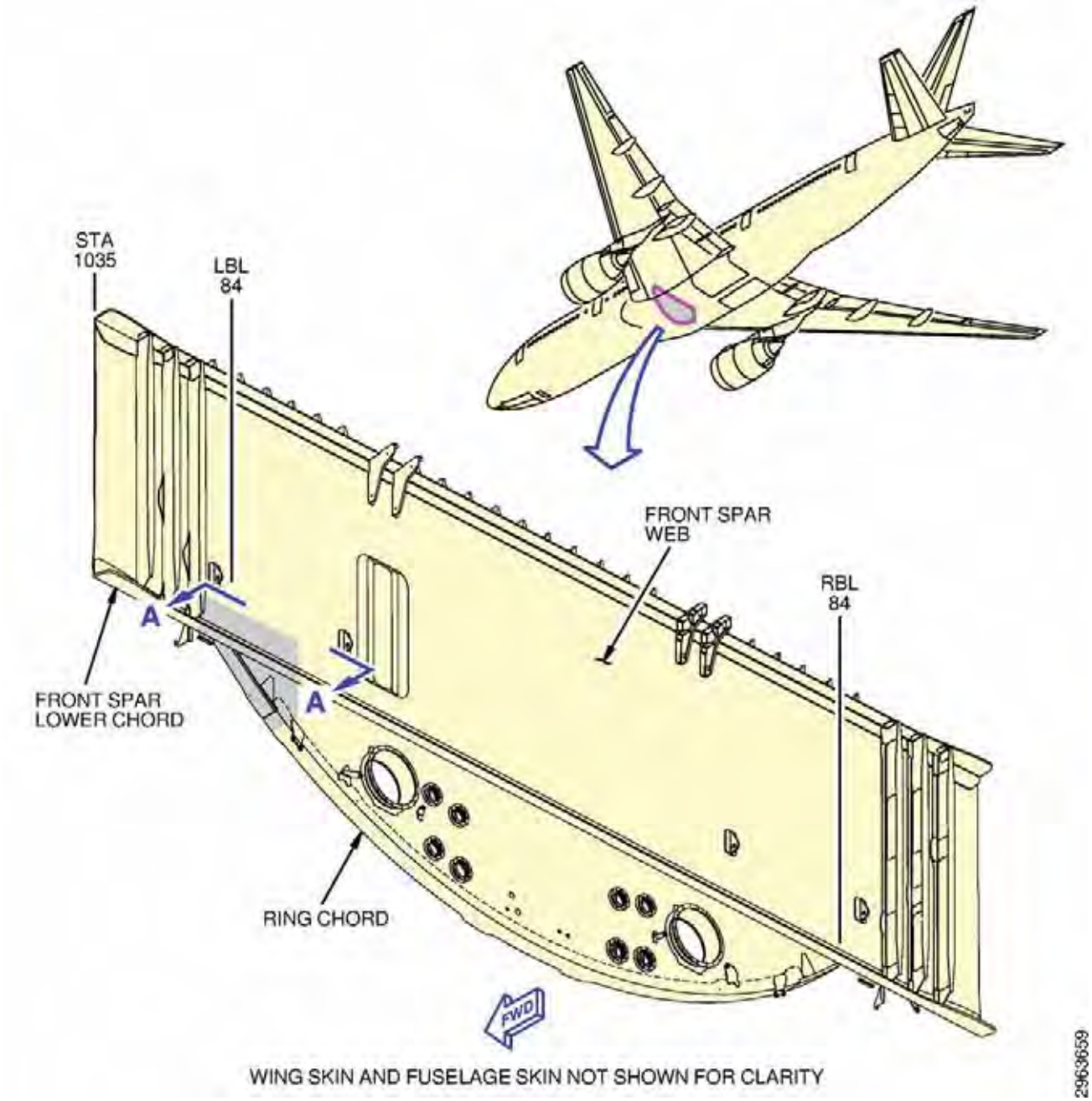


FIGURE 56: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 1 OF 7)

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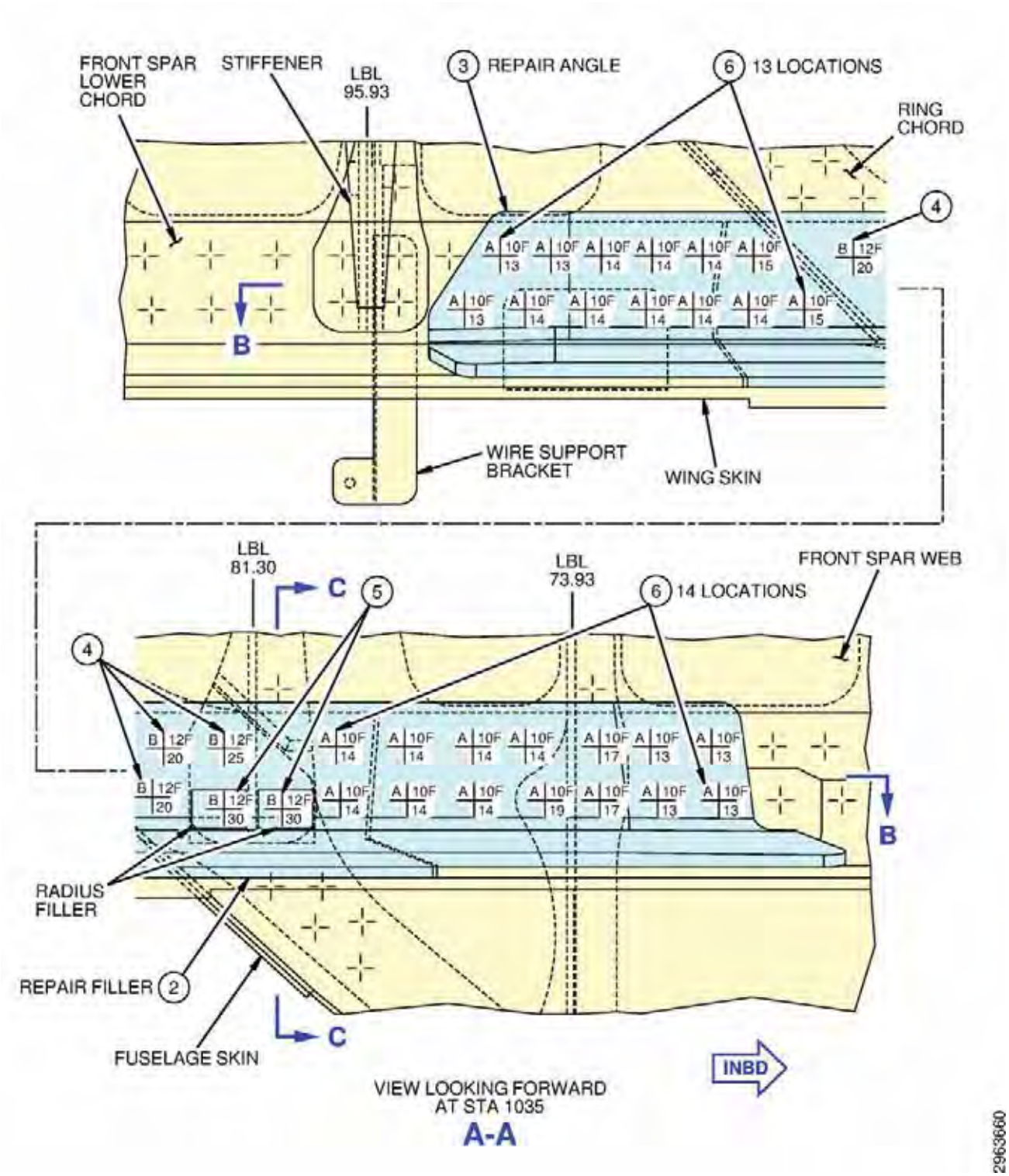


FIGURE 56: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 2 OF 7)

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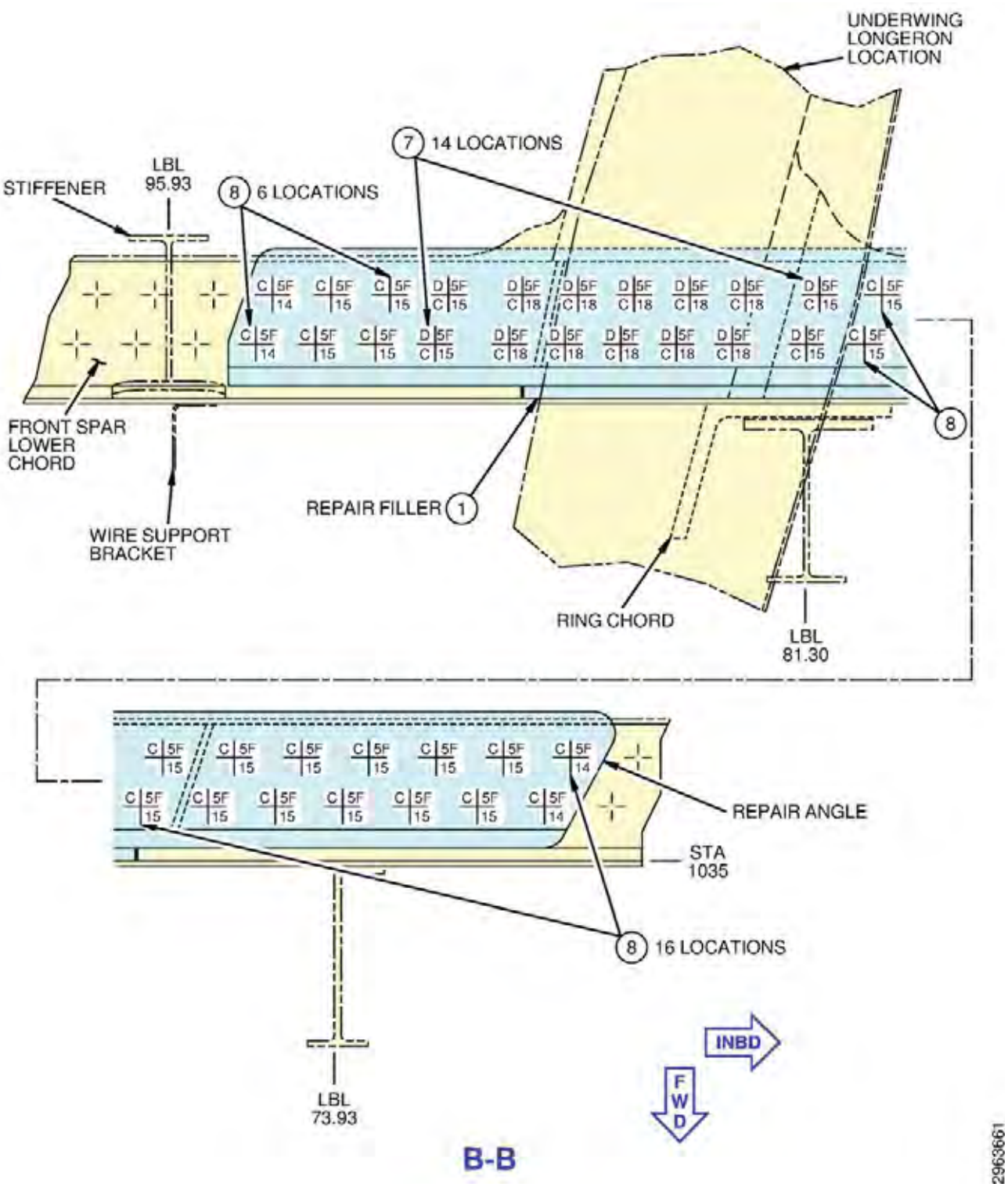
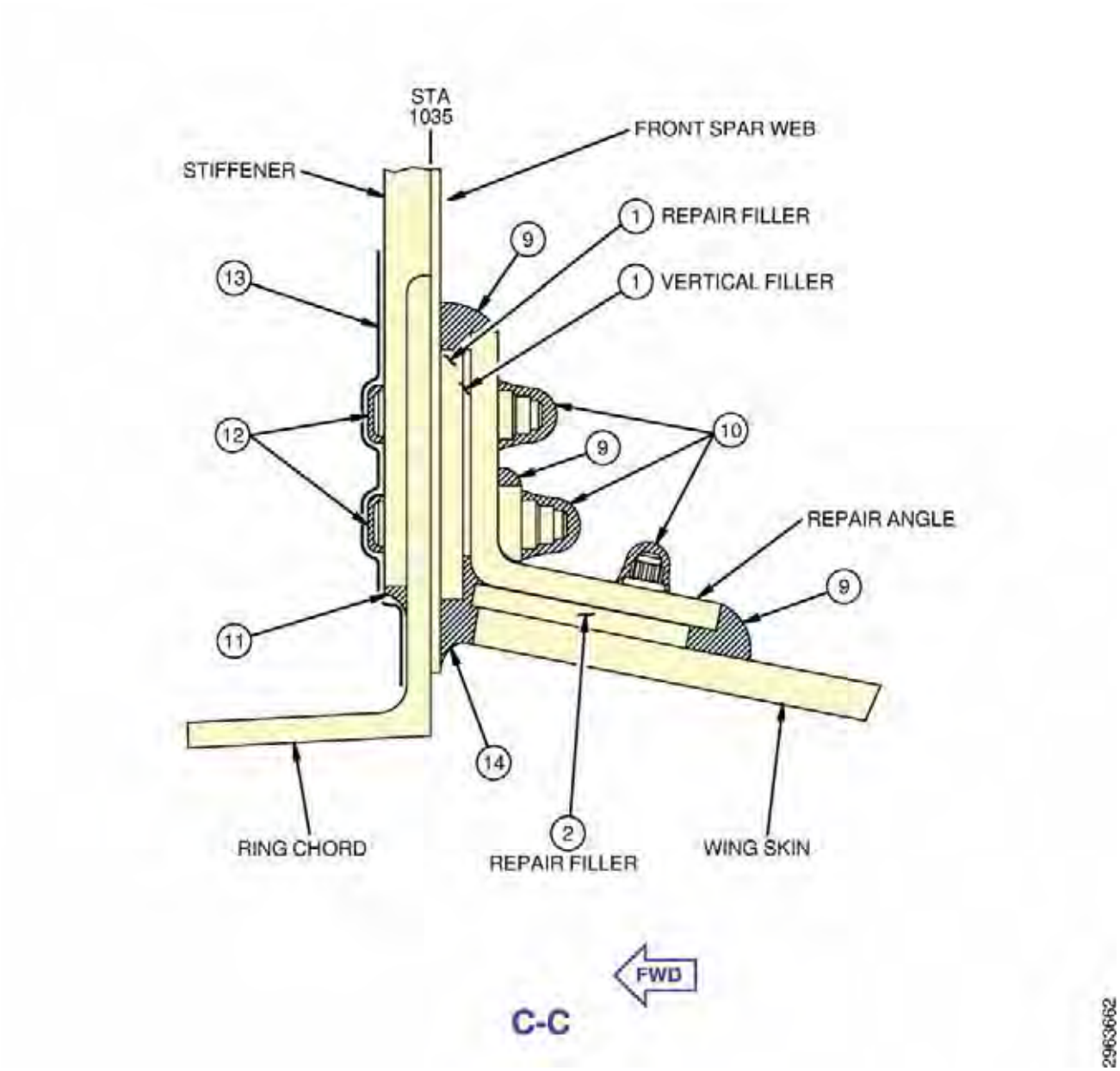


FIGURE 56: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 3 OF 7)

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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)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	1	(a)
	Install (New)	FILLER (VERTICAL)	691W0017-3	-	(b)

FIGURE 56: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 4 OF 7)

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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	1	(a)
3	Install (New)	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	1	(a)
4	Install (New)	FASTENERS	-	4	(c)
5	Install (New)	RADIUS FILLER	691W0017-5	2	-
	Install (New)	FASTENERS	-	2	(c)
6	Install (New)	FASTENERS	-	27	(c)
7	Install (New)	FASTENERS	-	14	(c)(d)(e)
8	Install (New)	FASTENERS	-	24	(c)
9	Apply	SEALANT	BMS 5-45	-	(f)
10	Apply	SEALANT	BMS 5-45	-	(g)
11	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(h)
12	Apply	SEALANT	BMS 5-45	-	(i)
13	Apply	SEALANT	BMS 5-81	-	(j)
14	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(k)

(a) Apply BMS 5-45 faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Install filler between splice angle and mating parts. Max pull-up after shimming and before fastener installation not to exceed 0.005 inches. Max allowable shim thickness not to exceed .03 inches.

(c) Refer to fastener code table for fastener installation.

(d) Countersink holes if required for new fasteners. Refer to 777-200 SRM 51-40-08 or 777-300 SRM 51-40-08 as an accepted procedure.

(e) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.

(f) Apply fillet seal with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.

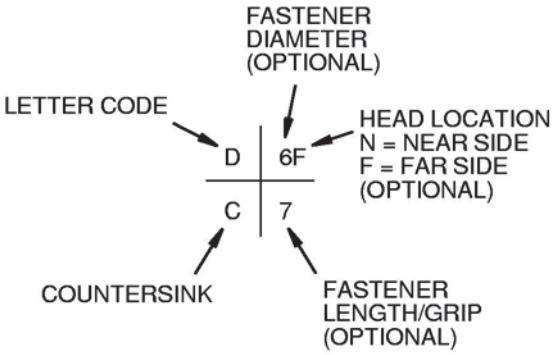
(g) Apply cap and fillet seal to the fasteners, over the collars and threads inside the fuel tank with BMS 5-45. Refer to SOPM 20-50-19 and 777 AMM 28-11-00 as accepted procedures.

FIGURE 56: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 5 OF 7)

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Step	Task	Name	Identification	Qty	More Data
(h)	Restore transition seal for secondary fuel barrier application using BMS 5-142, Type II sealant. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777AMM 28-11-00 as an accepted procedure.				
(i)	Fillet seal / cover fasteners heads with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply BMS 5-81 Type II secondary fuel barrier sealant. Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Apply corrosion injection seal BMS 5-142 (optional BMS 5-45), Type II. Refer to SOPM 20-50-19 as an accepted procedure.				

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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()Y	BOLT	-	0.3402 - 0.3422	(a)(b)
	BACC30AC10K	COLLAR	-		
B	BACB30NX12K()X	BOLT	-	0.3871 - 0.3891	(a)(c)
	BACC30BH12K	Collar	-		
C	BACB30WR5K()LX	BOLT	-	0.3232 - 0.3252	(a)(d)(e)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
D	BACB30WQ5K()LX	BOLT	-	0.3232 - 0.3252	(a)(d)(e)(f)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
(a) Install fasteners wet with BMS 5-95 sealant. Refer to SOPM 20-50-19 as an accepted procedure.					

FIGURE 56: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 6 OF 7)

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Code	Name	Identification	Qty	Hole Dia	More Data
(b) As required, install BACW10BP52DP extra washers to adjust grip length.					
(c) As required, install BACW10BP61DP extra washers to adjust grip length.					
(d) Install with washer under nut.					
(e) Use either BACW10AW5AS or BACW10AW5AST as required for fastener grip length.					
(f) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.					

FIGURE 56: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 7 OF 7)

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This Figure applies only to: Group 5, Configuration 5-8; Group 6, Configuration 1-2.

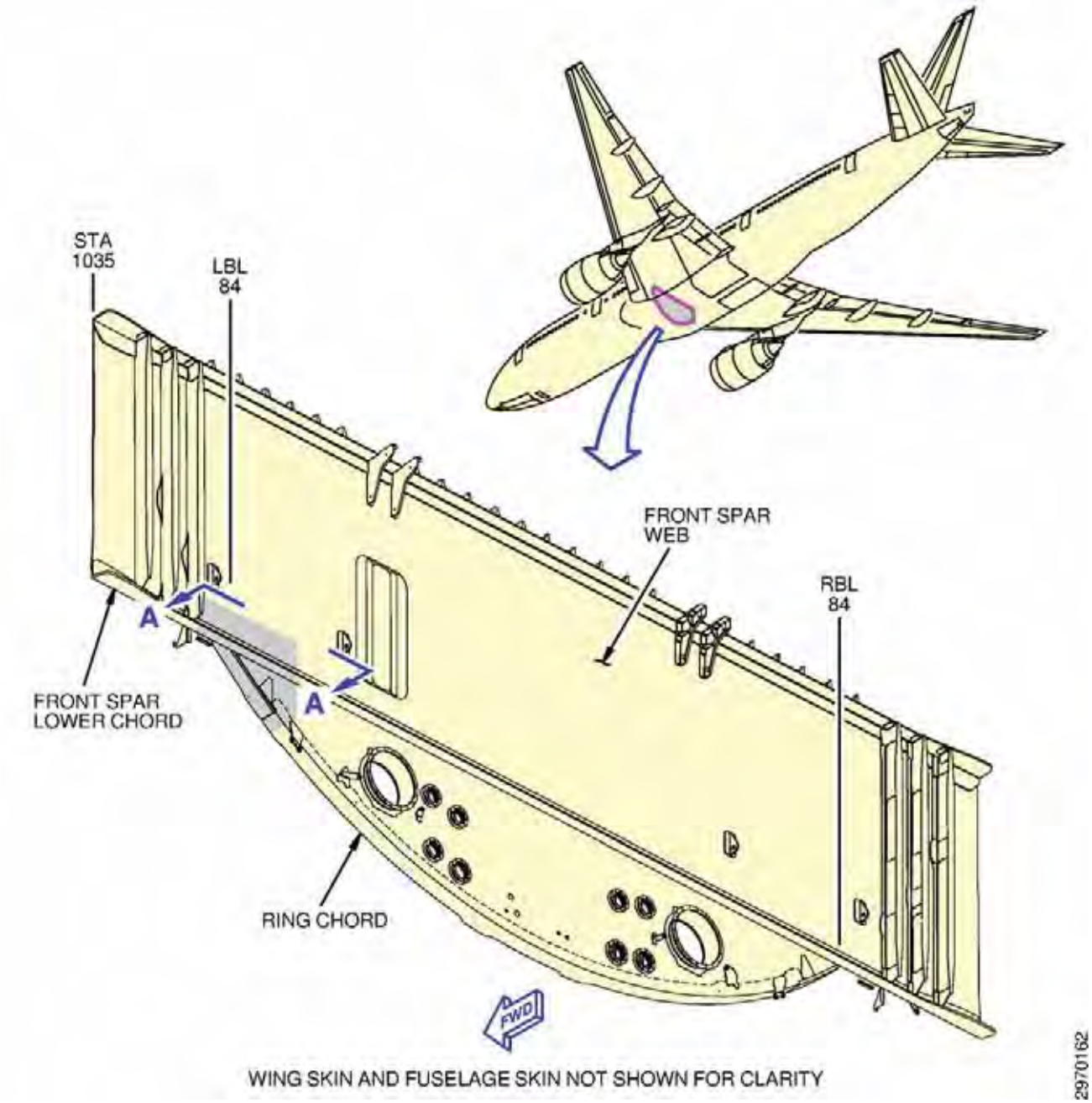


FIGURE 57: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 1 OF 7)

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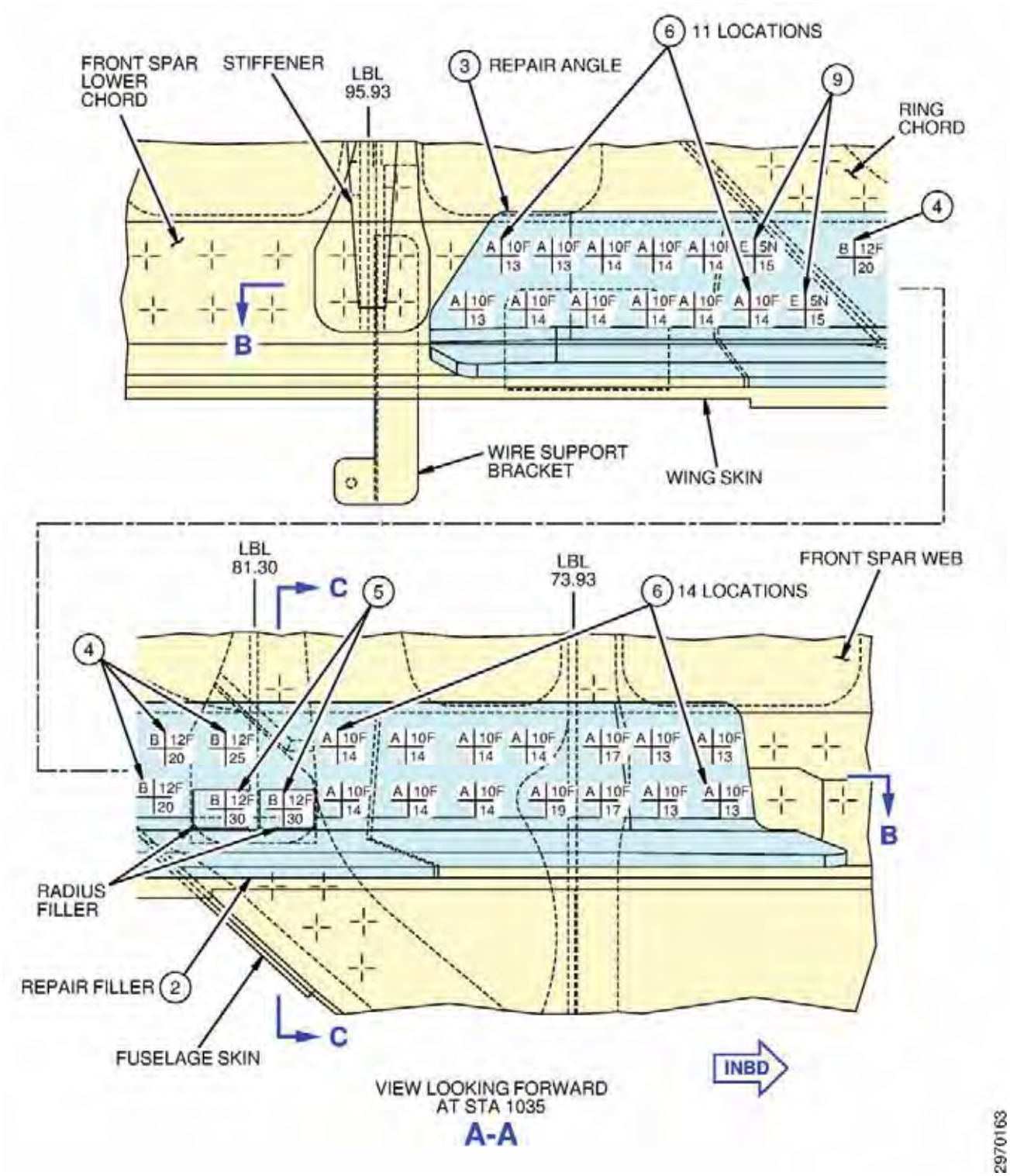


FIGURE 57: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 2 OF 7)

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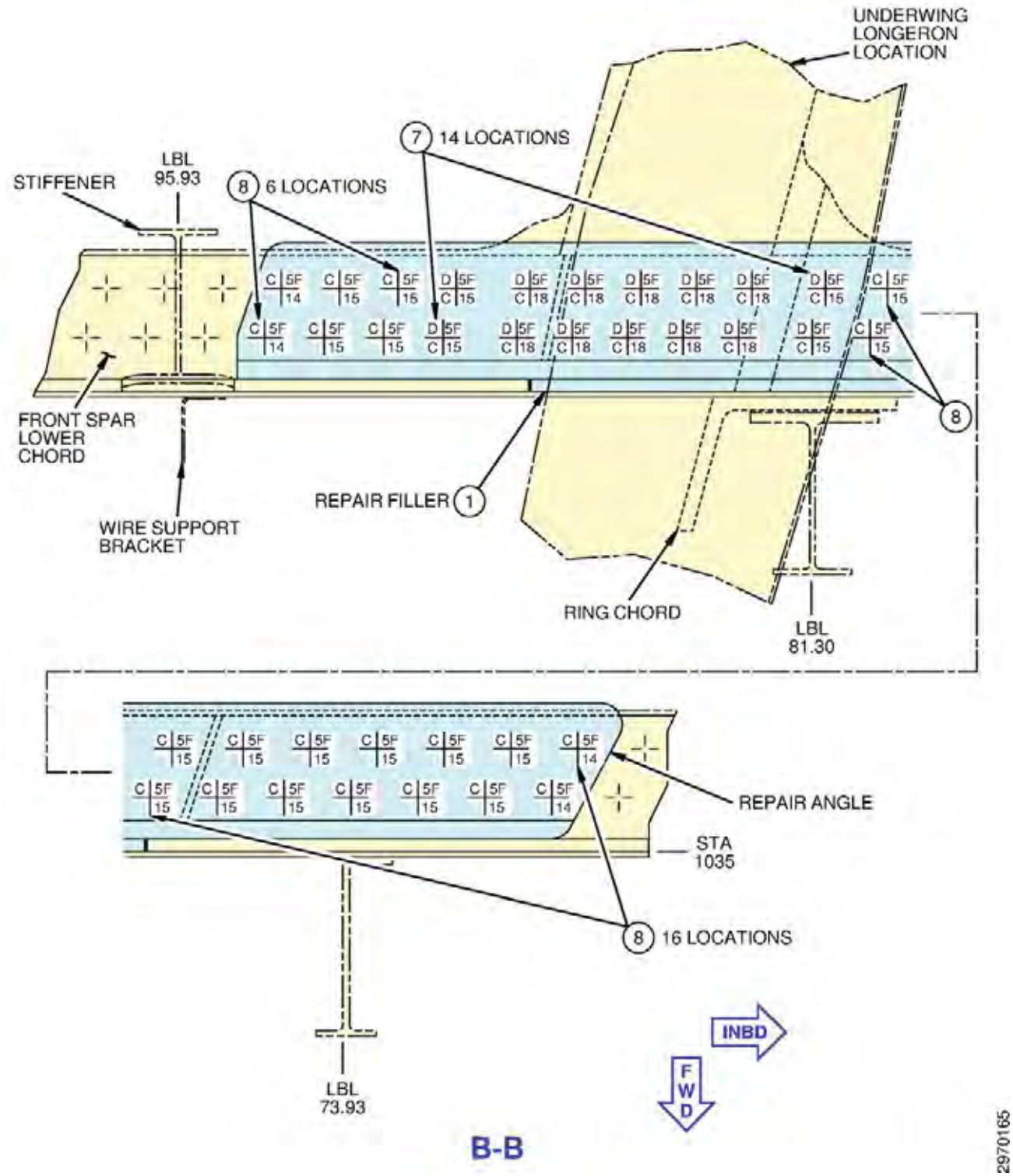
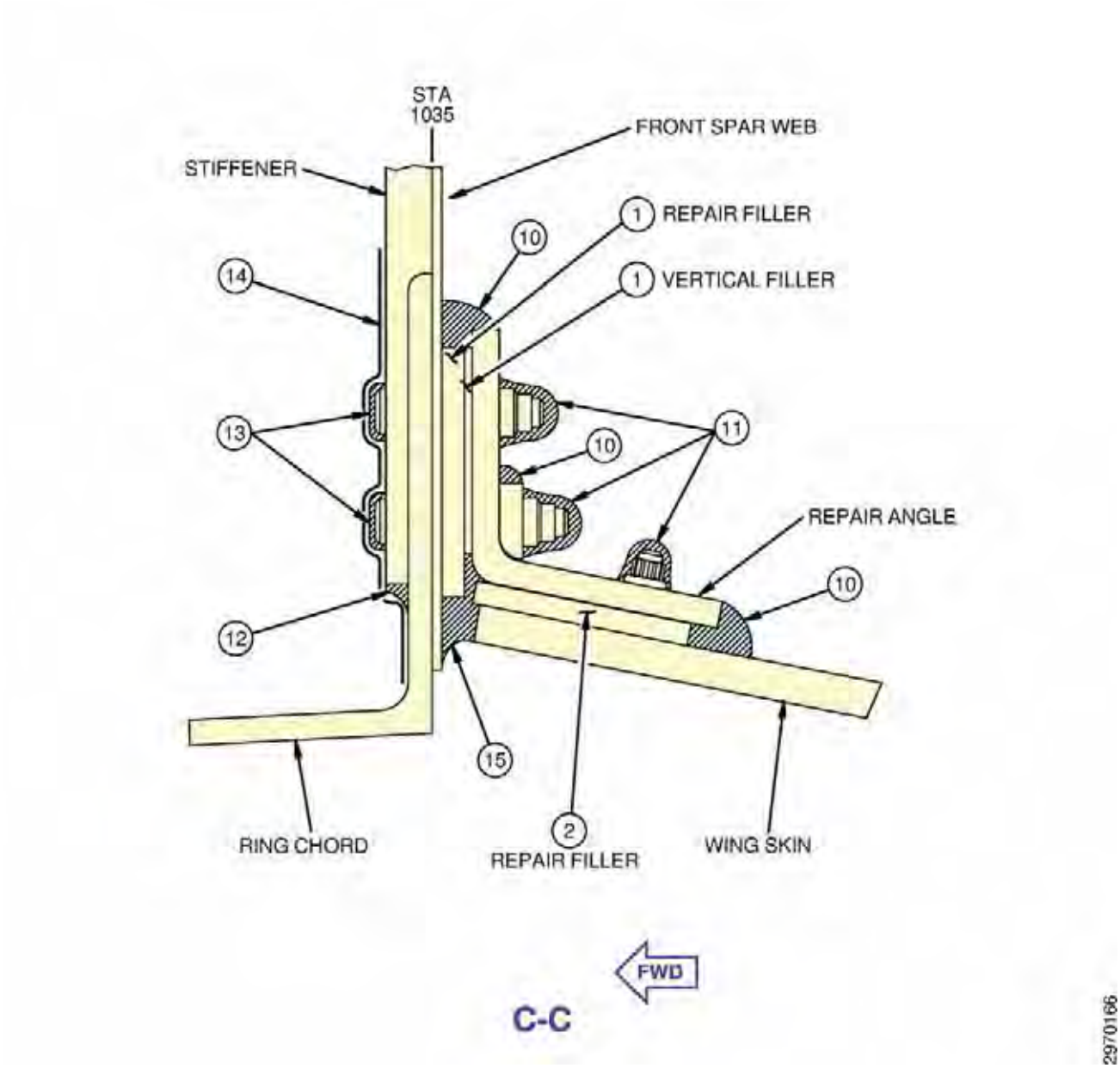


FIGURE 57: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 3 OF 7)

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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)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	1	(a)
	Install (New)	FILLER (VERTICAL)	691W0017-3	-	(b)

FIGURE 57: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 4 OF 7)

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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	1	(a)
3	Install (New)	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-1	1	(a)
4	Install (New)	FASTENERS	-	4	(c)
5	Install (New)	RADIUS FILLER	691W0017-5	2	-
	Install (New)	FASTENERS	-	2	(c)
6	Install (New)	FASTENERS	-	27	(c)
7	Install (New)	FASTENERS	-	14	(c)(d)(e)
8	Install (New)	FASTENERS	-	24	(c)
9	Install (New)	FASTENERS	-	2	(c)
10	Apply	SEALANT	BMS 5-45	-	(f)
11	Apply	SEALANT	BMS 5-45	-	(g)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(h)
13	Apply	SEALANT	BMS 5-45	-	(i)
14	Apply	SEALANT	BMS 5-81	-	(j)
15	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(k)

(a) Apply BMS 5-45 faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Install filler between splice angle and mating parts. Max pull-up after shimming and before fastener installation not to exceed 0.005 inches. Max allowable shim thickness not to exceed .03 inches.

(c) Refer to fastener code table for fastener installation.

(d) Countersink holes if required for new fasteners. Refer to 777-200 SRM 51-40-08 or 777-300 SRM 51-40-08 as an accepted procedure.

(e) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.

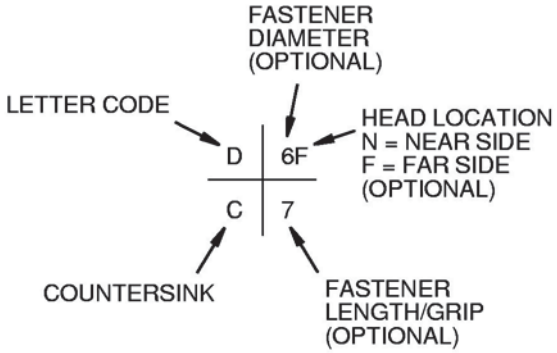
(f) Apply fillet seal with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.

FIGURE 57: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 5 OF 7)

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Step	Task	Name	Identification	Qty	More Data
(g)	Apply cap and fillet seal to the fasteners, over the collars and threads inside the fuel tank with BMS 5-45. Refer to SOPM 20-50-19 and 777 AMM 28-11-00 as accepted procedures.				
(h)	Restore transition seal for secondary fuel barrier application using BMS 5-142, Type II sealant. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777AMM 28-11-00 as an accepted procedure.				
(i)	Fillet seal / cover fasteners heads with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply BMS 5-81 Type II secondary fuel barrier sealant. Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Apply corrosion injection seal BMS 5-142 (optional BMS 5-45), Type II. Refer to SOPM 20-50-19 as an accepted procedure.				

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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()Y	BOLT	-	0.3402 - 0.3422	(a)(b)
	BACC30AC10K	COLLAR	-		
B	BACB30NX12K()X	BOLT	-	0.3871 - 0.3891	(a)(c)
	BACC30BH12K	Collar	-		
C	BACB30WR5K()LX	BOLT	-	0.3232 - 0.3252	(a)(f)(g)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		

FIGURE 57: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 6 OF 7)

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Code	Name	Identification	Qty	Hole Dia	More Data
D	BACB30WQ5K()LX	BOLT	-	0.3232 - 0.3252	(a)(f)(g)(h)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
E	BACB30NR5()Y	BOLT	-	0.3432 - 0.3442	(a)
	BACW10BP52CD	WASHER	-		(d)
	BACW10BP52NDP	WASHER	-		(e)
	BACW10BP52DP	WASHER	-		(f)
	BACN10YR5CD	NUT	-		-
(a) Install fasteners wet with BMS 5-95 sealant. Refer to SOPM 20-50-19 as an accepted procedure.					
(b) As required, install BACW10BP52DP extra washers to adjust grip length.					
(c) As required, install BACW10BP61DP extra washers to adjust grip length.					
(d) Install with washer under head.					
(e) Install with washer under BACW10BP52CD washer.					
(f) Install with washer under nut.					
(g) Use either BACW10AW5AS or BACW10AW5AST as required for fastener grip length.					
(h) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.					

FIGURE 57: LEFT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 7 OF 7)

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This Figure applies only to: Group 2, Configuration 1-4.

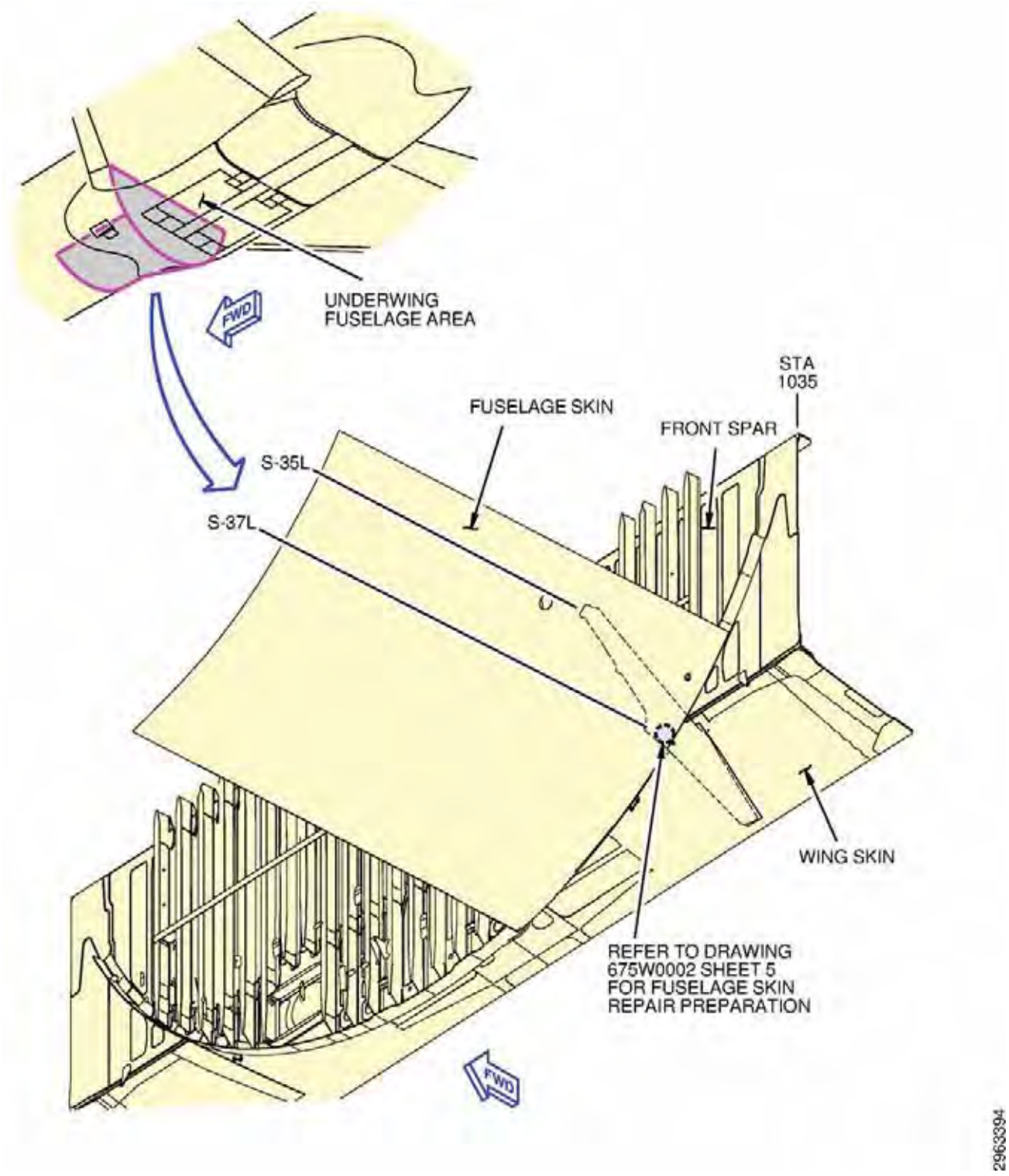


FIGURE 58: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Locate doubler using number 30 pilot holes. Hold doubler in place. (a)(b)
2	Drill	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Transfer pilot holes from doubler to the fuselage skin. (c)
	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	-
CAUTION	PROTECT THE STRUCTURE COMMON TO THE SKIN FROM DAMAGE.				
3	Cut	FUSELAGE SKIN	-	-	Determine the cut-line by maintaining a minimum 1.7D edge margin. (c)(d)(e)(f)(g)(h)
	Inspect	FUSELAGE SKIN	-	-	(c)(i)
	Cut	FUSELAGE SKIN	-	-	Cut remaining fuse-lage skin within cut line. (c)(d)(f)(g)(h)
4	Machine	REPAIR FILLER	675W0003-11	-	(c)(j)(k)
5	Install (Temporary)	REPAIR FILLER	675W0003-11	-	(c)(h)(j)
6	Drill	REPAIR FILLER	675W0003-11	-	Drill 0.125 - 0.250 inch holes through the repair filler. Use the skin cutout as a template. (c)(h)
7	Remove / Keep	REPAIR FILLER	675W0003-11	-	Clean and break all sharp edges of the repair filler and the cut skin. (c)

FIGURE 58: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-43-03 as an accepted procedure. (c)
9	Apply	PRIMER	BMS 10-79 TYPE III (BMS 10-11 TYPE I OPTIONAL)	-	Apply two coats of primer to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-41-02 as an accepted procedure. (c)

(a) Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

(b) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1B6.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1C14.

(d) Install a thin sheet of steel behind the fuselage skin to prevent causing damage to the structure behind the fuselage skin.

(e) On first cut, keep a minimum of 0.040 inch of skin inside the trim line.

(f) Make sure the skin cutout edges have a surface finish of 63 microinches RA or smoother. Refer to 777-200 SRM 51-20-13 as an accepted procedure.

(g) Make the inner corner radii of the skin cutout a minimum of 0.50 inch.

(h) Maintain a minimum 1.7D edge margin for all holes common to the repair filler.

(i) Do a Surface High Frequency Eddy Current (HFEC) inspection along the edge of the skin cutout for any crack in accordance with 777 NDT Manual Part 6, 51-00-01. Make sure the edge of the skin is crack free.

(j) Maintain a 0.03 - 0.09 inch gap between the edges of the repair filler and the skin cutout.

(k) Refer to drawing 675W0002, Sheet 9 for Repair Filler profile.

FIGURE 58: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 3 OF 3)

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This Figure applies only to: Group 3, Configuration 1-4; Group 5, Configuration 1-4.

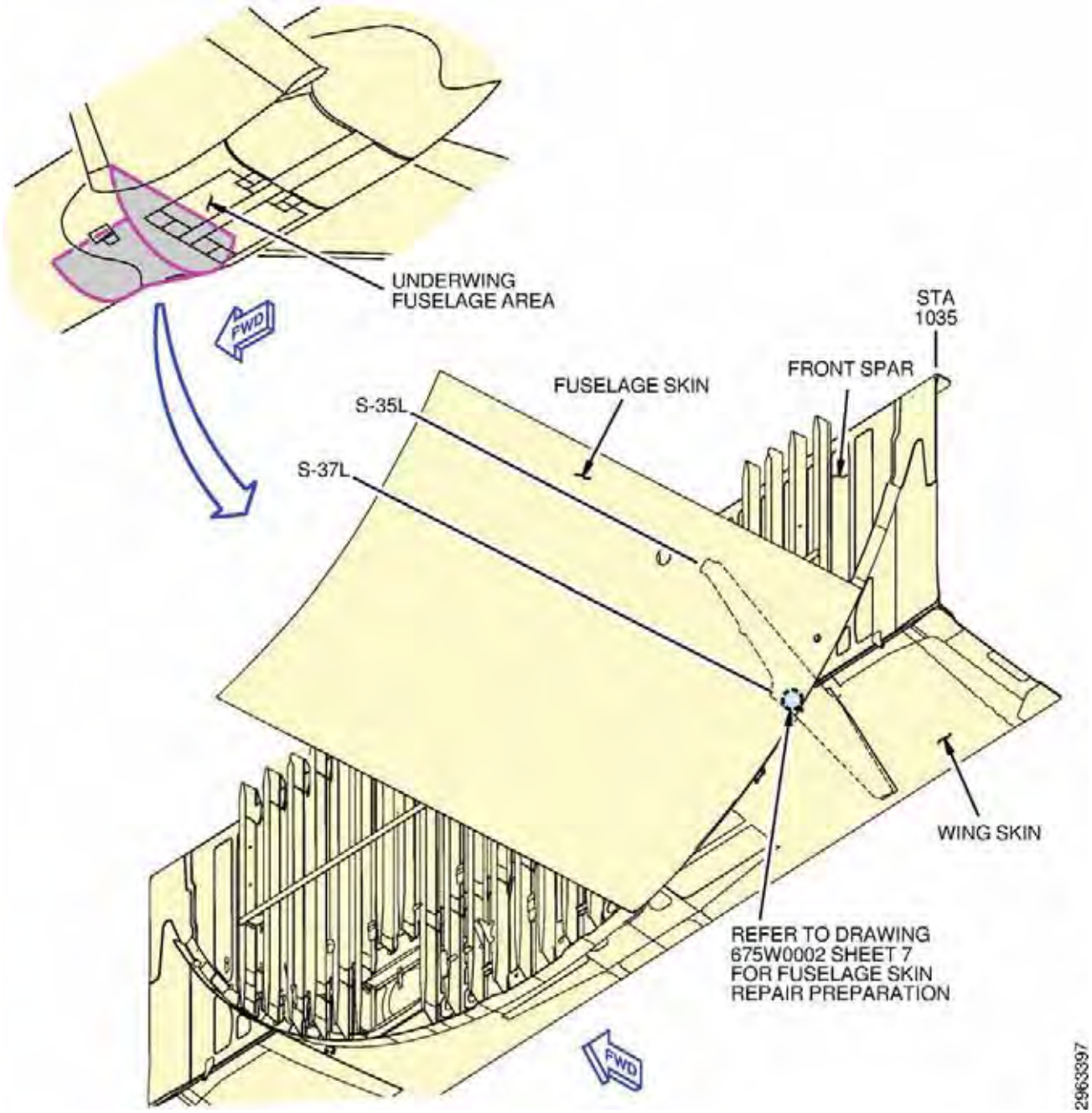


FIGURE 59: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 1 OF 3)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Locate doubler using number 30 pilot holes. Hold doubler in place. (a)(b)
2	Drill	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Transfer pilot holes from doubler to the fuselage skin. (c)
	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	-
CAUTION	PROTECT THE STRUCTURE COMMON TO THE SKIN FROM DAMAGE.				
3	Cut	FUSELAGE SKIN	-	-	Determine the cut-line by maintaining a minimum 1.7D edge margin. (c)(d)(e)(f)(g)(h)
	Inspect	FUSELAGE SKIN	-	-	(c)(i)
	Cut	FUSELAGE SKIN	-	-	Cut remaining fuse-lage skin within cut line. (c)(d)(f)(g)(h)
4	Machine	REPAIR FILLER	675W0003-11	-	(c)(j)(k)
5	Install (Temporary)	REPAIR FILLER	675W0003-11	-	(c)(h)(j)
6	Drill	REPAIR FILLER	675W0003-11	-	Drill 0.125 - 0.250 inch holes through the repair filler. Use the skin cutout as a template. (c)(h)
7	Remove / Keep	REPAIR FILLER	675W0003-11	-	Clean and break all sharp edges of the repair filler and the cut skin. (c)

FIGURE 59: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-43-03 as an accepted procedure. (c)
9	Apply	PRIMER	BMS 10-79 TYPE III (BMS 10-11 TYPE I OPTIONAL)	-	Apply two coats of primer to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-41-02 as an accepted procedure. (c)

(a)	Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 or 777F SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.
(b)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.
(c)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C14.
(d)	Install a thin sheet of steel behind the fuselage skin to prevent causing damage to the structure behind the fuselage skin.
(e)	On first cut, keep a minimum of 0.040 inch of skin inside the trim line.
(f)	Make sure the skin cutout edges have a surface finish of 63 micro inches RA or smoother. Refer to 777-200 SRM 51-20-13 or 777F SRM 51-20-13 as an accepted procedure.
(g)	Make the inner corner radii of the skin cutout a minimum of 0.50 inch.
(h)	Maintain a minimum 1.7D edge margin for all holes common to the repair filler.
(i)	Do a Surface High Frequency Eddy Current (HFEC) inspection along the edge of the skin cutout for any crack in accordance with 777 NDT Manual Part 6, 51-00-01. Make sure the edge of the skin is crack free.
(j)	Maintain a 0.03 - 0.09 inch gap between the edges of the repair filler and the skin cutout.
(k)	Refer to drawing 675W0002, Sheet 9 for Repair Filler profile.

FIGURE 59: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 3 OF 3)

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This Figure applies only to: Group 7, Configuration 1-4.

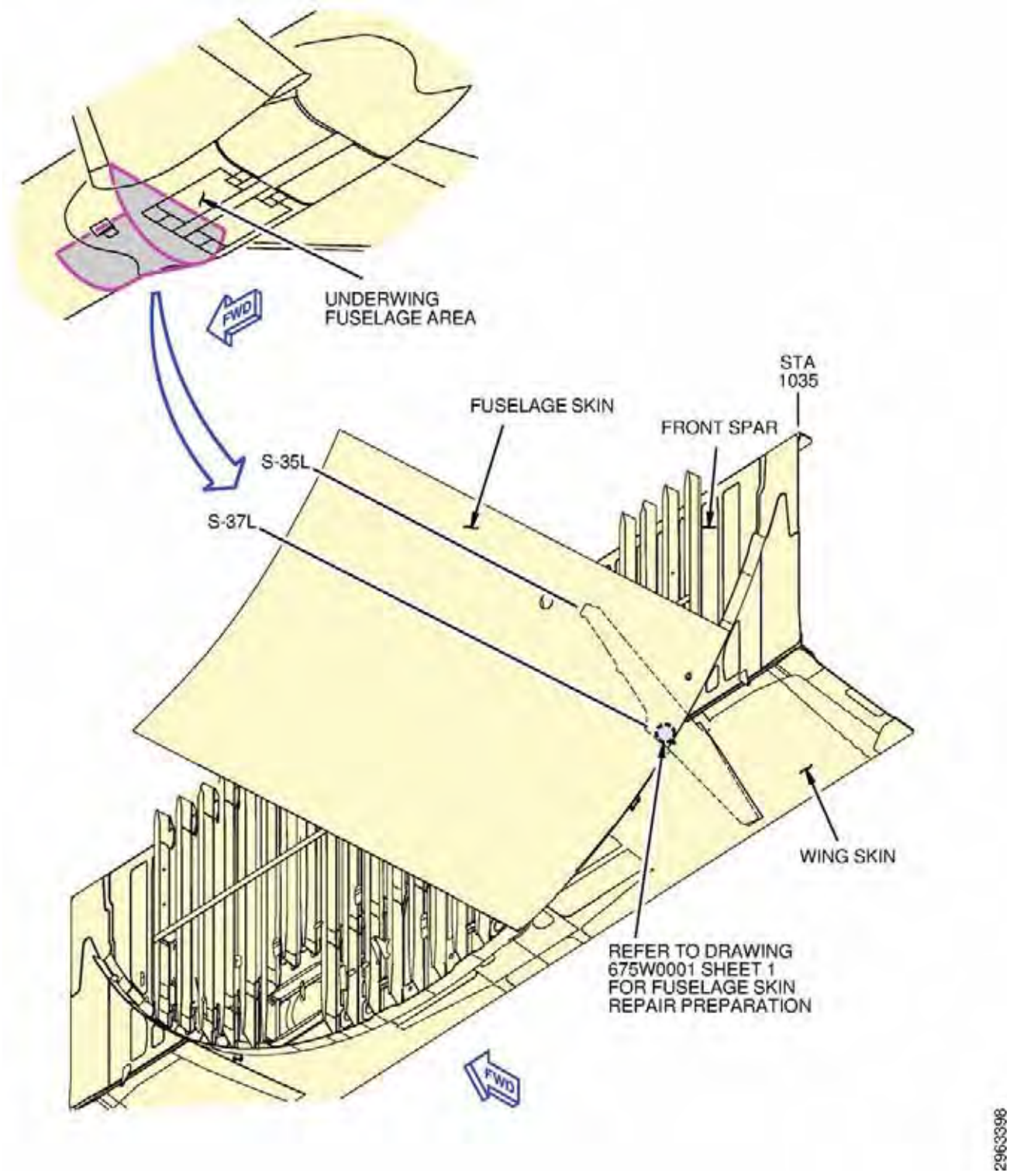


FIGURE 60: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6 and 1C15. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Locate doubler using number 30 and number 40 pilot holes. Hold doubler in place. (a)(b)
2	Drill	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Transfer pilot holes from doubler to the fuselage skin. (c)
	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	-
CAUTION	PROTECT THE STRUCTURE COMMON TO THE SKIN FROM DAMAGE.				
3	Cut	FUSELAGE SKIN	-	-	Determine the cut-line by maintaining a minimum 1.7D edge margin. (c)(d)(e)(f)(g)(h)
	Inspect	FUSELAGE SKIN	-	-	(c)(i)
	Cut	FUSELAGE SKIN	-	-	Cut remaining fuse-lage skin within cut-line. (c)(d)(f)(g)(h)
4	Machine	REPAIR FILLER	675W0003-1	-	Machine to match the profile of the skin cutout. (c)(j)
5	Install (Temporary)	REPAIR FILLER	675W0003-1	-	(c)(h)(j)
6	Drill	REPAIR FILLER	675W0003-1	-	Drill 0.125 - 0.250 inch holes through the repair filler. Use the skin cutout as a template. (c)(h)
7	Remove / Keep	REPAIR FILLER	675W0003-1	-	Clean and break all sharp edges of the repair filler and the cut skin. (c)

FIGURE 60: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-79 TYPE III (BMS 10-11 TYPE I OPTIONAL)	-	Apply two coats of primer to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-41-02 as an accepted procedure. (c)

(a)	Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.
(b)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1B6.
(c)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1C15.
(d)	Install a thin sheet of steel behind the fuselage skin to prevent causing damage to the structure behind the fuselage skin.
(e)	On first cut, keep a minimum of 0.040 inch of skin inside the trim line.
(f)	Make sure the skin cutout edges have a surface finish of 63 micro inches RA or smoother. Refer to 777-300 SRM 51-20-13 as an accepted procedure.
(g)	Make the inner corner radii of the skin cutout a minimum of 0.50 inch.
(h)	Maintain a minimum 1.7D edge margin for all holes common to the repair filler.
(i)	Do a Surface High Frequency Eddy Current (HFEC) inspection along the edge of the skin cutout for any crack in accordance with 777 NDT Manual Part 6, 51-00-01. Make sure the edge of the skin is crack free.
(j)	Maintain a 0.03 - 0.09 inch gap between the edges of the repair filler and the skin cutout.

FIGURE 60: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 3 OF 3)

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This Figure applies only to: Group 8, Configuration 1-4.

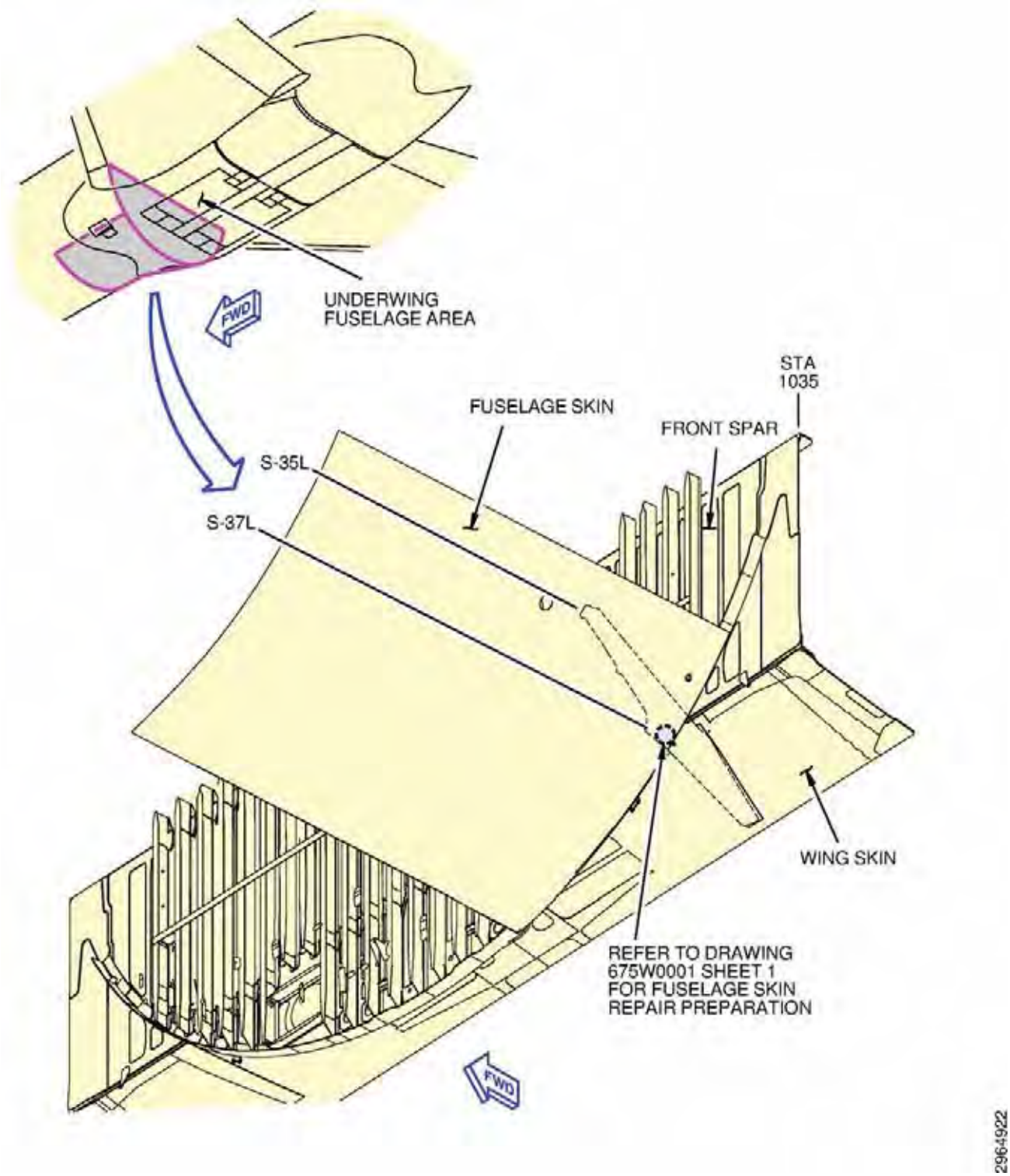


FIGURE 61: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6 and 2C15. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Locate doubler using number 30 and number 40 pilot holes. Hold doubler in place. (a)(b)
2	Drill	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Transfer pilot holes from doubler to the fuselage skin. (c)
	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	-
CAUTION	PROTECT THE STRUCTURE COMMON TO THE SKIN FROM DAMAGE.				
3	Cut	FUSELAGE SKIN	-	-	Determine the cut-line by maintaining a minimum 1.7D edge margin. (c)(d)(e)(f)(g)(h)
	Inspect	FUSELAGE SKIN	-	-	(c)(i)
	Cut	FUSELAGE SKIN	-	-	Cut remaining fuse-lage skin within cut line. (c)(d)(f)(g)(h)
4	Machine	REPAIR FILLER	675W0003-1	-	Machine to match the profile of the skin cutout. (c)(j)
5	Install (Temporary)	REPAIR FILLER	675W0003-1	-	(c)(h)(j)
6	Drill	REPAIR FILLER	675W0003-1	-	Drill 0.125 - 0.250 inch holes through the repair filler. Use the skin cutout as a template. (c)(h)
7	Remove / Keep	REPAIR FILLER	675W0003-1	-	Clean and break all sharp edges of the repair filler and the cut skin. (c)

FIGURE 61: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-79 TYPE III (BMS 10-11 TYPE I OPTIONAL)	-	Apply two coats of primer to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-41-02 as an accepted procedure. (c)

(a)	Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.
(b)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1B6.
(c)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 2C15.
(d)	Install a thin sheet of steel behind the fuselage skin to prevent causing damage to the structure behind the fuselage skin.
(e)	On first cut, keep a minimum of 0.040 inch of skin inside the trim line.
(f)	Make sure the skin cutout edges have a surface finish of 63 micro inches RA or smoother. Refer to 777-300 SRM 51-20-13 as an accepted procedure.
(g)	Make the inner corner radii of the skin cutout a minimum of 0.50 inch.
(h)	Maintain a minimum 1.7D edge margin for all holes common to the repair filler.
(i)	Do a Surface High Frequency Eddy Current (HFEC) inspection along the edge of the skin cutout for any crack in accordance with 777 NDT Manual Part 6, 51-00-01. Make sure the edge of the skin is crack free.
(j)	Maintain a 0.03 - 0.09 inch gap between the edges of the repair filler and the skin cutout.

FIGURE 61: LEFT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 3 OF 3)

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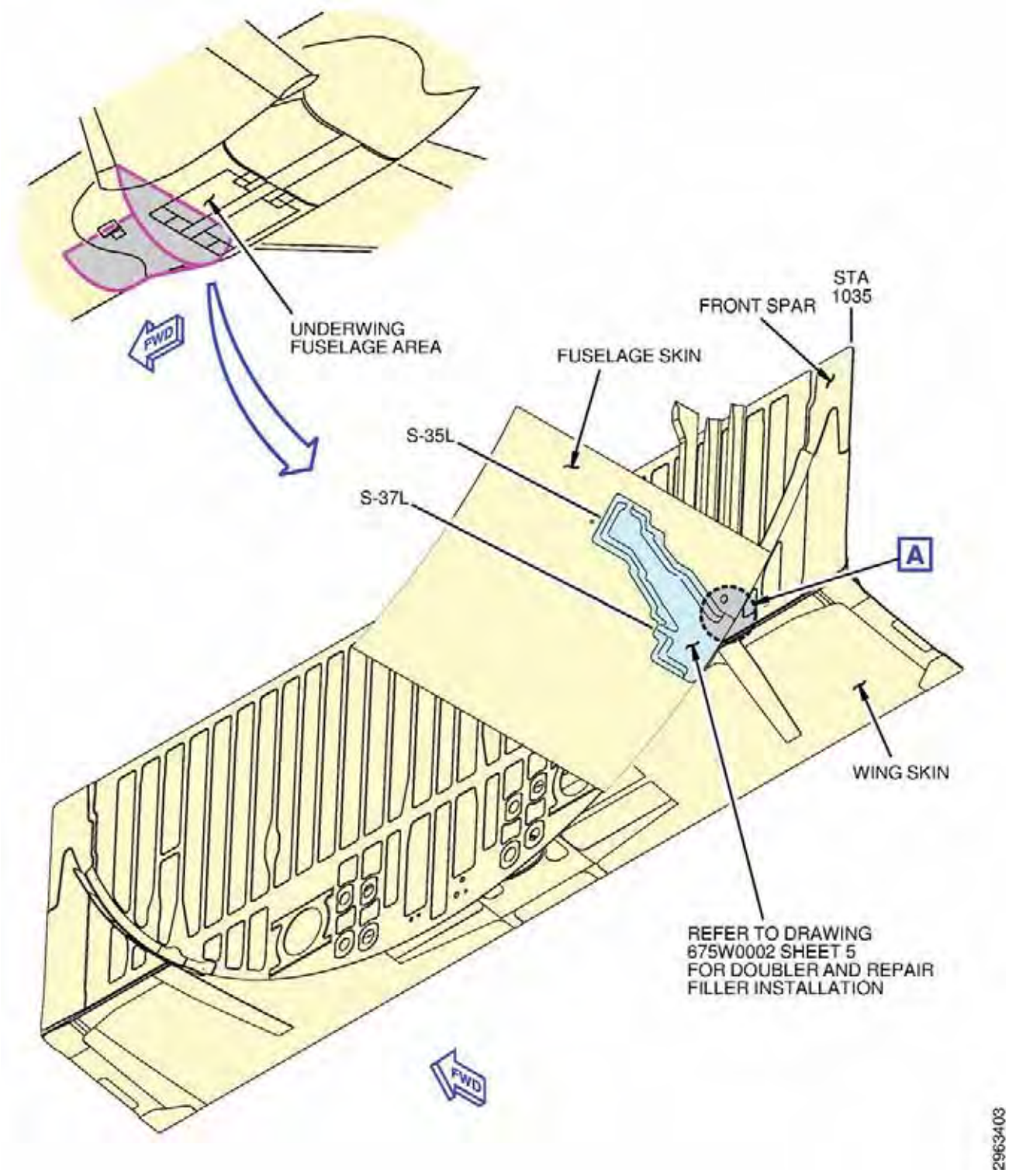


FIGURE 62: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FASTENER	-	1	Install fastener through the S-36L stringer end fitting, S-36L, and the fuselage skin. (a)(b)(c)
2	Locate	DOUBLER, UNDERWING LONGERON	143W2314Y405	-	Hold doubler in place. (c)(d)(e)(f)
3	Drill / Ream	DOUBLER, UNDERWING LONGERON	143W2314Y405	-	Drill temporary fastener holes noted as Flag note 20. (c)(g)(h)
4	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y405	-	Clean and break all sharp edges. (c)
5	Install (Temporary)	DOUBLER, UNDERWING LONGERON	143W2314Y405	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (c)(e)(f)
6	Drill / Ream	DOUBLER, UNDERWING LONGERON	143W2314Y405	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Ring Chord. (c)(g)(h)
7	Drill / Ream	DOUBLER, UNDERWING LONGERON	143W2314Y405	-	Drill pilot holes that have the new fastener location symbol. (c)(g)(h)

FIGURE 62: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Locate	STRINGER END FITTING	675W0003-13	-	(c)
	Locate	BRACKET	675W0003-3	-	Use pilot hole on bracket to locate part. (c)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Use pilot hole on bracket to locate part. (c)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (c)
9	Drill / Ream	STRINGER END FITTING	675W0003-13	-	Pick up existing holes. (c)
	Drill / Ream	BRACKET	675W0003-3	-	(c)(g)(h)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	(c)(g)(h)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(c)(g)(h)
10	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y405	-	Remove temporary fasteners noted as Flag note 20. Clean and break all sharp edges. (c)
	Remove / Keep	STRINGER END FITTING	675W0003-13	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET	675W0003-3	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (c)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, repair filler, and brackets. (c)(i)(k)(l)(m)

FIGURE 62: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
12	Install (New)	REPAIR FILLER	675W0003-11	-	(m)
	Install (New)	STRINGER END FITTING	675W0003-13	-	Install fasteners common to S-37L end fitting. (c)
	Install (New)	DOUBLER, UNDERWING LONGERON	143W2314Y405	-	Install fasteners common to doubler. (c)(e)(f)
	Install (New)	BRACKET	675W0003-3	-	Install fasteners common to bracket. (c)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Install fasteners common to bracket. (c)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (c)
13	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(j)(k)(m)
14	Apply	ORGANIC CORROSION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to SOPM 20-41-05 as an accepted procedure. (m)

(a) For the hole location noted as Flagnote 12, install a BACB30NY8K8X bolt and a BACN10YT4CD collar through the fuselage skin, S-36L, and the S-36L stringer end fitting. Install with the bolt head on the outboard side of the fuselage skin.

(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1B6.

(d) Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(e) Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

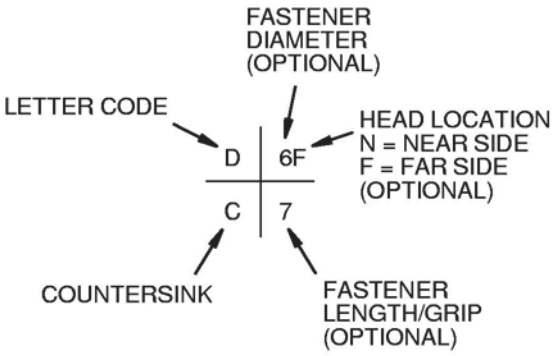
(f) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

FIGURE 62: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(g)	Refer to drawing 675W0002, Zone 5G5, TABLE V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.				
(h)	Maintain a 1.7D minimum edge margin.				
(i)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Accomplish task Refer to drawing 675W0002, Sheet 5, View 1D14.				
(l)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(m)	Accomplish task Refer to drawing 675W0002, Sheet 5, View 1C14.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0002, Sheet 5. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()X	BOLT	-	(a)	(b)(e)(f)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
B	BACB30NX8K()X	BOLT	-	(a)	(c)(e)(f)
	BACW10CA41CVK	WASHER	-		
	BACW10CA5CCK	WASHER	-		
	BACN10YT4CD	NUT	-		

FIGURE 62: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
D	BACB30NX10K()X	BOLT	-	(a)	(d)(e)(f)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(e)(f)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (e)(f)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(e)(f)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (e)(f)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0002, Zone 5G5, TABLE V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.

(c) Install with BACW10CA41CVK and BACW10CA5CCK under bolt head.

(d) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.

(e) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(f) Torque fasteners to doubler. Refer to 777-200 SRM 51-40-04 as an accepted procedure.

FIGURE 62: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 3, Configuration 1-4.

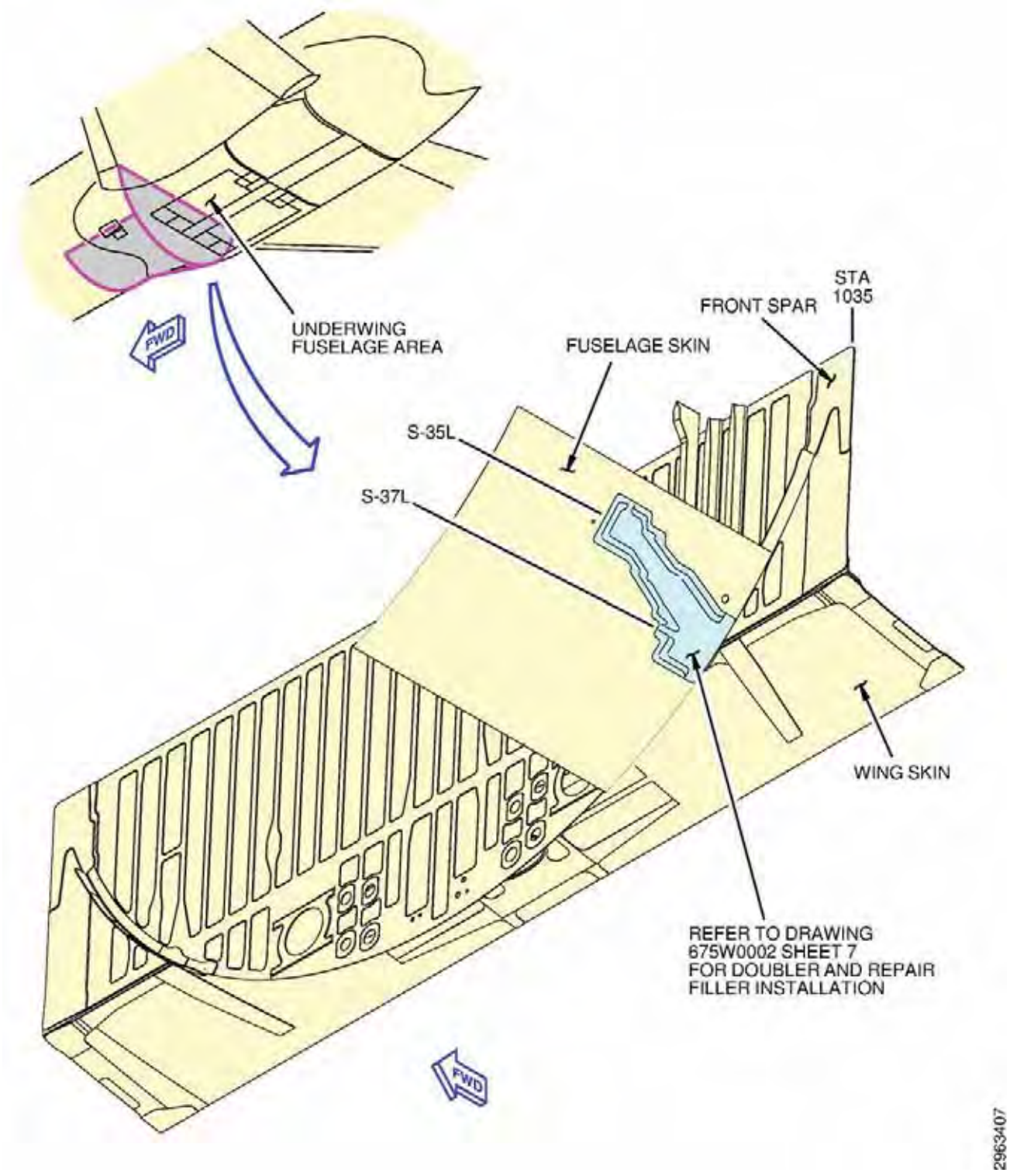


FIGURE 63: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 6)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill temporary fastener holes noted as Flagnote 20. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET	675W0003-3	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
8	Drill / Ream	BRACKET	675W0003-3	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(f)

FIGURE 63: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
9	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET	675W0003-3	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, repair filler,and brackets. (g)(i)(j)(k)
11	Install (New)	REPAIR FILLER	675W0003-11	-	(k)
	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET	675W0003-3	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to doubler. (d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(h)(i)(k)
13	Apply	ORGANIC CORROSION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to SOPM 20-41-05 as an accepted procedure. (k)

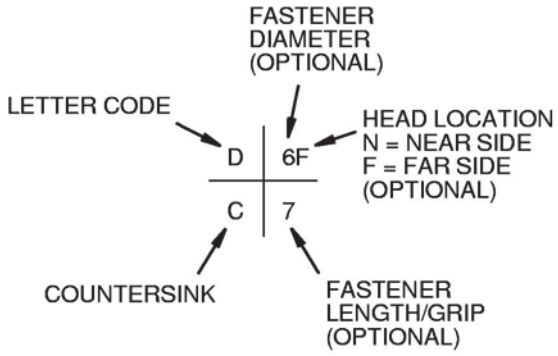
(a) Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

FIGURE 63: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(b)	Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.				
(c)	Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.				
(d)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.				
(e)	Refer to drawing 675W0002, Zone 7G5, TABLE VII for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.				
(f)	Maintain a 1.7D minimum edge margin.				
(g)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(h)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Accomplish task Refer to drawing 675W0002, Sheet 7, View 1D14.				
(j)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Accomplish task Refer to drawing 675W0002, Sheet 7, 1C14.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0002, Sheet 7. 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.



EXAMPLE OF FASTENER SYMBOL

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FIGURE 63: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(d)(e)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(c)(d)(e)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY8K()	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX8K()X	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY8K()X	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

FIGURE 63: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
(a) Refer to drawing 675W0002, Zone 7G5, TABLE Vll for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.					
(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.					
(c) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.					
(d) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.					
(e) Torque fasteners to doubler. Refer to 777-200 SRM 51-40-04 as an accepted procedure.					

FIGURE 63: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 5, Configuration 1-4.

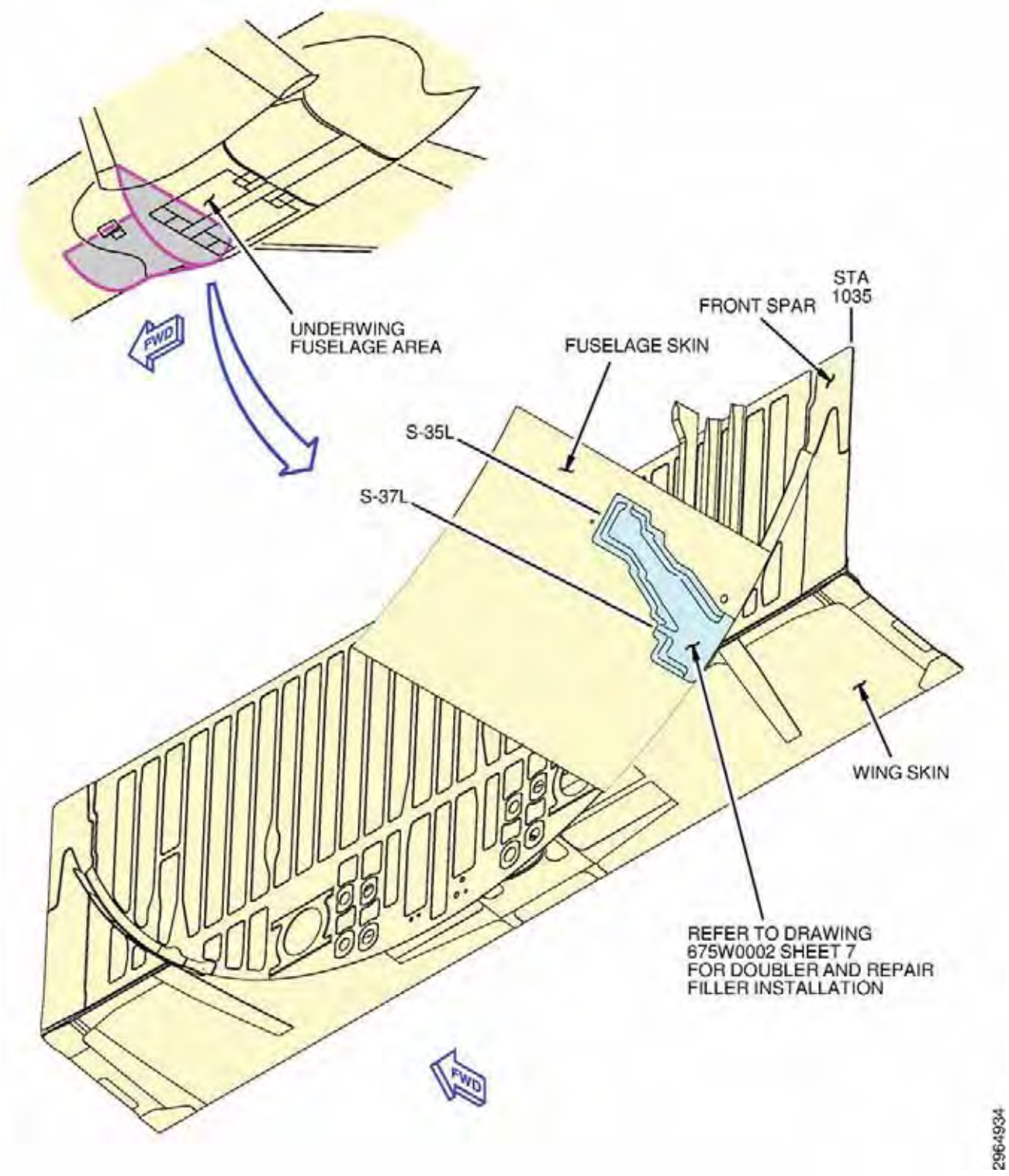


FIGURE 64: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill temporary fastener holes noted as Flagnote 20. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)(g)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET	675W0003-3	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
8	Drill / Ream	BRACKET	675W0003-3	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(f)

FIGURE 64: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
9	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET	675W0003-3	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, repair filler,and brackets. (h)(j)(k)(l)
11	Install (New)	REPAIR FILLER	675W0003-11	-	(l)
	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install fasteners common to doubler. (b)(c)(d)(g)
	Install (New)	BRACKET	675W0003-3	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to doubler. (d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(i)(j)(l)
13	Apply	ORGANIC CORROSION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to SOPM 20-41-05 as an accepted procedure. (l)

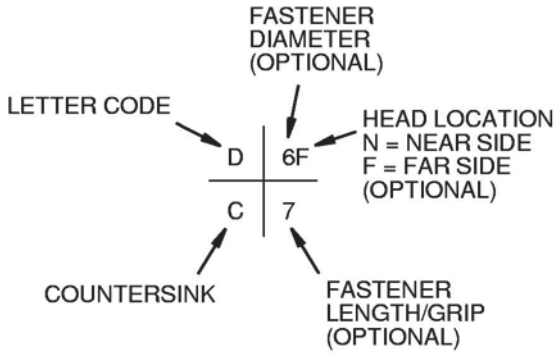
(a) Align the doubler on the fuselage skin so that the Number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

FIGURE 64: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(b)	Fit the doubler to the fuselage skin. Refer to 777F SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.				
(c)	Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.				
(d)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.				
(e)	Refer to drawing 675W0002, Zone 7G5, TABLE VII for hole diameter sizes. Refer to 777F SRM 51-40-05 as an accepted procedure.				
(f)	Maintain a 1.7D minimum edge margin.				
(g)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 2H23.				
(h)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1D14.				
(k)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(l)	Accomplish task in accordance with drawing 675W0002, Sheet 7, 1C14.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0002, Sheet 7. 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.



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EXAMPLE OF FASTENER SYMBOL

FIGURE 64: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(d)(e)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(c)(d)(e)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY8K()	BOLT	-	(a)	Countersink holes. Refer to 777F SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX8K()X	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY8K()X	BOLT	-	(a)	Countersink holes. Refer to 777F SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

FIGURE 64: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
(a) Refer to drawing 675W0002, Zone 7G5, TABLE Vll for hole diameter sizes. Refer to 777F SRM 51-40-05 as an accepted procedure.					
(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.					
(c) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.					
(d) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777F SRM 51-40-02 as an accepted procedure.					
(e) Torque fasteners to doubler. Refer to 777F SRM 51-40-04 as an accepted procedure.					

FIGURE 64: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 7, Configuration 1-4.

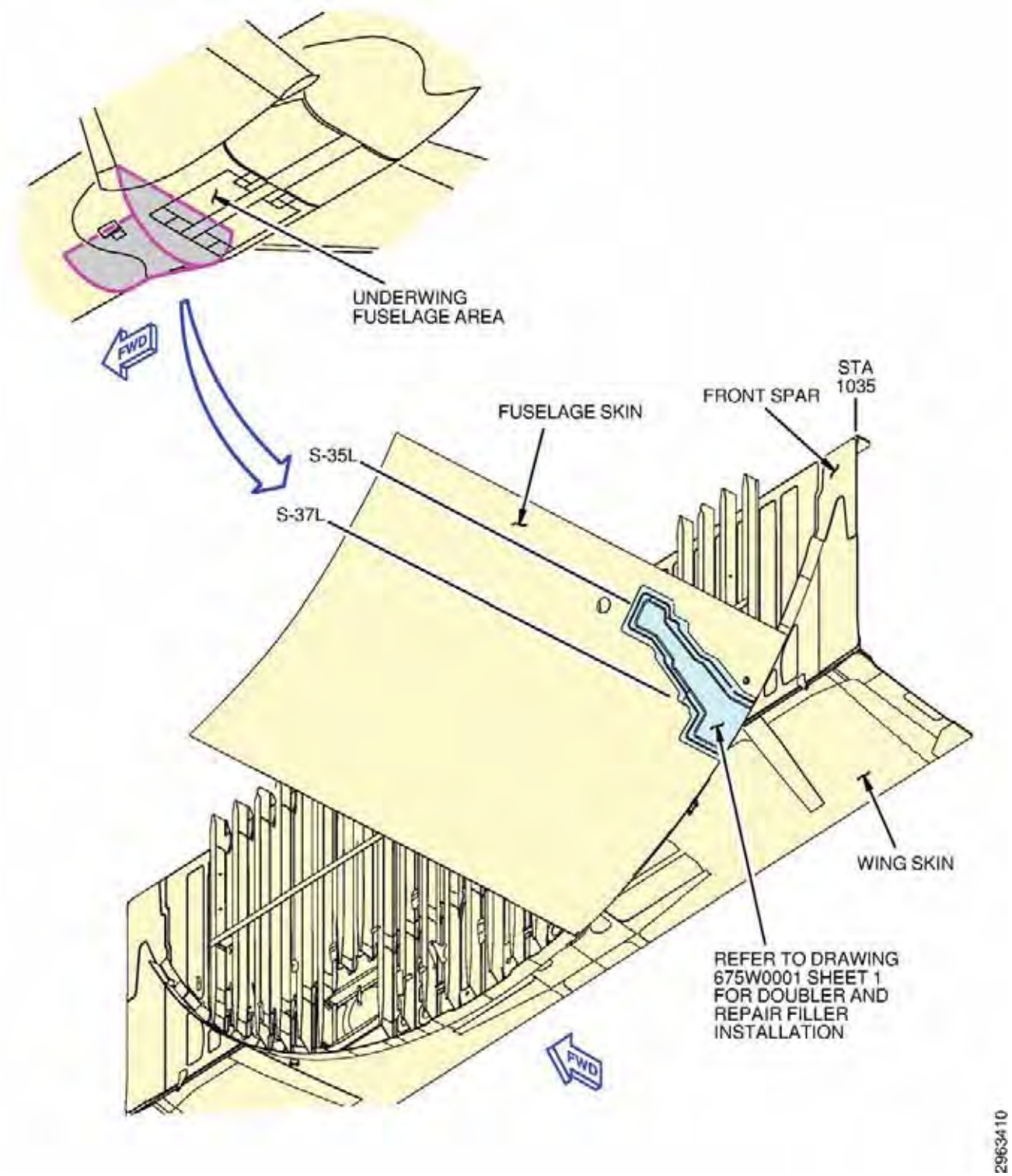


FIGURE 65: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 5)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6, 1B15, 1B20, 1C20, 1F17 and 1C15. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Drill temporary fastener holes noted as Flagnote 15. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 15. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
8	Drill / Ream	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	(d)(e)(g)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 optional)	-	(e)(h)(g)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(g)

FIGURE 65: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 5)

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Step	Task	Name	Identification	Qty	More Data
9	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Remove temporary fasteners noted as Flagnote 15. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 option-al)	-	Clean and break all sharp edges. (h)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, repair filler,and brackets. (d)(i)(j)(k)
11	Install (New)	REPAIR FILLER	675W0003-1	-	(k)
	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 option-al)	-	Install fasteners common to doubler. (h)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to doubler. (d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(d)(k)(l)
13	Apply	ORGANIC CORRO-SION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to SOPM 20-41-05 as an accept-ed procedure. (k)

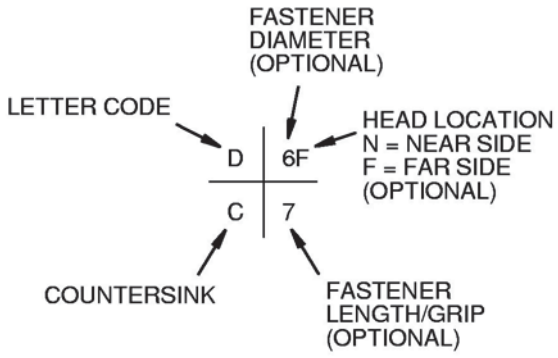
(a) Align the doubler on the fuselage skin so that the Number 30 and number 40 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

FIGURE 65: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b)	Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.				
(c)	Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.				
(d)	Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1B6, 1B15, 1B20, and 1C20.				
(e)	Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(f)	Maintain a 1.7D minimum edge margin.				
(g)	Maintain a 1.2D minimum edge margin for optional brackets 287W4908-187 and 675W0003-3. For all other brackets, maintain a 1.5D minimum edge margin.				
(h)	Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1F17.				
(i)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1C15.				
(l)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0001, Sheet 1. 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.



EXAMPLE OF FASTENER SYMBOL

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FIGURE 65: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 5)

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Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()X	BOLT	-	(a)	(b)(c)(d)
	BACW10CA51CVK	WASHER	-		
	BACW10CA5CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(c)(d)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(c)(d)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA5CCK and BACW10CA51CVK under bolt head.

(c) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.

(d) Torque fasteners to doubler. Refer to 777-300 SRM 51-40-04 as an accepted procedure.

FIGURE 65: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 5)

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This Figure applies only to: Group 8, Configuration 1-4.

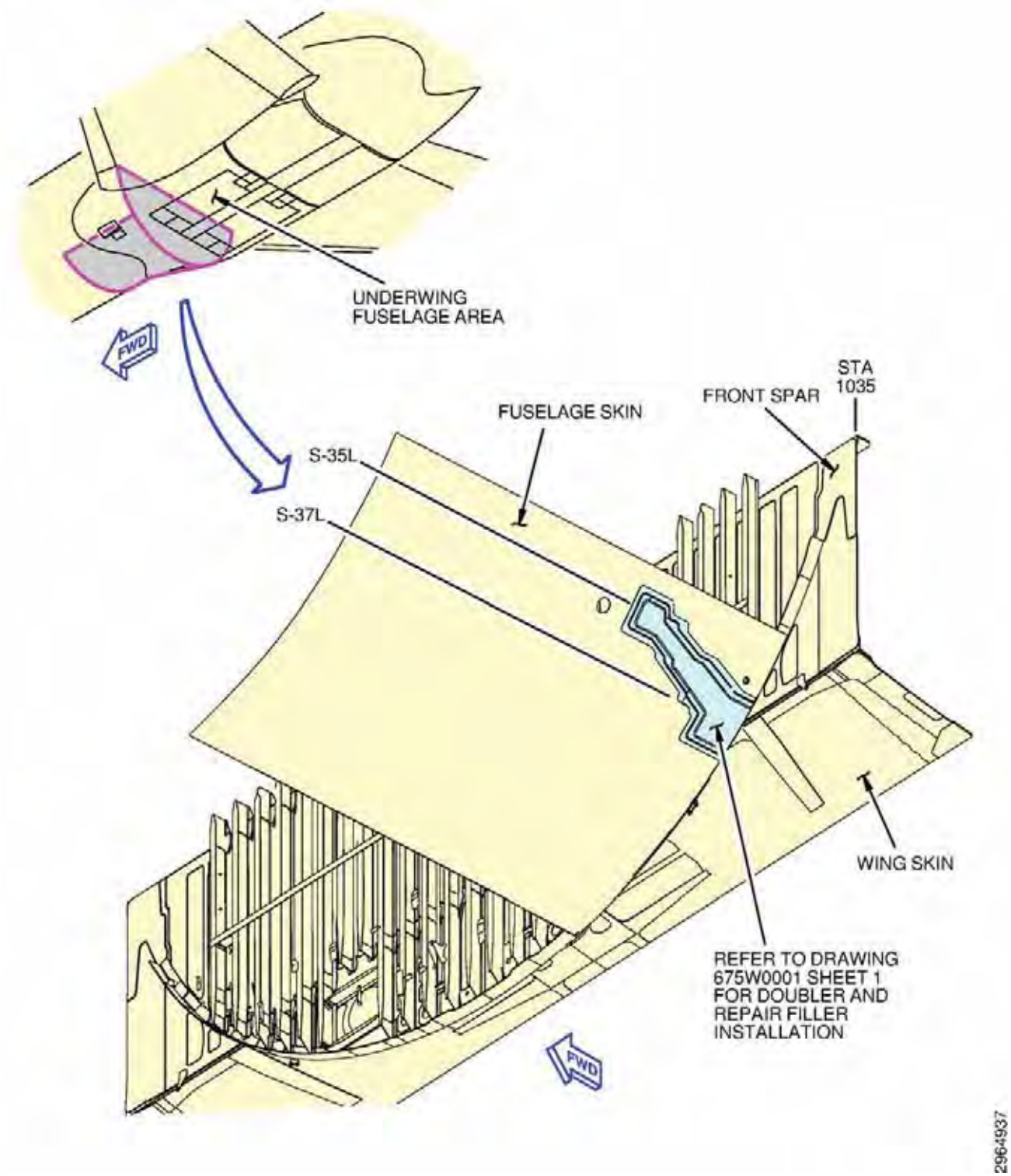


FIGURE 66: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 5)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6, 1B15, 2B20, 2C20, 1F17, and 2C15. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Drill temporary fastener holes noted as Flagnote 15. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 15. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
8	Drill / Ream	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	(d)(e)(g)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 optional)	-	(e)(g)(h)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(g)

FIGURE 66: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 5)

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Step	Task	Name	Identification	Qty	More Data
9	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Remove temporary fasteners noted as Flagnote 15. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 option-al)	-	Clean and break all sharp edges. (h)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, repair filler,and brackets. (d)(i)(k)(l)
11	Install (New)	REPAIR FILLER	675W0003-11	-	(l)
	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 option-al)	-	Install fasteners common to doubler. (h)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to doubler. (d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(d)(j)(l)
13	Apply	ORGANIC CORRO-SION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to SOPM 20-41-05 as an accept-ed procedure. (l)

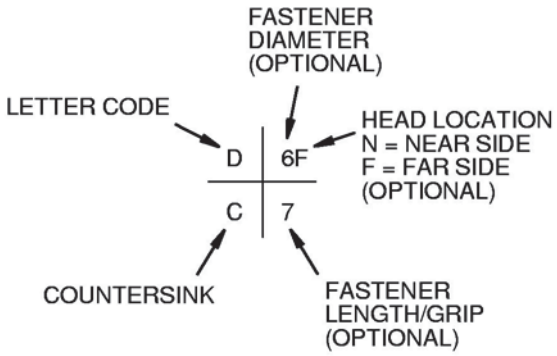
(a) Align the doubler on the fuselage skin so that the number 30 and number 40 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

FIGURE 66: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b)	Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.				
(c)	Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.				
(d)	Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1B6, 1B15, 2B20, and 2C20.				
(e)	Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(f)	Maintain a 1.7D minimum edge margin.				
(g)	Maintain a 1.2D minimum edge margin for optional brackets 287W4908-187 and 675W0003-3. For all other brackets, maintain a 1.5D minimum edge margin.				
(h)	Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1F17.				
(i)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(l)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 2C15.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0001, Sheet 1. 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.



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EXAMPLE OF FASTENER SYMBOL

FIGURE 66: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 5)

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Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()X	BOLT	-	(a)	(b)(c)(d)
	BACW10CA51CVK	WASHER	-		
	BACW10CA5CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(c)(d)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(c)(d)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA5CCK and BACW10CA51CVK under bolt head.

(c) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.

(d) Torque fasteners to doubler. Refer to 777-300 SRM 51-40-04 as an accepted procedure.

FIGURE 66: LEFT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 5)

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This Figure applies only to: Group 2, Configuration 1-4.

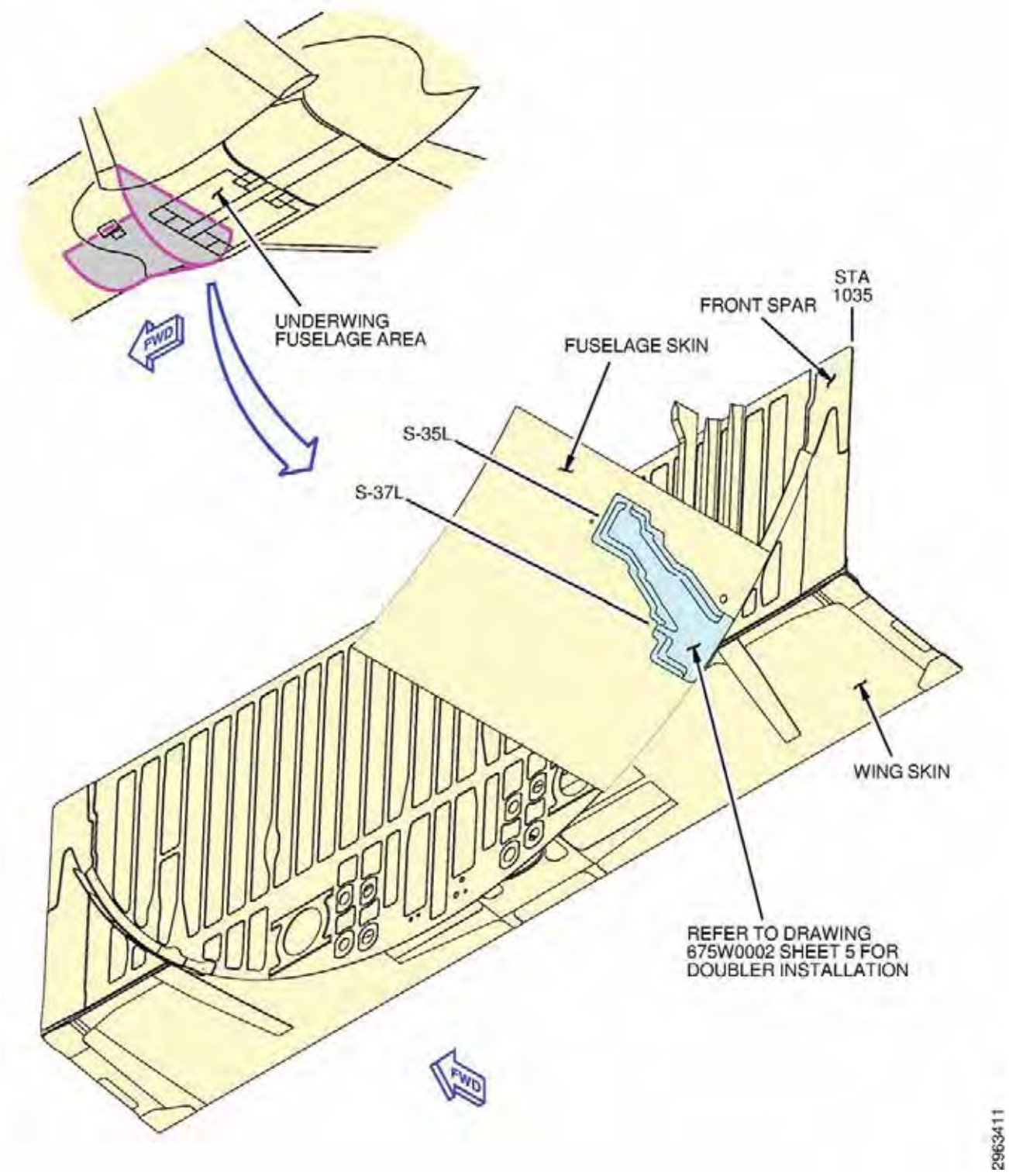


FIGURE 67: LEFT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FASTENER	-	1	Install fastener through the S-36L stringer end fitting, S-36L, and the fuselage skin. (a)(b)(c)
	Countersink	OPEN HOLE	-	1	For the hole location noted as Flagnote 3, countersink near side of hole 0.010 - 0.015 inches deep with a 100 degree countersink. (c)(d)
	Install (New)	FASTENER	-	1	(b)(c)(e)
2	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Hold doubler in place. (c)(f)(g)(h)
3	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill temporary fastener holes noted as Flagnote 20. (c)(i)(j)
4	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Clean and break all sharp edges. (c)
5	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (c)(g)(h)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Ring Chord. (c)(i)(j)
7	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill pilot holes that have the new fastener location symbol. (c)(i)(j)

FIGURE 67: LEFT SIDE DOUBLER INSTALLATION
(SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Locate	STRINGER END FITTING	675W0003-13	-	(c)
	Locate	BRACKET	675W0003-3	-	Use pilot hole on bracket to locate part. (c)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Use pilot hole on bracket to locate part. (c)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (c)
9	Drill / Ream	STRINGER END FITTING	675W0003-13	-	Pick up existing holes. (c)
	Drill / Ream	BRACKET	675W0003-3	-	(c)(i)(j)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	(c)(i)(j)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(c)(i)(j)
10	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y405	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all Sharp edges. (c)
	Remove / Keep	STRINGER END FITTING	675W0003-13	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET	675W0003-3	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (c)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, and brackets. (c)(k)(l)

FIGURE 67: LEFT SIDE DOUBLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
12	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install fasteners common to doubler. (c)(g)(h)
	Install (New)	STRINGER END FIT-TING	675W0003-13	-	Install fasteners common to S-37L end fitting. (c)
	Install (New)	BRACKET	675W0003-3	-	Install fasteners common to bracket. (c)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Install fasteners common to bracket. (c)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (c)
13	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(l)(m)

(a) For the hole location noted as Flagnote 12, install a BACB30NY8K8X bolt and a BACN10YT4CD collar through the fuselage skin, S-36L, and the S-36L stringer end fitting. Install with the bolt head on the outboard side of the fuselage skin.

(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1B6.

(d) Refer to 777-200 SRM 51-40-08 as an accepted procedure.

(e) Do not Drill. For the hole location noted as Flagnote 3, plug the existing hole in the fuselage skin using a BACR15BA8AD7C rivet. Countersink near side and far side of hole in fuselage skin 100 degrees by 0.010-0.015 inches depth. Micro-shave top surfaces flush to -0.000/+0.005 inches. Maintain a surface finish of 125 microinches RA or better. Apply chemical conversion coating Type 2, Class A. Refer to SOPM 20-43-03 as an accepted procedure.

(f) Align the doubler on the fuselage skin so that the Number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(g) Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

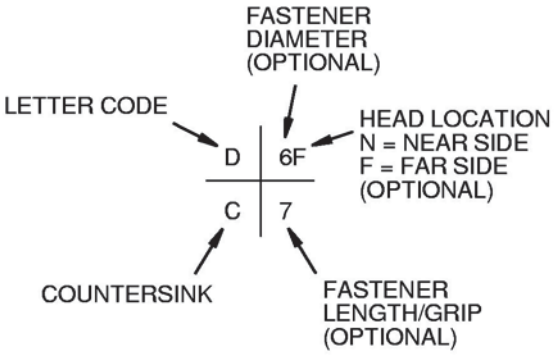
(h) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

FIGURE 67: LEFT SIDE DOUBLER INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(i)	Refer to drawing 675W0002, Zone 5G5, Table V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.				
(j)	Maintain a 1.7D minimum edge margin.				
(k)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(l)	Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1D14.				
(m)	Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0002, Sheet 5. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(e)(f)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
B	BACB30NX8K()X	BOLT	-	(a)	(c)(e)(f)
	BACW10CA41CVK	WASHER	-		
	BACW10CA5CCK	WASHER	-	(a)	
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(d)(e)(f)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		

FIGURE 67: LEFT SIDE DOUBLER INSTALLATION
(SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(e)(f)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (e)(f)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(e)(f)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (e)(f)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0002, Zone 5G5, TABLE V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.

(c) Install with BACW10CA41CVK and BACW10CA5CCK under bolt head.

(d) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.

(e) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(f) Torque fasteners to doubler. Refer to 777-200 SRM 51-40-04 as an accepted procedure.

FIGURE 67: LEFT SIDE DOUBLER INSTALLATION
(SHEET 6 OF 6)

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This Figure applies only to: Group 3, Configuration 1-4.

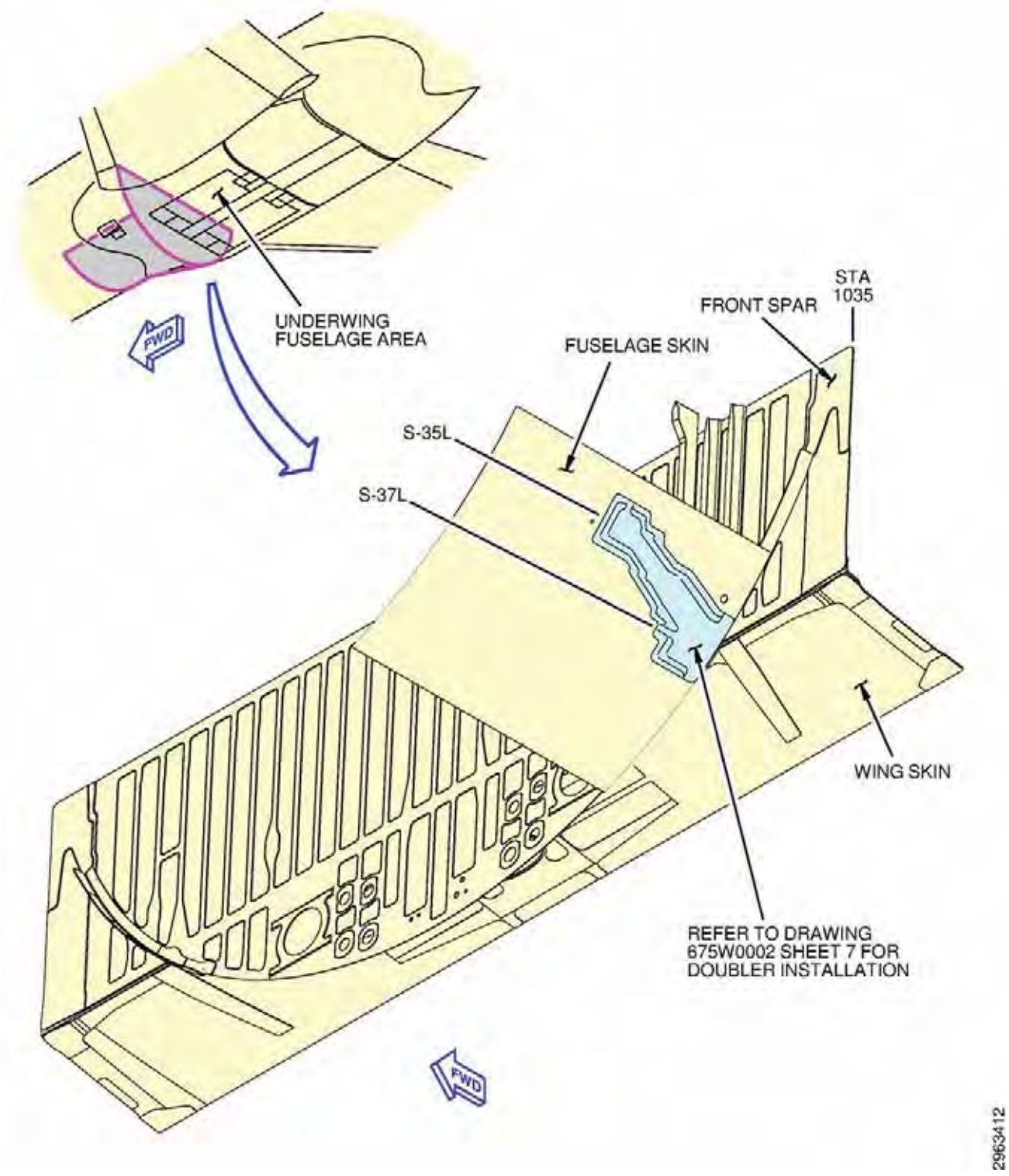


FIGURE 68: LEFT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 5)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill temporary fastener holes noted as Flagnote 20. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET	675W0003-3	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
8	Drill / Ream	BRACKET	675W0003-3	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(f)

FIGURE 68: LEFT SIDE DOUBLER INSTALLATION (SHEET 2 OF 5)

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Step	Task	Name	Identification	Qty	More Data
9	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET	675W0003-3	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(g)(h)
11	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET	675W0003-3	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(h)(i)

(a) Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(b) Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

(c) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

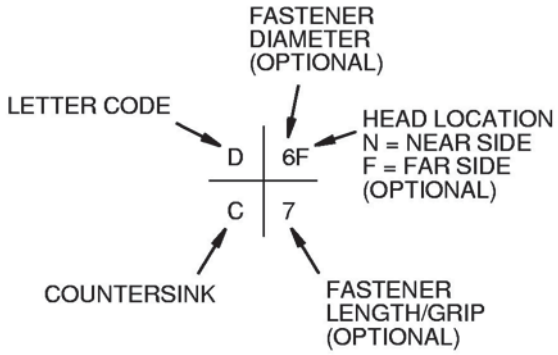
(d) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.

FIGURE 68: LEFT SIDE DOUBLER INSTALLATION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(e) Refer to drawing 675W0002, Zone 7G5, TABLE VII for hole diameter sizes. Refer to 777-200 SRM 51-30-01 as an accepted procedure.					
(f) Maintain a 1.7D minimum edge margin.					
(g) Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.					
(h) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1D14.					
(i) Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.					

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0002, Sheet 7. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(d)(e)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(c)(d)(e)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		

FIGURE 68: LEFT SIDE DOUBLER INSTALLATION
(SHEET 4 OF 5)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY8K()	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX8K()X	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT		(a)	
	BACN10YT5CD	NUT			
ZYM	BACB30NY8K()X	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0002, Zone 7G5, TABLE Vll for hole diameter sizes. Refer to 777-200 SRM 51-40-08 as an accepted procedure.

(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.

(c) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.

(d) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(e) Torque fasteners to doubler. Refer to 777-200 SRM 51-40-04 as an accepted procedure.

FIGURE 68: LEFT SIDE DOUBLER INSTALLATION
(SHEET 5 OF 5)

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This Figure applies only to: Group 5, Configuration 1-4.

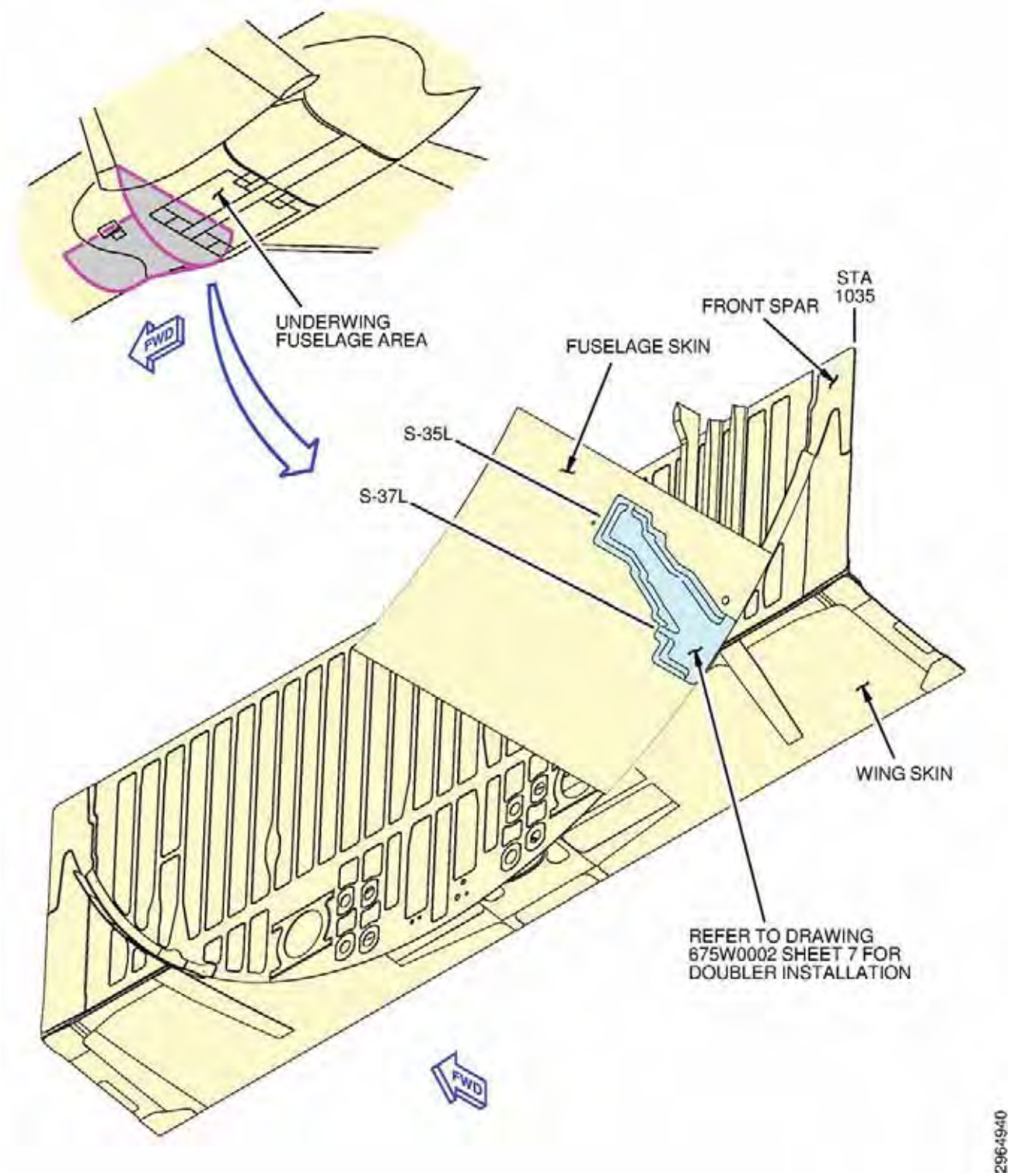


FIGURE 69: LEFT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 5)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill temporary fastener holes noted as Flagnote 20. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)(i)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET	675W0003-3	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
8	Drill / Ream	BRACKET	675W0003-3	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(f)

FIGURE 69: LEFT SIDE DOUBLER INSTALLATION (SHEET 2 OF 5)

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Step	Task	Name	Identification	Qty	More Data
9	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET	675W0003-3	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, and brackets. (d)(g)(h)
11	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y405	-	Install fasteners common to doubler. (b)(c)(d)(i)
	Install (New)	BRACKET	675W0003-3	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-191	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(h)(j)

(a) Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(b) Fit the doubler to the fuselage skin. Refer to 777F SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

(c) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

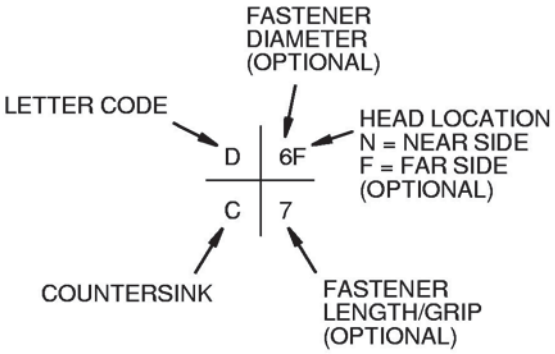
(d) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.

FIGURE 69: LEFT SIDE DOUBLER INSTALLATION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(e)	Refer to drawing 675W0002, Zone 7G5, TABLE VII for hole diameter sizes. Refer to 777F SRM 51-40-05 as an accepted procedure.				
(f)	Maintain a 1.7D minimum edge margin.				
(g)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(h)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1D14.				
(i)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 2H23.				
(j)	Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0002, Sheet 7. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(d)(e)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(c)(d)(e)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		

FIGURE 69: LEFT SIDE DOUBLER INSTALLATION
(SHEET 4 OF 5)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY8K()	BOLT	-	(a)	Countersink holes. Refer to 777F SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX8K()X	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT		(a)	
	BACN10YT5CD	NUT			
ZYM	BACB30NY8K()X	BOLT	-	(a)	Countersink holes. Refer to 777F SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0002, Zone 7G5, TABLE Vll for hole diameter sizes. Refer to 777F SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.

(c) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.

(d) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777F SRM 51-40-02 as an accepted procedure.

(e) Torque fasteners to doubler. Refer to 777F SRM 51-40-04 as an accepted procedure.

FIGURE 69: LEFT SIDE DOUBLER INSTALLATION (SHEET 5 OF 5)

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This Figure applies only to: Group 7, Configuration 1-4.

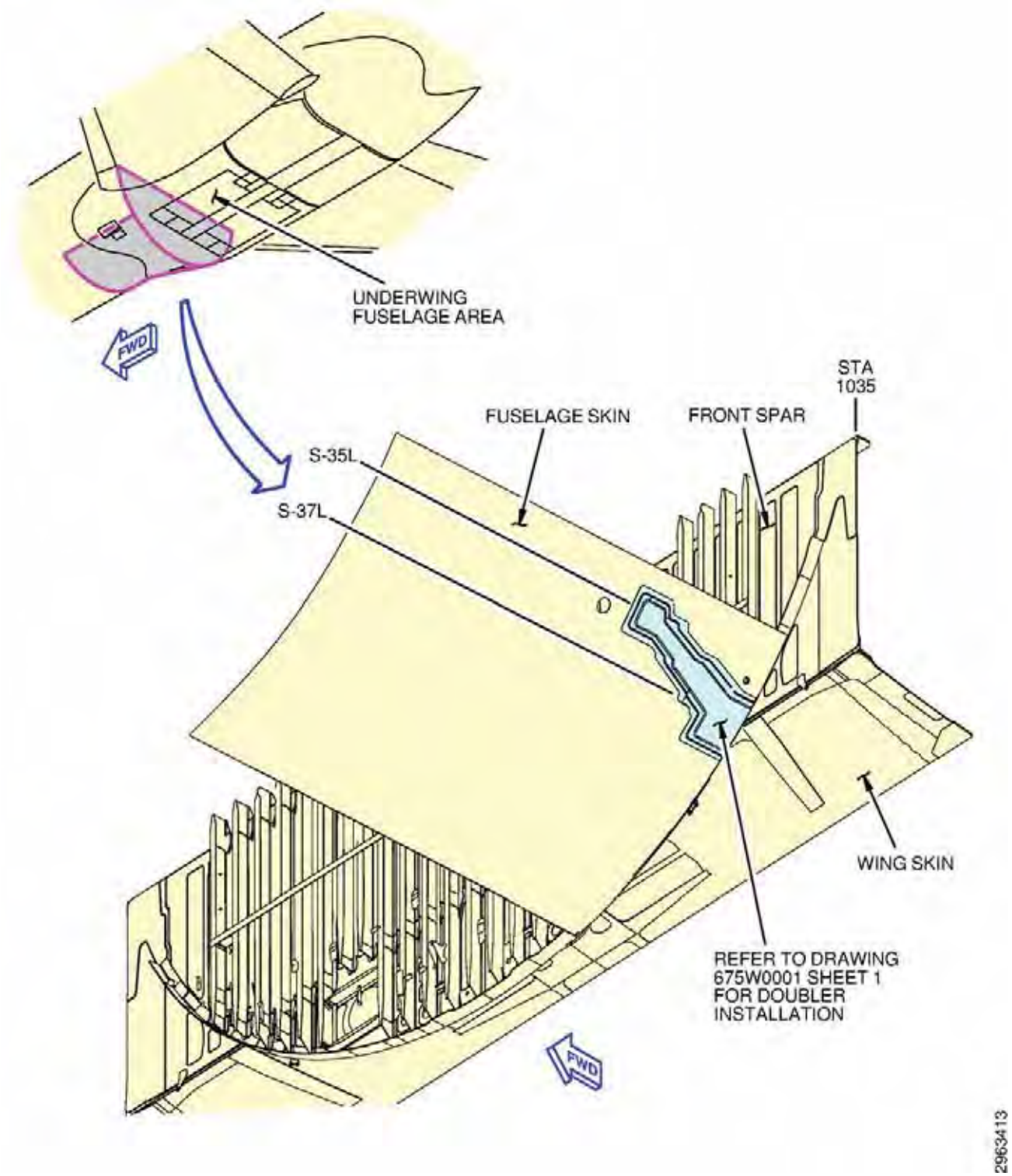


FIGURE 70: LEFT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 5)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6, 1B15, 1B20, 1C20, and 1F17. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Drill temporary fastener holes noted as Flagnote 15. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Clean and break all sharp edges. (g)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 15. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Plane. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
8	Drill / Ream	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	(d)(e)(h)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 optional)	-	(e)(i)(h)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(e)(d)(h)

FIGURE 70: LEFT SIDE DOUBLER INSTALLATION (SHEET 2 OF 5)

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Step	Task	Name	Identification	Qty	More Data
9	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Remove temporary fasteners noted as Flagnote 15. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 option-al)	-	Clean and break all sharp edges. (i)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, and brackets. (d)(j)
11	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 option-al)	-	Install fasteners common to bracket. (i)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(d)(g)

(a) Align the doubler on the fuselage skin so that the number 30 and number 40 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(b) Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

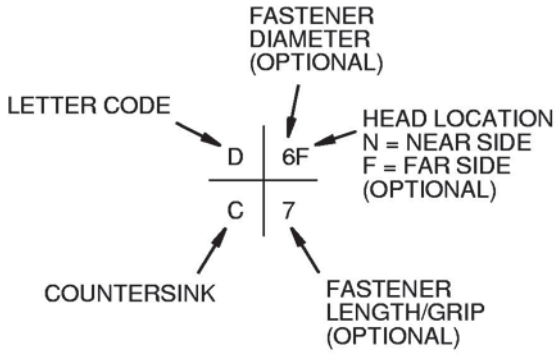
(c) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

FIGURE 70: LEFT SIDE DOUBLER INSTALLATION
(SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(d)	Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1B6, 1B15, 1B20, and 1C20.				
(e)	Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(f)	Maintain a 1.7D minimum edge margin.				
(g)	Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(h)	Maintain a 1.2D minimum edge margin for optional brackets 287W4908-187 and 675W0003-3. For all other brackets, maintain a 1.5D minimum edge margin.				
(i)	Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1F17.				
(j)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0001, Sheet 1. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()X	BOLT	-	(a)	(b)(c)(d)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		

FIGURE 70: LEFT SIDE DOUBLER INSTALLATION (SHEET 4 OF 5)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(c)(d)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(b)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(c)(d)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 s an accepted procedure.

(b) Install with BACW10CA6CCK and BACW10CA51CVK under bolt head.

(c) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.

(d) Torque fasteners to doubler. Refer to 777-300 SRM 51-40-04 as an accepted procedure.

FIGURE 70: LEFT SIDE DOUBLER INSTALLATION
(SHEET 5 OF 5)

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This Figure applies only to: Group 8, Configuration 1-4.

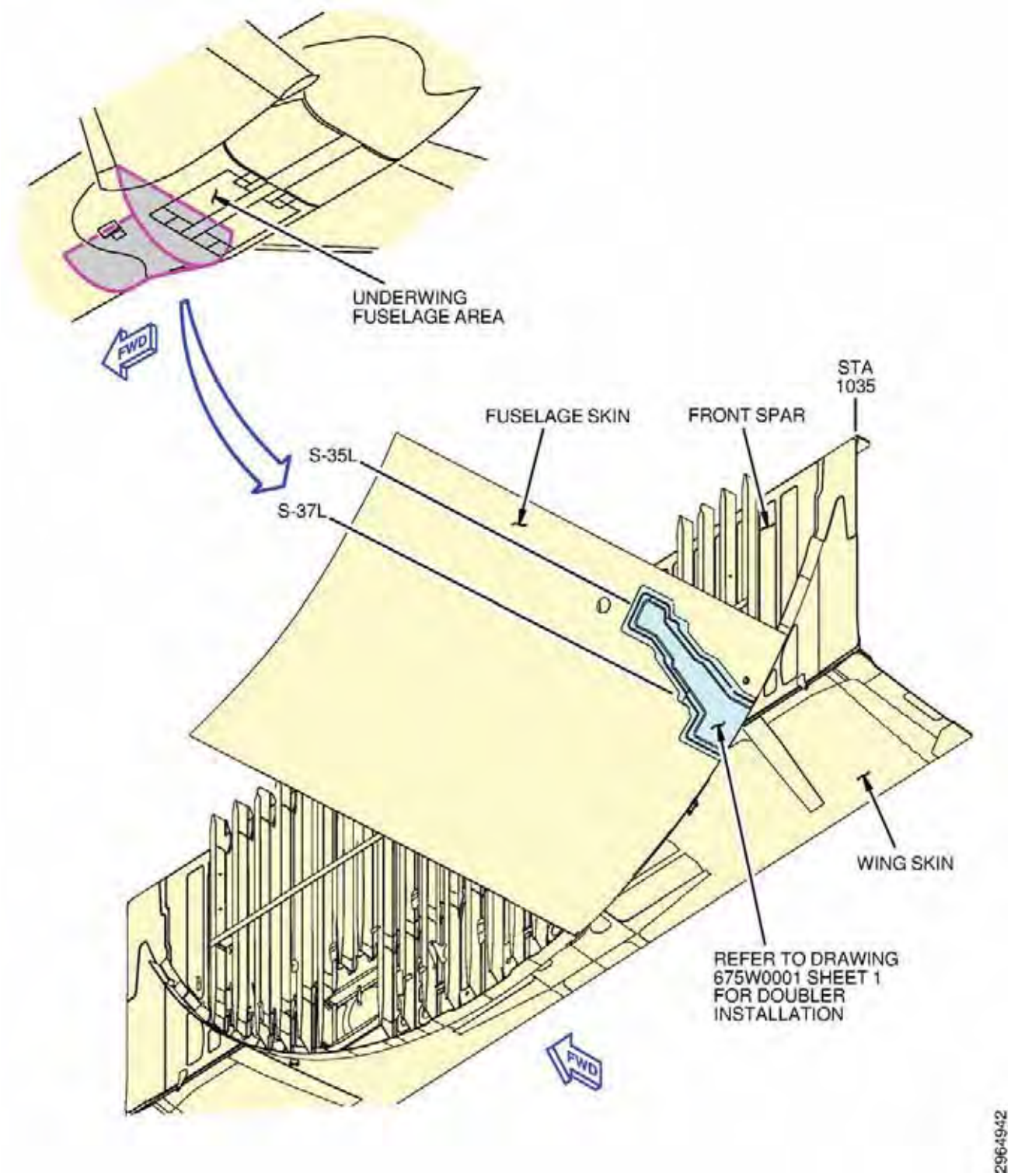


FIGURE 71: LEFT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 5)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6, 1B15, 2B20, 2C20 and 1F17. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Drill temporary fastener holes noted as Flagnote 15. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 15. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Pick up existing fuselage skin holes at S-35L, S-36L, S-37L, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 optional)	-	Use pilot hole on bracket to locate part. (g)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
8	Drill / Ream	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	(e)(d)(h)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 optional)	-	(e)(g)(h)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(e)(d)(h)

FIGURE 71: LEFT SIDE DOUBLER INSTALLATION
(SHEET 2 OF 5)

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Step	Task	Name	Identification	Qty	More Data
9	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Remove temporary fasteners noted as Flagnote 15. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 option-al)	-	Clean and break all sharp edges. (h)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, and brackets. (d)(i)
11	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y305	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET - RING CHORD	675W0003-21 (675W0003-3 optional)	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-23 (287W4908-187 option-al)	-	Install fasteners common to bracket. (g)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(d)(j)

(a) Align the doubler on the fuselage skin so that the Number 30 and number 40 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(b) Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

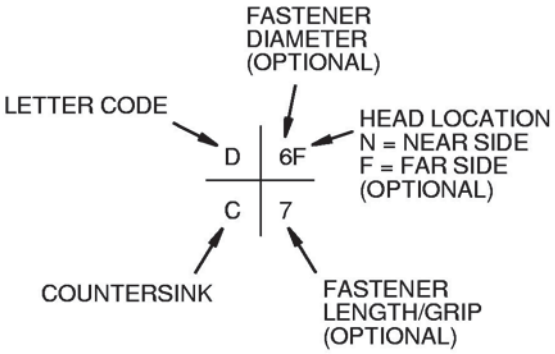
(c) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

FIGURE 71: LEFT SIDE DOUBLER INSTALLATION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(d)	Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1B6, 1B15, 2B20, and 2C20.				
(e)	Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(f)	Maintain a 1.7D minimum edge margin.				
(g)	Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1F17.				
(h)	Maintain a 1.2D minimum edge margin for optional brackets 287W4908-187 and 675W0003-3. For all other brackets, maintain a 1.5D minimum edge margin.				
(i)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0001, Sheet 1. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()X	BOLT	-	(a)	(b)(c)(d)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		

FIGURE 71: LEFT SIDE DOUBLER INSTALLATION
(SHEET 4 OF 5)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(c)(d)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(c)(d)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA6CCK and BACW10CA51CVK under bolt head.

(c) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.

(d) Torque fasteners to doubler. Refer to 777-300 SRM 51-40-04 as an accepted procedure.

FIGURE 71: LEFT SIDE DOUBLER INSTALLATION
(SHEET 5 OF 5)

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This Figure applies only to: Group 2, Configuration 1-4.

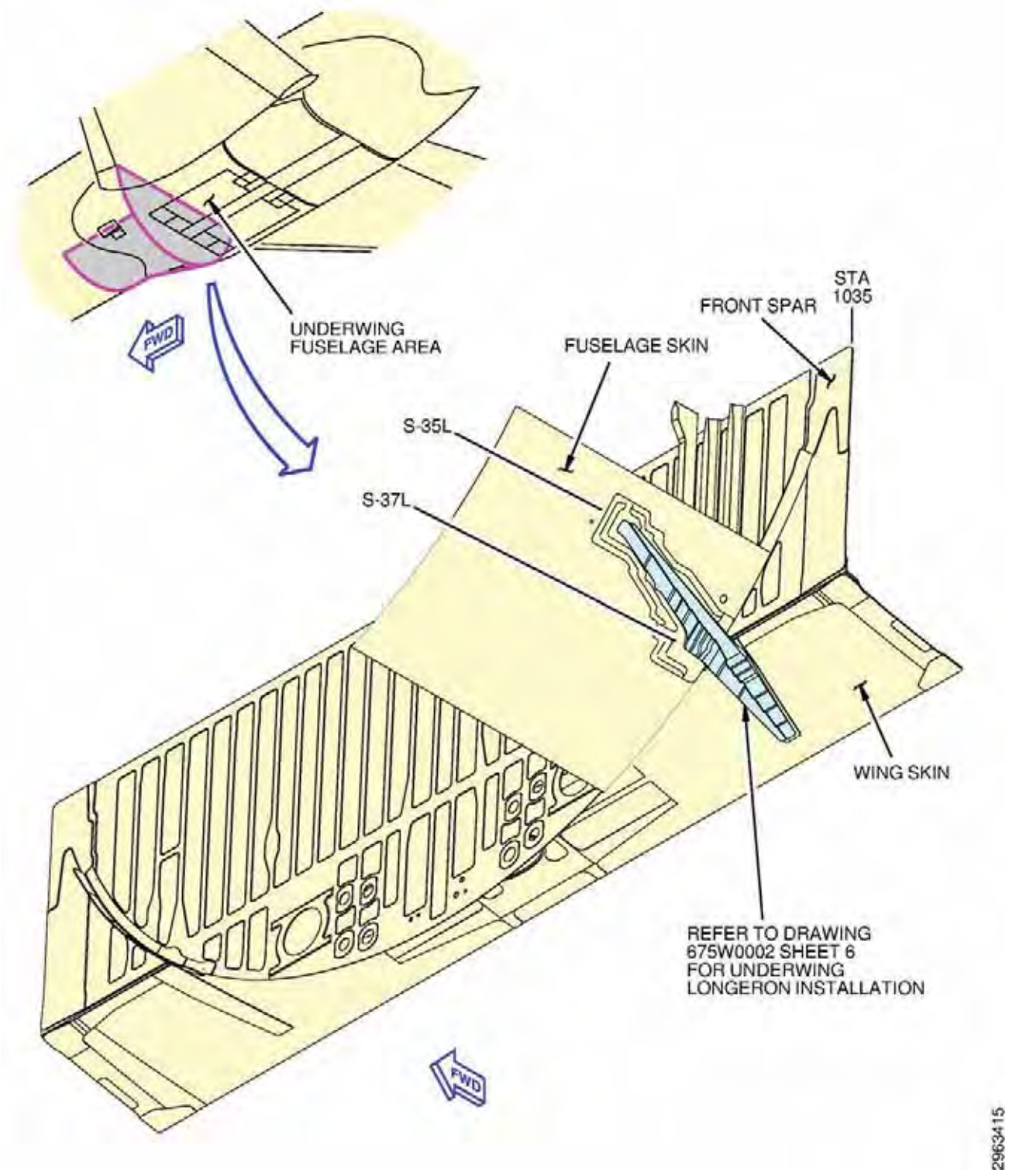


FIGURE 72: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 5)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 6. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	Align using P4 and P1 pilot holes. (a)(b)(c)(d)
2	Measure	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	(c)(e)(f)(g)
3	Remove / Keep	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	(c)(d)
4	Machine	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(f)(h)(i)
5	Install (Temporary)	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(j)
	Install (Temporary)	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	(c)(d)(j)
6	Drill / Ream	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	Pick up existing wing skin holes. Refer to 777-200 SRM 51-40-05 as an accepted procedure. (b)(d)
	Drill / Ream	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
	Drill / Ream	FILLER - UNDERWING LONGERON	140W9254-404	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
7	Remove / Keep	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	Clean and break all sharp edges. (c)(d)
	Remove / Keep	FILLER - UNDERWING LONGERON	140W9254-404	-	Clean and break all sharp edges. (c)

FIGURE 72: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 5)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure. (c)
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(m)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(c)(n)
10	Install (New)	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(o)
	Install (New)	UNDERWING LONGERON, MACHINED	140W9255Y407	-	(c)(d)(o)(p)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure. (c)(d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure. (f)

(a) Put the longeron to the lower wing skin mating surface with a temporary fastener at the P4 location. Align the longeron P1 pilot hole to the P1 hole location on the doubler but do not fasten.

(b) Make sure all fasteners have minimum 1.7D edge margin.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 6, View 2B6-5.

(d) Accomplish task in accordance with drawing 675W0002, Sheet 6, View 1D4.

FIGURE 72: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 5)

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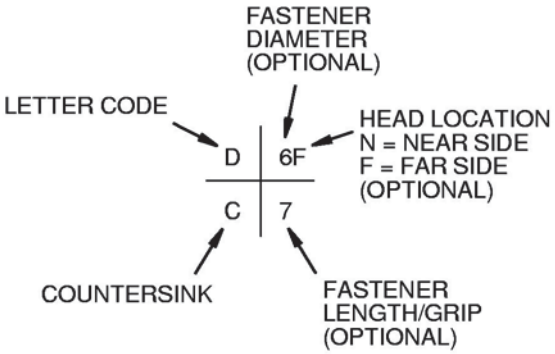
Step	Task	Name	Identification	Qty	More Data
(e)	Apply a maximum force of 10 pounds to the P1 pilot hole location on the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use the 140W9254-403 shim or a substitute shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment.				
(f)	Accomplish task in accordance with drawing 675W0002, Sheet 6, Views 1H25 and 1F19.				
(g)	For gaps greater than 0.005 inch between the longeron and the lower wing skin, shim using the 140W9254-403 shim or a substitute shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. The shim thickness must be between 0.01 - 0.075 inch. The gap after shimming and before fastener installation may not exceed 0.005 inch. All fasteners common to the shim and the longeron must go through the shim. The shim must have a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(h)	Machine filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(i)	If the gap between the doubler and the longeron is .005 - .080 inch, the 140W9254-404 filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(j)	Apply up to 10 pounds of force to the longeron at the P1 pilot hole location. Make sure the filler fills the gaps between the doubler and the machined longeron to within 0.005 inch.				
(k)	Refer to drawing 675W0002, Zone 6G5, Table VI for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.				
(l)	Maintain a minimum 1.7D edge margin for fastener locations noted as Flagnote 19.				
(m)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(n)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(o)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1261 - 1339 pound-inches to BACB30US8K() fasteners, 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1319- 1339 pounds-inches to BACB30US8K() fasteners, 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-200 SRM 51-40-02 as an accepted procedure.				

FIGURE 72: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(p) To avoid riding condition, install BACF3H11LF011BN Radius Filler as an alternative to BACW10BP9CD Washer under bolt head. Drill hole 0.5620-0.5730 inches diameter. Countersink hole 90 degrees by 0.6760-0.6960 inches diameter. Maintain surface finish of 125 microinches RA or better. Break sharp edges. Apply chemical conversion coating Type 2, Class A. Refer to SOPM 20-43-03 as an accepted procedure. Apply two layers BMS 10-11, Type 1 Primer. Refer to SOPM 20-41-02 as an accepted procedure.					

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0002, Sheet 6. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
YYT	BACB30NX10K()	BOLT	-	(a)	(b)(c)
	BACC30BH10	COLLAR	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACC30BH14	COLLAR	-		
YLK	BACB30NX16K()	BOLT	-	(a)	(b)(c)
	BACC30X16	COLLAR	-		
(a) Refer to drawing 675W0002, Zone 6G5, Table VI for hole diameter sizes.					
(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.					
(c) Torque fasteners to underwing longeron. Refer to 777-200 SRM 51-40-04 as an accepted procedure.					

FIGURE 72: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 5)

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This Figure applies only to: Group 3, Configuration 1-4; Group 5, Configuration 1-4.

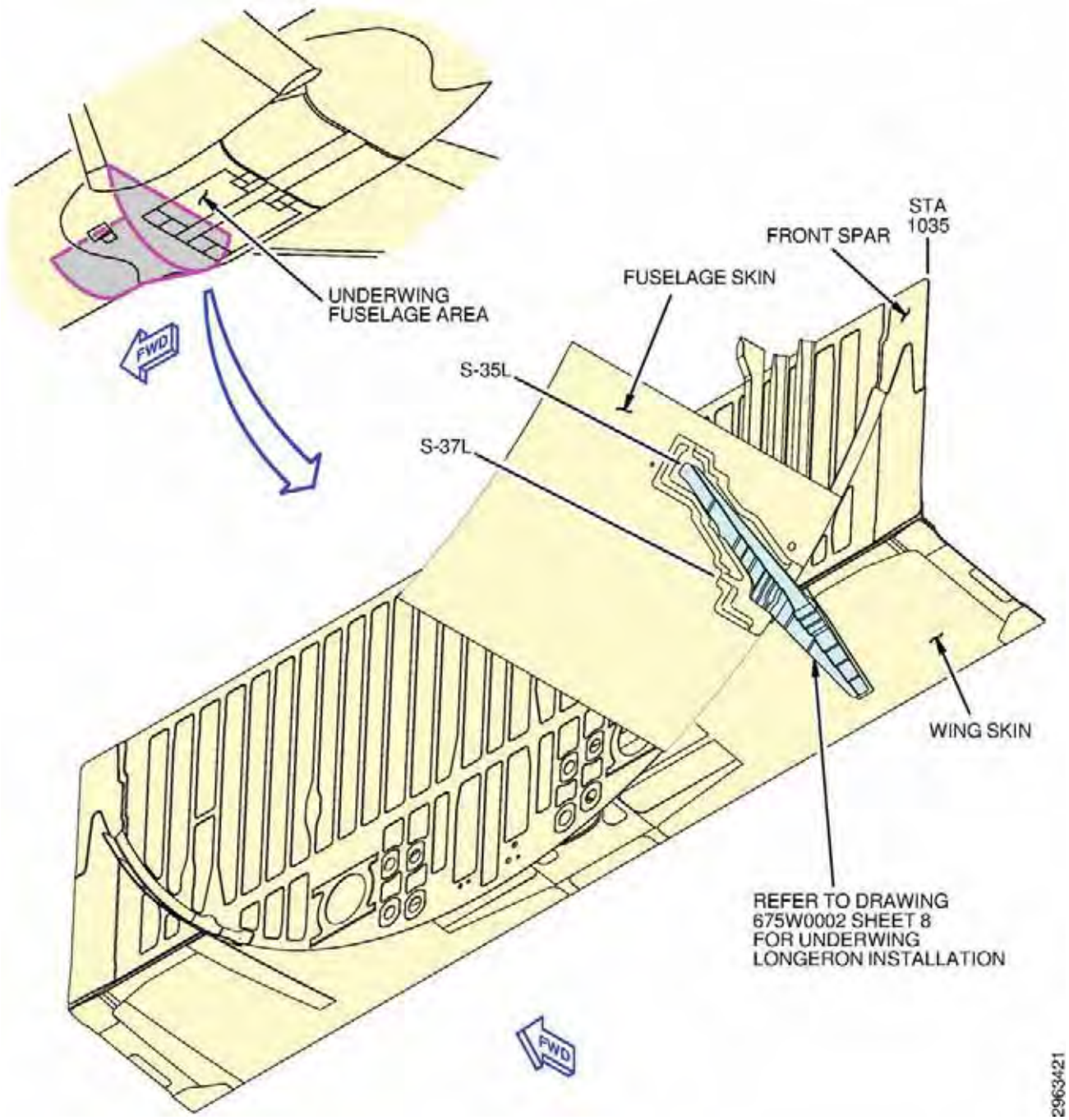


FIGURE 73: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 6)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 8. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	Align using P4 and P1 pilot holes. (a)(b)(c)(d)
2	Measure	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	(c)(e)(f)(g)
3	Remove / Keep	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	(c)(d)
4	Machine	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(f)(h)(i)
5	Install (Temporary)	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(j)
	Install (Temporary)	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	(c)(d)(j)
6	Drill / Ream	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	Pick up existing wing skin holes. Refer to 777-200 SRM 51-40-05 or 777F SRM 51-40-05 as an accepted procedure. (b)(d)
	Drill / Ream	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
	Drill / Ream	FILLER - UNDERWING LONGERON	140W9254-404	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
7	Remove / Keep	UNDERWING LONGERON, MA-CHINED	140W9255Y407	-	Clean and break all sharp edges. (c)(d)
	Remove / Keep	FILLER - UNDERWING LONGERON	140W9254-404	-	Clean and break all sharp edges. (c)

FIGURE 73: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure. (c)
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(m)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(c)(n)
10	Install (New)	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(o)
	Install (New)	UNDERWING LONGERON, MACHINED	140W9255Y407	-	(c)(d)(o)(p)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure. (c)(d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure. (f)

(a) Put the longeron to the lower wing skin mating surface with a temporary fastener at the P4 location. Align the longeron P1 pilot hole to the P1 hole location on the doubler but do not fasten.

(b) Make sure all fasteners have minimum 1.7D edge margin.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 8, View 2B6-7.

(d) Accomplish task in accordance with drawing 675W0002, Sheet 8, View 1D4.

FIGURE 73: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 6)

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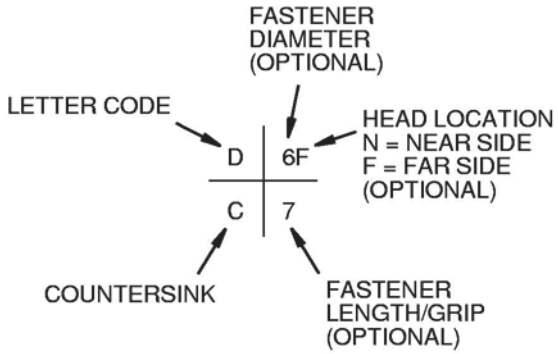
Step	Task	Name	Identification	Qty	More Data
(e)	Apply a maximum force of 10 pounds to the P1 pilot hole location on the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use the 140W9254-403 shim or a substitute shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment.				
(f)	Accomplish task in accordance with drawing 675W0002, Sheet 8, Views 1H25 and 1F19.				
(g)	For gaps greater than 0.005 inch between the longeron and the lower wing skin, shim using the 140W9254-403 shim or a substitute shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. The shim thickness must be between 0.01 - 0.075 inch. The gap after shimming and before fastener installation may not exceed 0.005 inch. All fasteners common to the shim and the longeron must go through the shim. The shim must have a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(h)	Machine filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(i)	If the gap between the doubler and the longeron is .005 - .080 inch, the 140W9254-404 filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(j)	Apply up to 10 pounds of force to the longeron at the P1 pilot hole location. Make sure the filler fills the gaps between the doubler and the machined longeron to within 0.005 inch.				
(k)	Refer to drawing 675W0002, Zone 8G5, Table VIII for hole diameter sizes. Refer to 777-200 SRM 51-40-05 or 777F SRM 51-40-05 as an accepted procedure.				
(l)	Maintain a minimum 1.7D edge margin for fastener locations noted as Flagnote 19.				
(m)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(n)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				

FIGURE 73: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(o)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1261 - 1339 pound-inches to BACB30US8K() fasteners, 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1319- 1339 pounds-inches to BACB30US8K() fasteners, 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure.				
(p)	To avoid riding condition, install BACF3H11LF011BN Radius Filler as an alternative to BACW10BP9CD Washer under bolt head. Drill hole 0.5620-0.5730 inches diameter. Countersink hole 90 degrees by 0.6760-0.6960 inches diameter. Maintain surface finish of 125 microinches RA or better. Break sharp edges. Apply chemical conversion coating Type 2, Class A. Refer to SOPM 20-43-03 as an accepted procedure. Apply two layers BMS 10-11, Type 1 Primer. Refer to SOPM 20-41-02 as an accepted procedure.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0002, Sheet 8. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
YYT	BACB30NX10K()	BOLT	-	(a)	(b)(c)
	BACC30BH10	COLLAR	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACC30BH14	COLLAR	-		

FIGURE 73: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
YLK	BACB30NX16K()	BOLT	-	(a)	(b)(c)
	BACC30X16	COLLAR	-		
(a) Refer to drawing 675W0002, Zone 8G5, Table VIII for hole diameter sizes.					
(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure.					
(c) Torque fasteners to underwing longeron. Refer to 777-200 SRM 51-40-04 or 777F SRM 51-40-04 as an accepted procedure.					

FIGURE 73: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 4, Configuration 1-2; Group 6, Configuration 1-2.

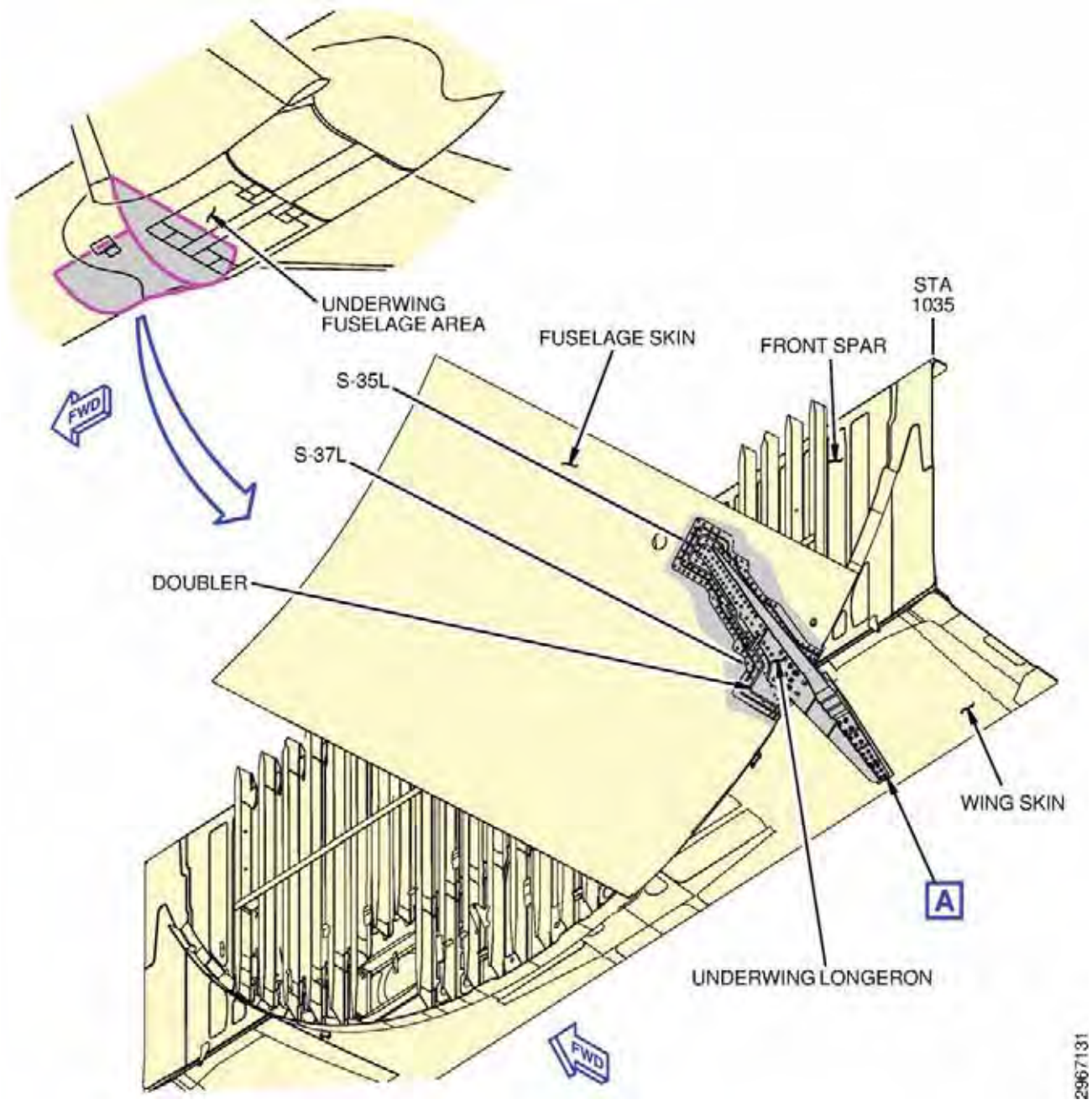


FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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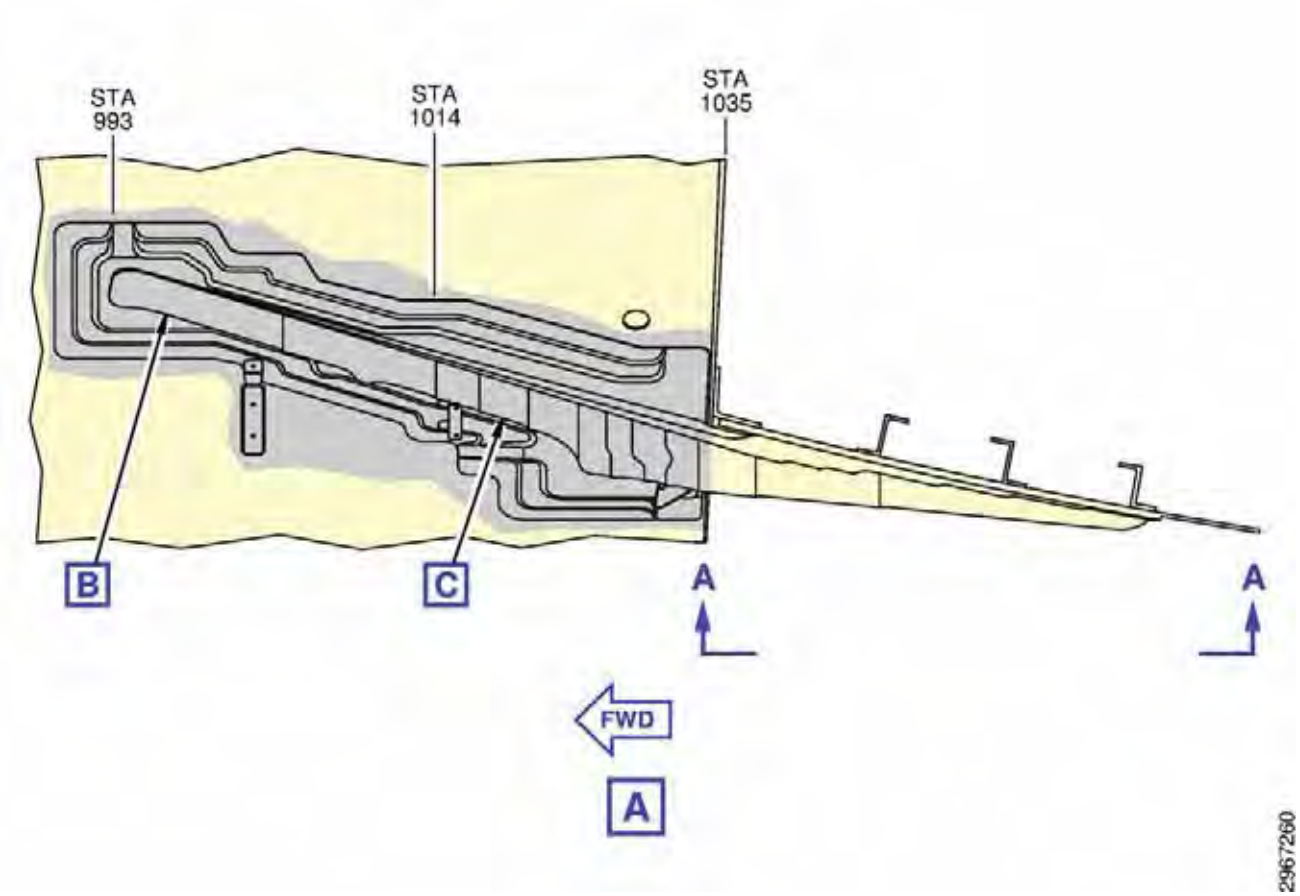


FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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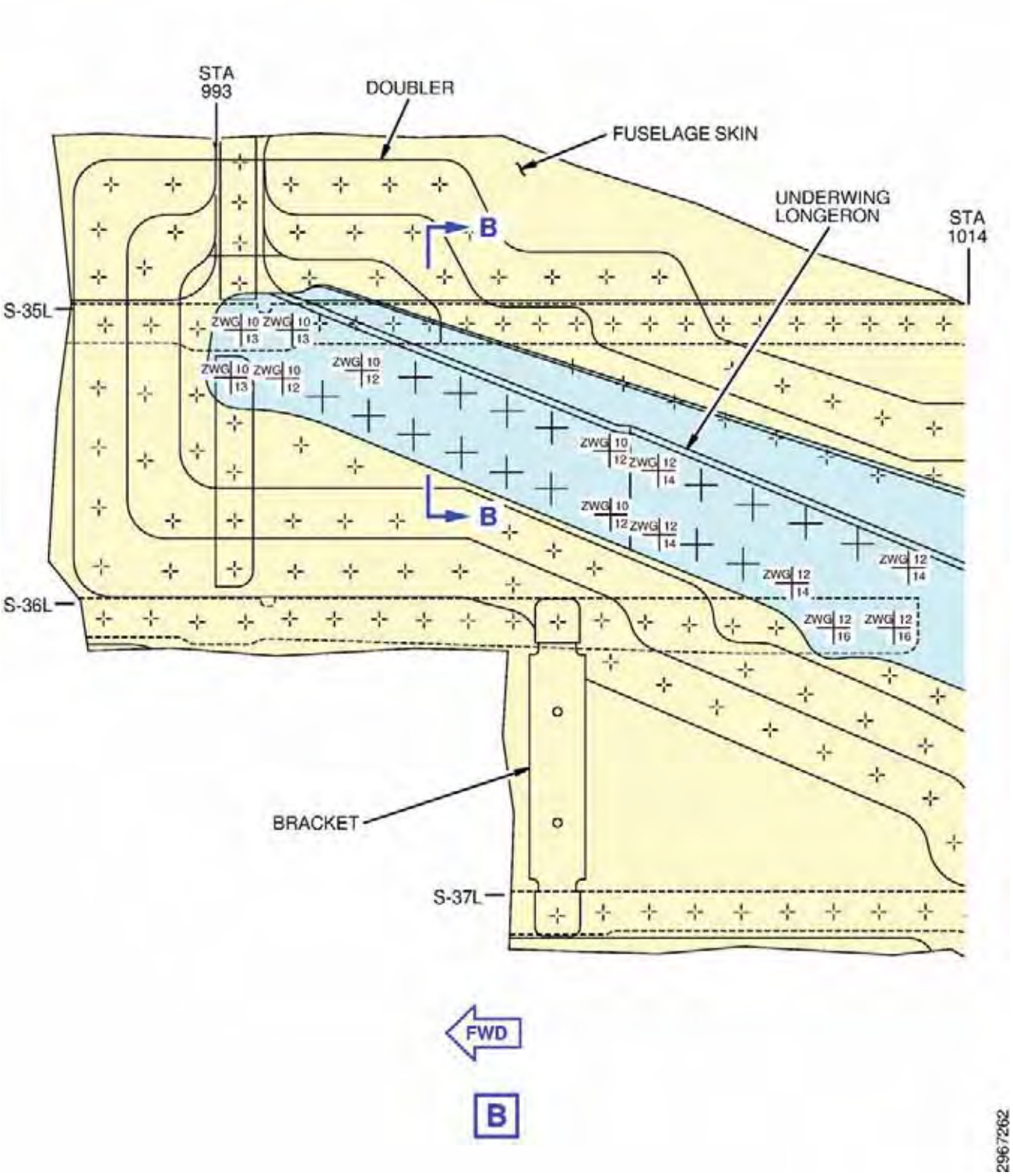


FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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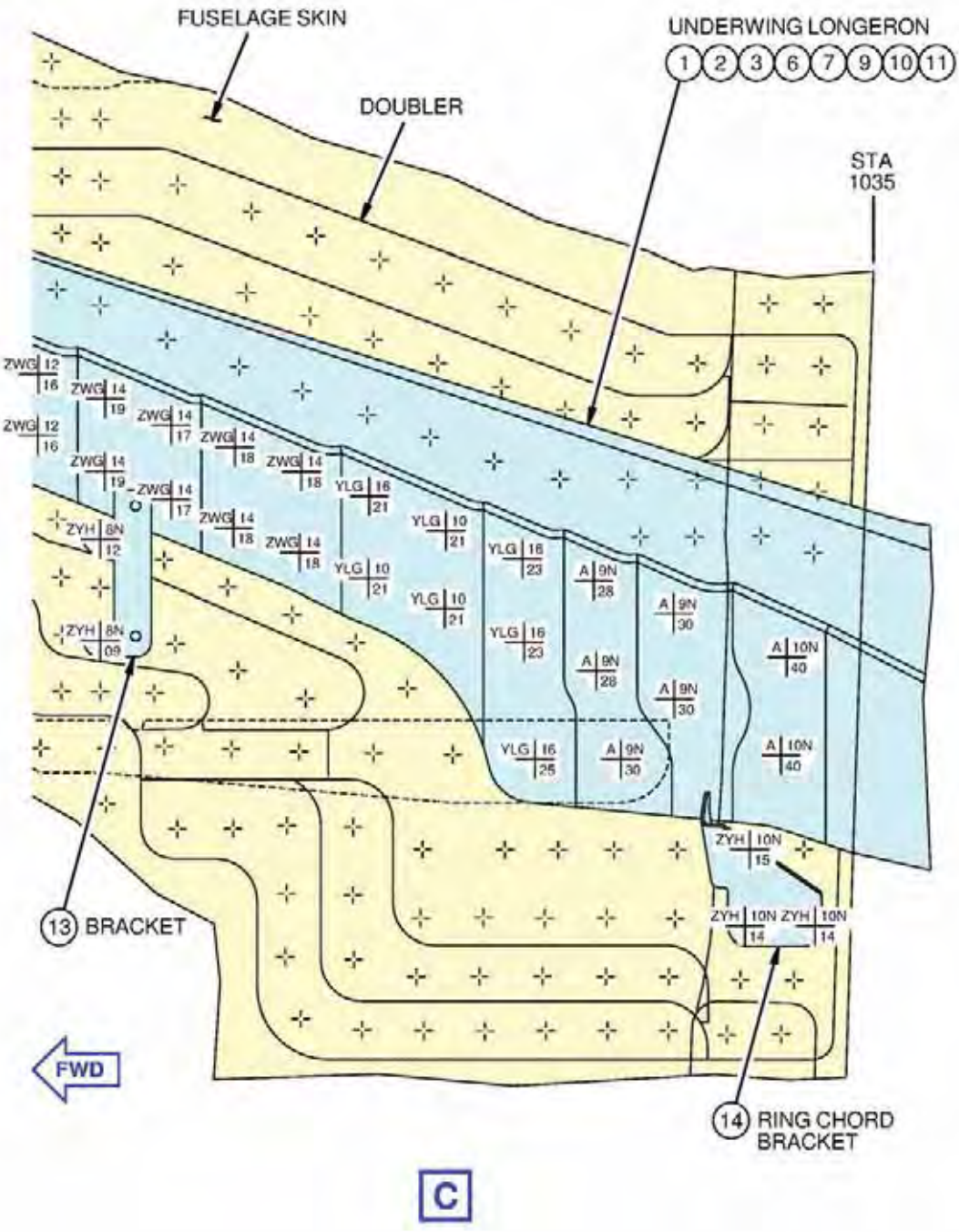


FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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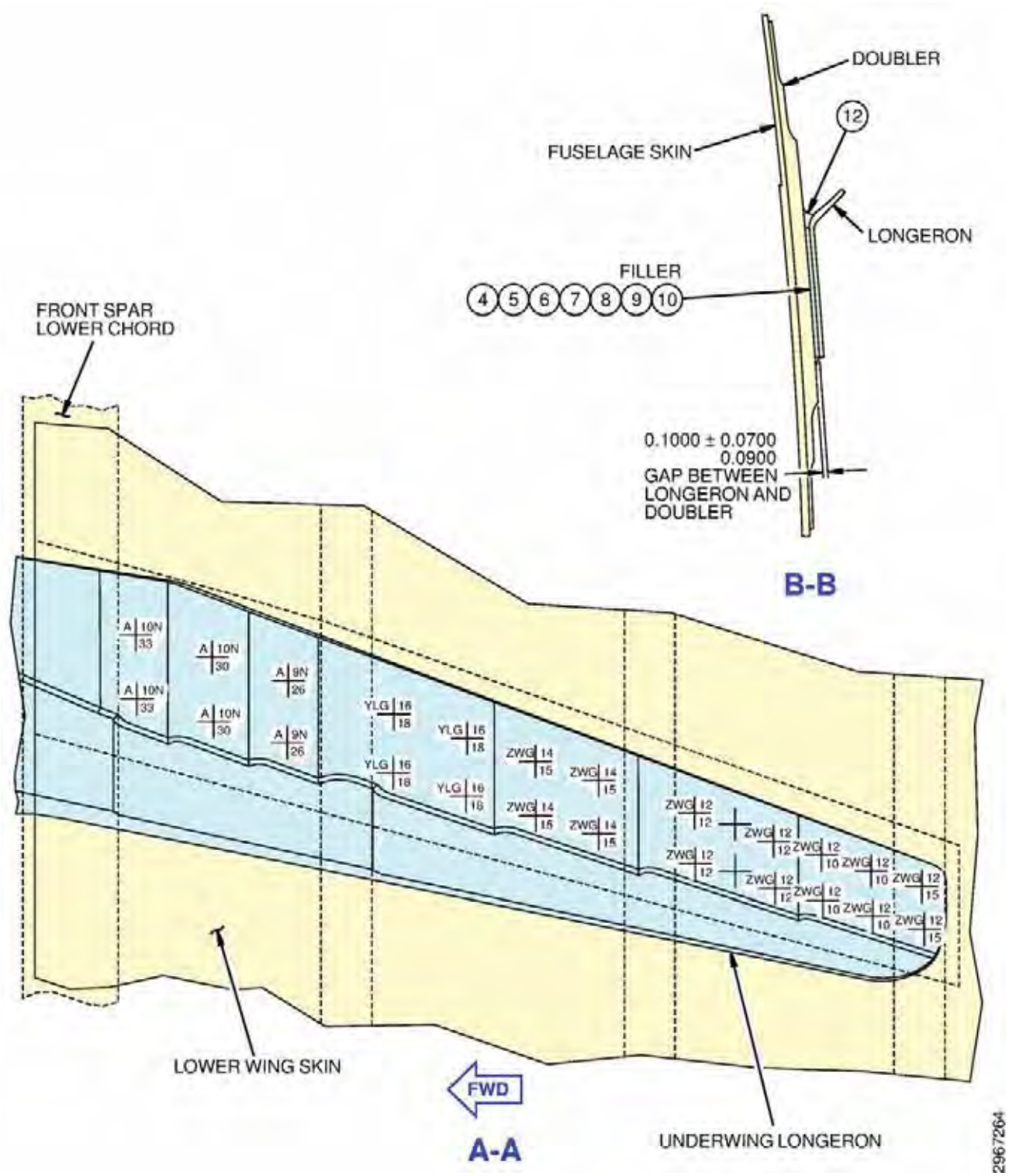


FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

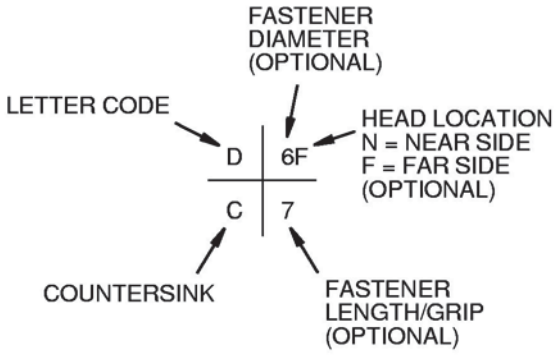
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-200 SRM 51-40-05 or 777F SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-200 SRM 51-40-04 or 777F SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYH	BACB30NX8K()X	BOLT	-	0.263 - 0.266	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT	-	0.325 - 0.328	
	BACN10YT5CD	NUT	-		
A	BACB30US9K()	BOLT	-	0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
(a) Install under head.					
(b) Install under nut.					

FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 74: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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This Figure applies only to: Group 2, Configuration 5-8; Group 3, Configuration 5-8; Group 5, Configuration 5-8.

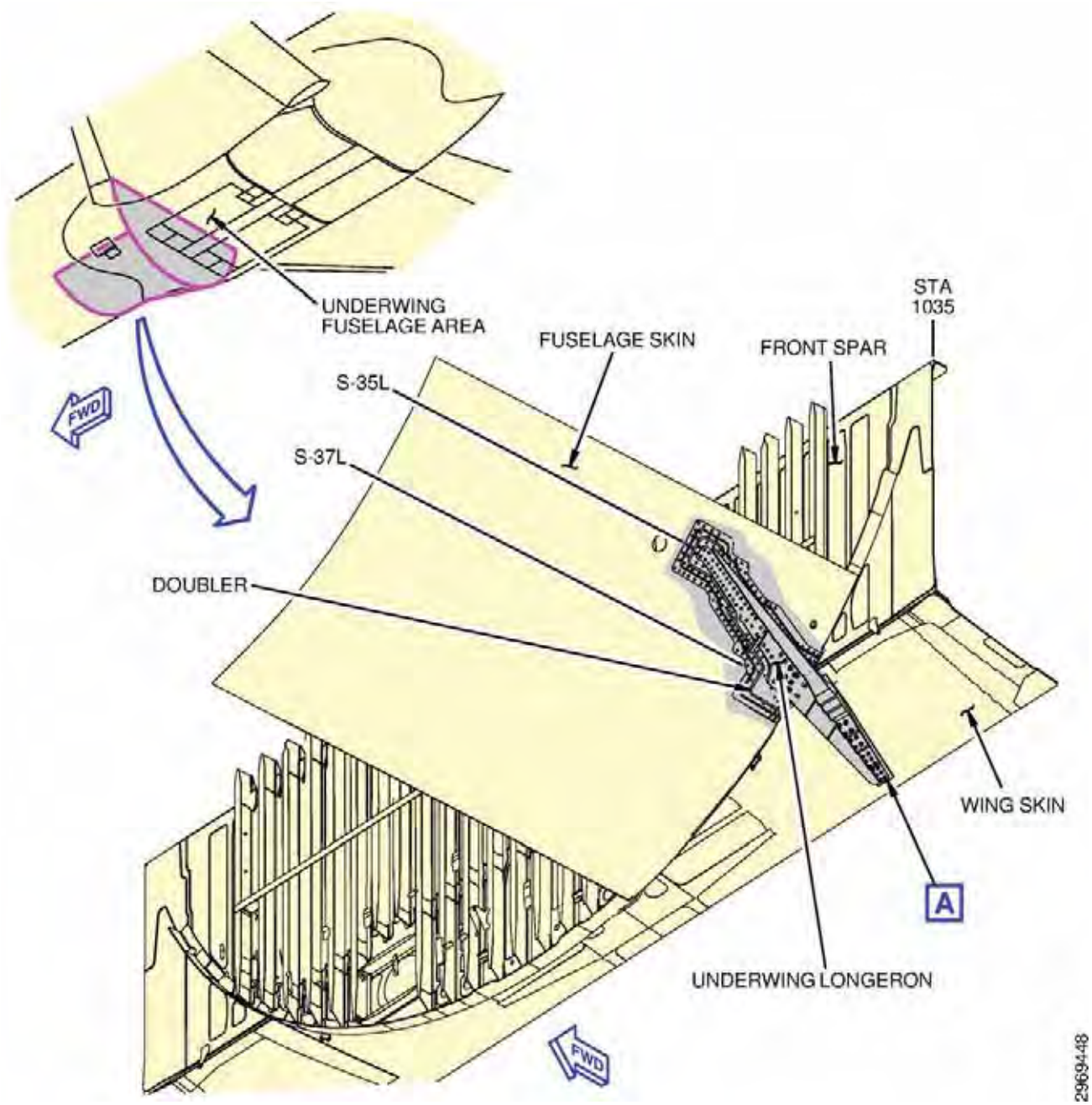


FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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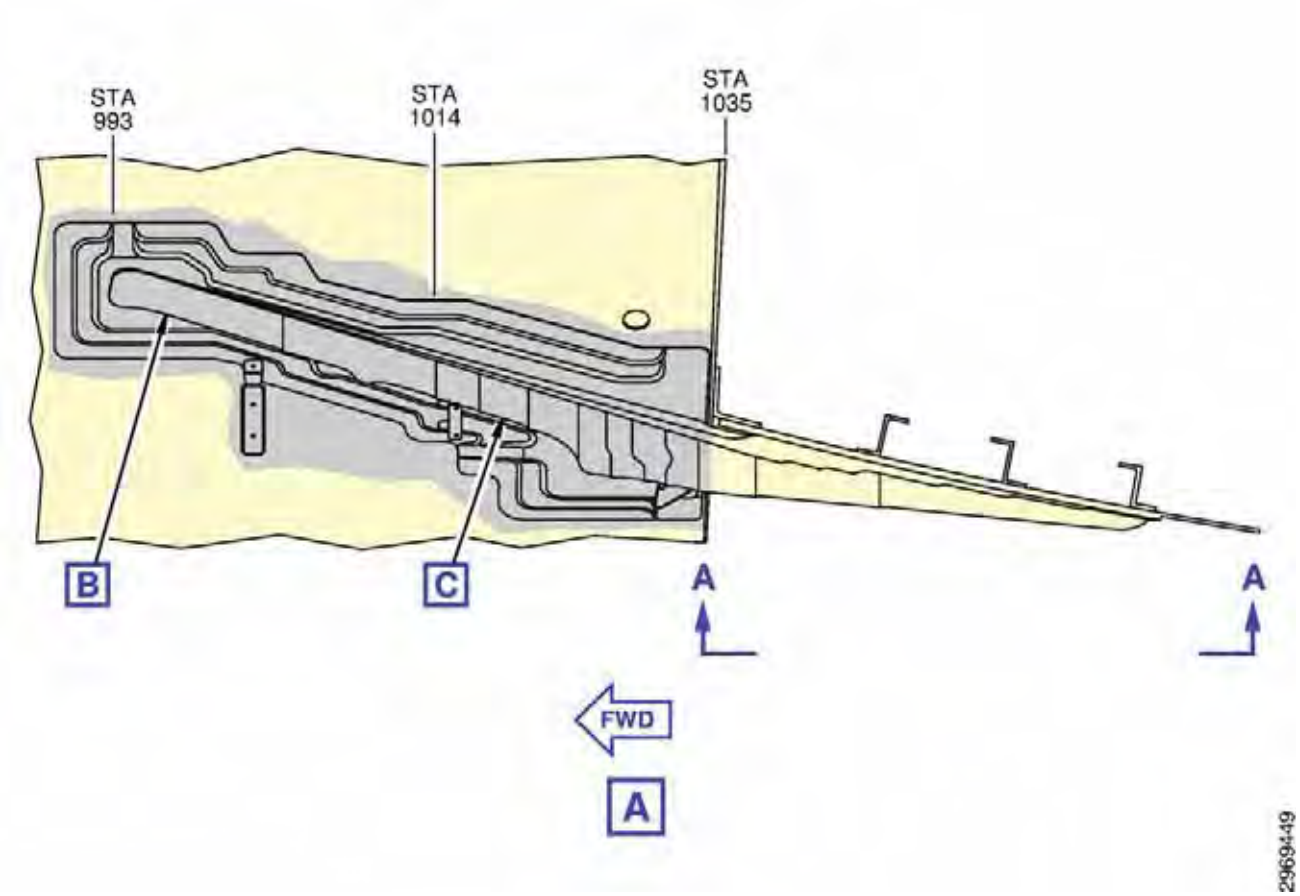


FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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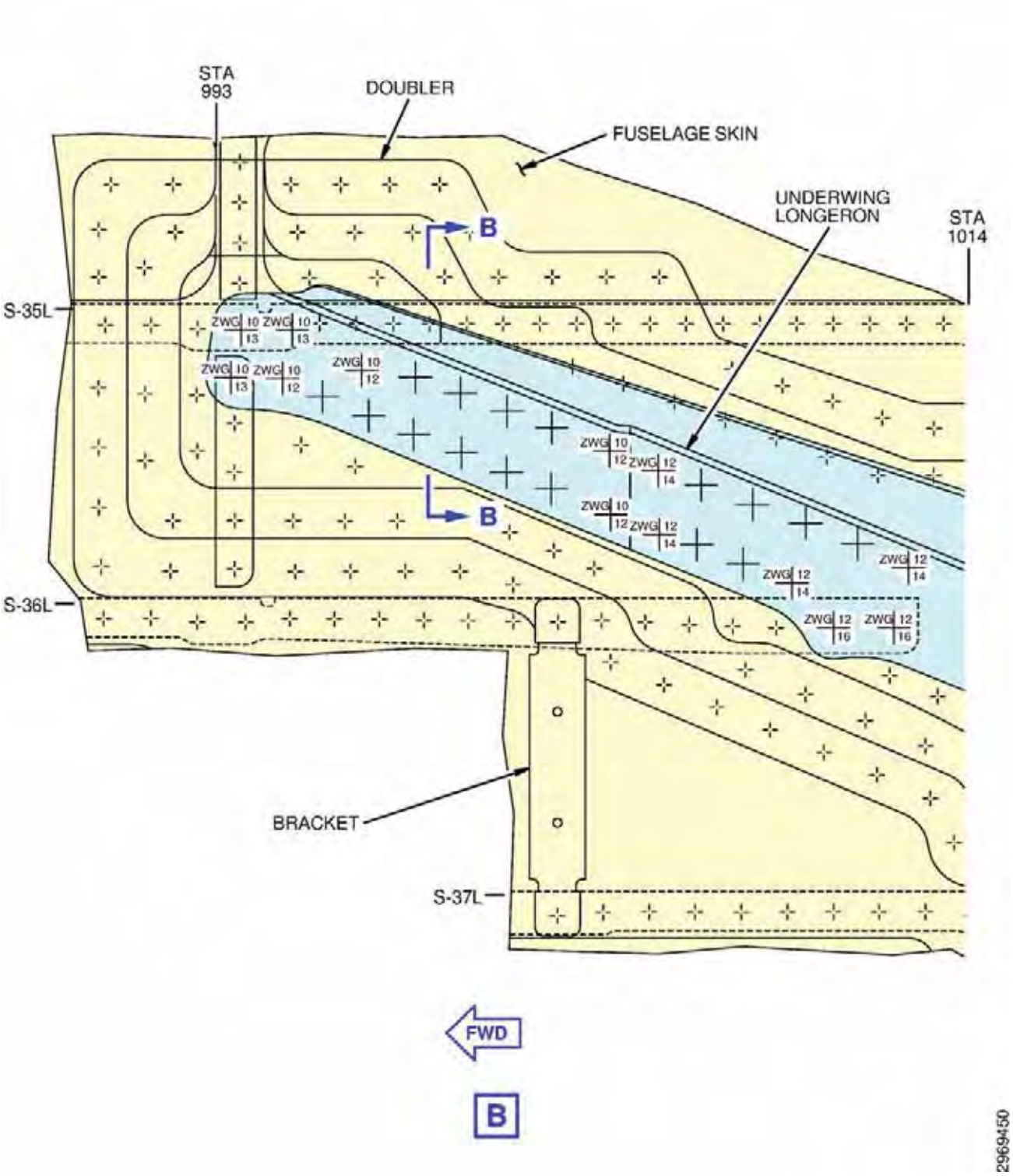


FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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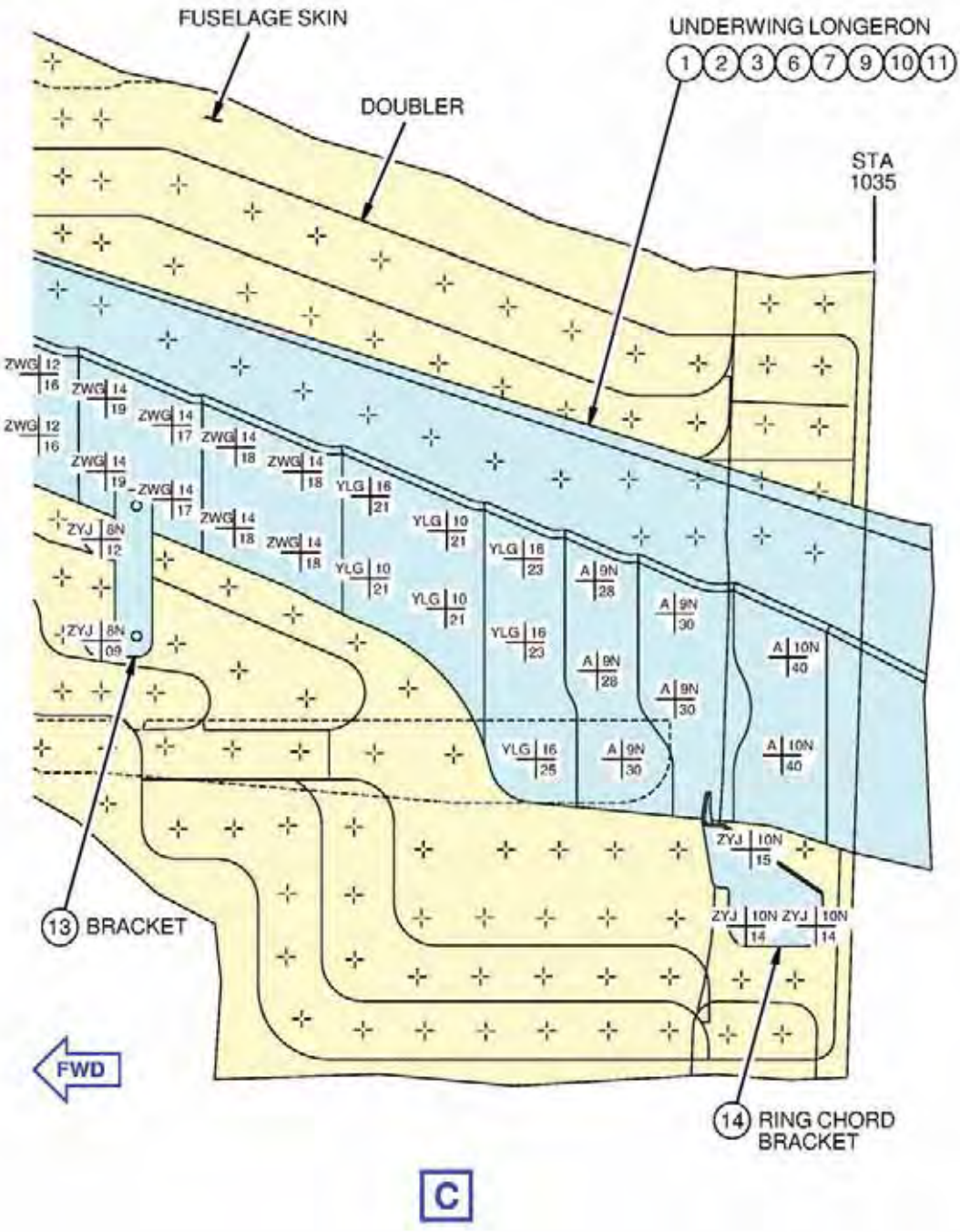


FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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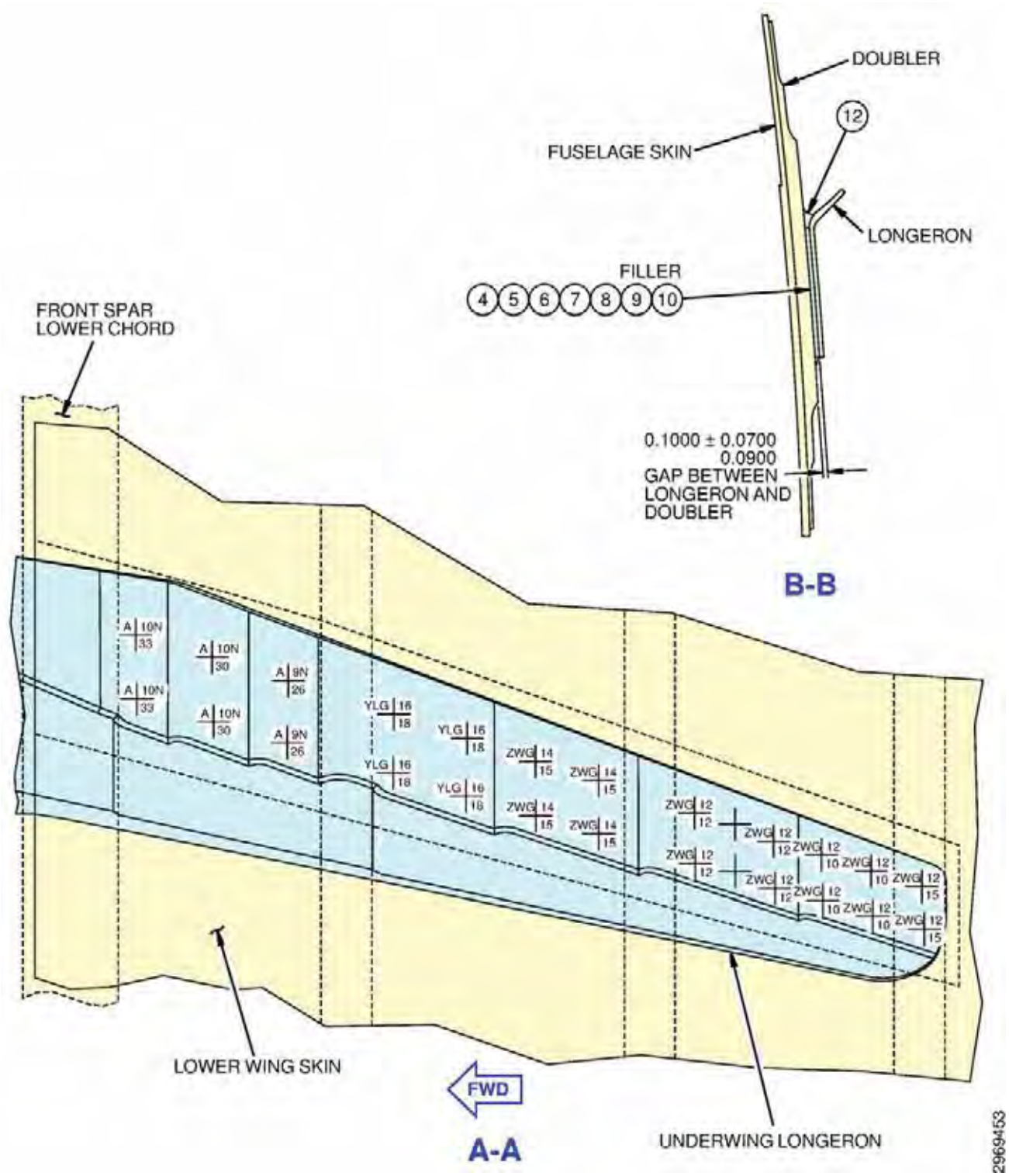


FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

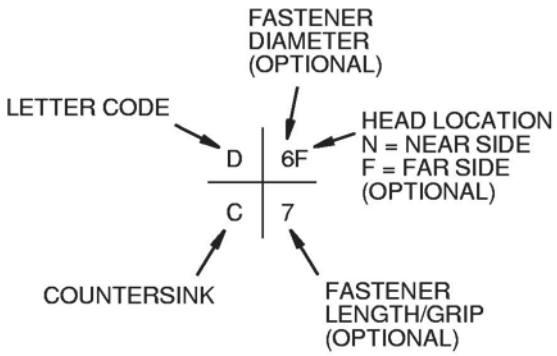
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-200 SRM 51-40-05 or 777F SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-200 SRM 51-40-04 or 777F SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYJ	BACB30NX8K()Y	BOLT	-	0.278 - 0.281	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()Y	BOLT	-	0.341 - 0.344	
	BACN10YT5CD	NUT	-		
A	BACB30US9K()	BOLT	-	0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
(a) Install under head.					
(b) Install under nut.					

FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 75: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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This Figure applies only to: Group 7, Configuration 1-4.

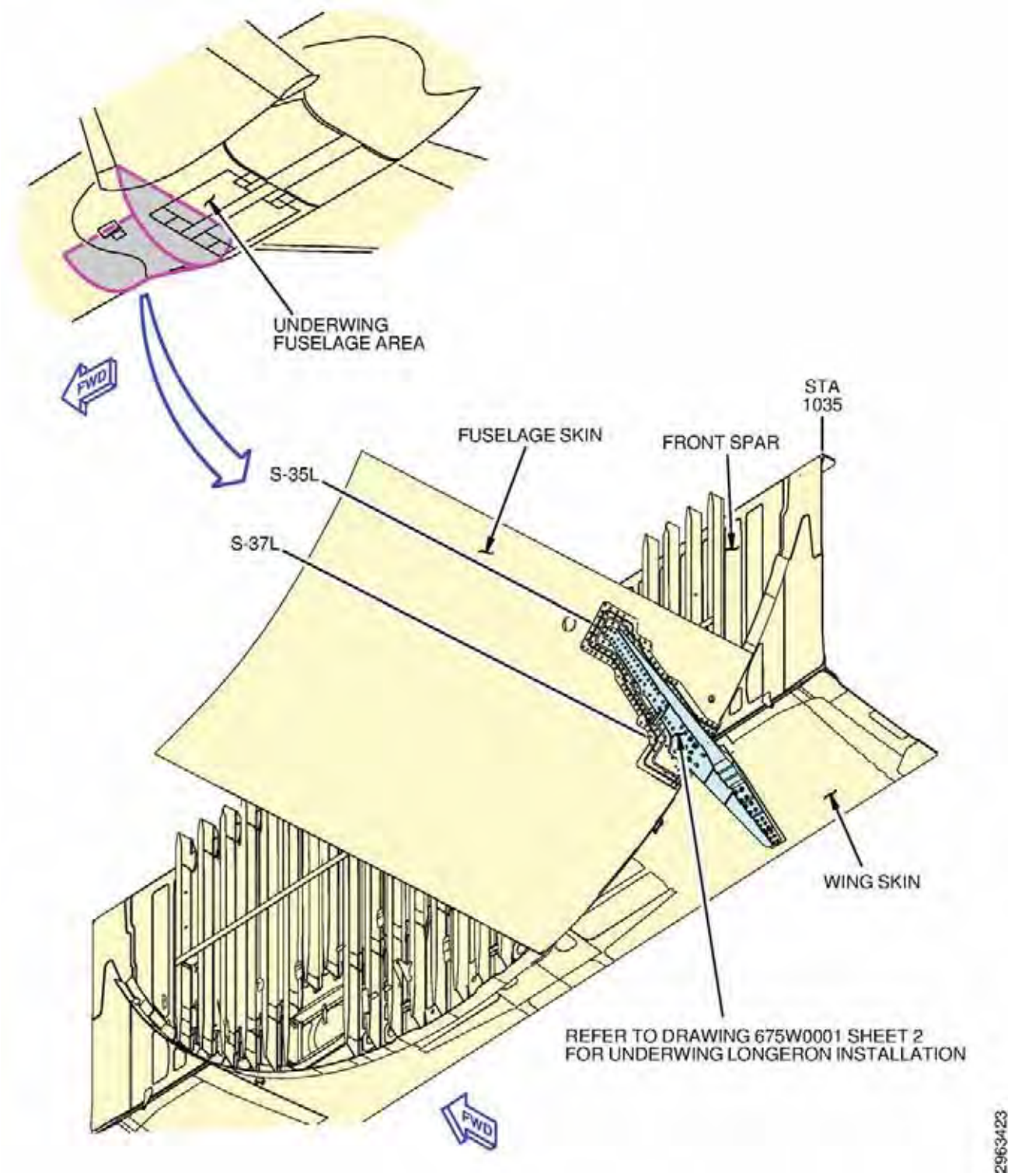


FIGURE 76: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 6)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 2, Views 2B6-1, 1B28, 1D29, 1D20, 1D4, 1F24 and 1H29 and Drawing 675W0001, Sheet 3, View 2B19-2. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	Align using P4 and P1 pilot holes. (a)(b)(c)(d)
2	Measure	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	(e)(f)(g)
3	Remove / Keep	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	(c)(d)
4	Machine	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(f)(h)(i)
5	Install (Temporary)	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(c)(j)
	Install (Temporary)	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	(c)(d)(j)
6	Drill / Ream	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	Pick up existing wing skin holes. Refer to 777-300 SRM 51-40-05 as an accepted procedure. (b)(d)
	Drill / Ream	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)(m)
	Drill / Ream	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
7	Remove / Keep	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	Clean and break all sharp edges. (c)(d)
	Remove / Keep	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	Clean and break all sharp edges. (c)

FIGURE 76: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure. (c)
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(n)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(c)(o)
10	Install (New)	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(c)(p)
	Install (New)	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	(c)(d)(p)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure. (c)(d)
12	Apply	SEALANT	BMS 5-45	-	Apply cap seal to the fastener heads inside the center fuel tank. Refer to SOPM 20-50-19 as an accepted procedure. (d)

FIGURE 76: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 6)

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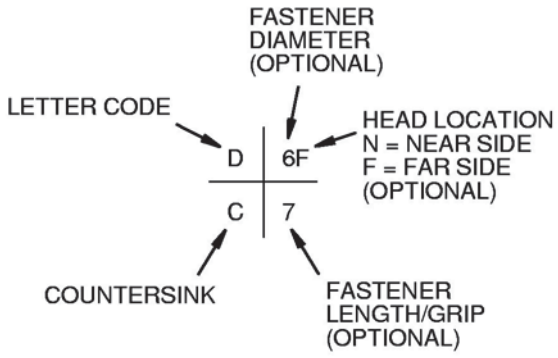
Step	Task	Name	Identification	Qty	More Data
13	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure. (f)
(a)	Put the longeron to the lower wing skin mating surface with a temporary fastener at the P4 location. Align the longeron P1 pilot hole to the P1 hole location on the doubler but do not fasten.				
(b)	Make sure all fasteners have minimum 1.7D edge margin.				
(c)	Accomplish task in accordance with drawing 675W0001, Sheet 2, Views 2B6-1, 1B28,1D29, and 1D20.				
(d)	Accomplish task in accordance with drawing 675W0001, Sheet 2, View 1D4.				
(e)	Apply a maximum force of 10 pounds to the P1 pilot hole location on the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use the 140W9254-303 shim or a substitute shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment.				
(f)	Accomplish task in accordance with drawing 675W0001, Sheet 2, View 1F24 and 1H29.				
(g)	For gaps greater than 0.005 inch between the longeron and the lower wing skin, shim using the 140W9254-303 shim or a substitute shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. The shim thickness must be between 0.01 - 0.075 inch. The gap after shimming and before fastener installation may not exceed 0.005 inch. All fasteners common to the shim and the longeron must go through the shim. The shim must have a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(h)	Machine filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(i)	If the gap between the doubler and the longeron is .005 - .080 inch, the 675W0003-7 (140W9254-304 optional) filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(j)	Apply up to 10 pounds of force to the longeron at the P1 pilot hole location. Make sure the filler fills the gaps between the doubler and the machined longeron to within 0.005 inch.				
(k)	Refer to drawing 675W0001, Zone 2G5, Table II for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(l)	Maintain a minimum 1.6D edge margin for fastener locations noted as Flagnote 19.				

FIGURE 76: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(m)	Spotface the fastener location in drawing 675W0001, Sheet 2, View 1D20 as necessary. Refer to drawing 675W0001, Sheet 3, View 2B19-2 for spotface requirements. Spotface must have a minimum flat surface diameter of 0.120 inch more than the diameter of the washer and it must have a minimum fillet radius of 0.25 inch. The spotface depth must not exceed the next mill step of the longeron. Break sharp edges. Maintain a surface finish of 125 microinches RA or better. Apply Type 2, Class A chemical conversion coating to bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure. Apply two layers of BMS10-11, Type I primer to the reworked area. Refer to SOPM 20-41-02 as an accepted procedure.				
(n)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(o)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(p)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1261 - 1339 pound-inches to BACB30US8K() fasteners, 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1319- 1339 pounds-inches to BACB30US8K() fasteners, 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.				

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0001, Sheet 2. 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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 76: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
YYT	BACB30NX10K()	BOLT	-	(a)	(b)(c)
	BACC30BH10	COLLAR	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACC30BH14	COLLAR	-		
YLK	BACB30NX16K()	BOLT	-	(a)	(b)(c)
	BACC30X16	COLLAR	-		

(a) Refer to drawing 675W0001, Zone 2G5, Table II for hole diameter sizes.

(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.

(c) Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.

FIGURE 76: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 7, Configuration 5-8.

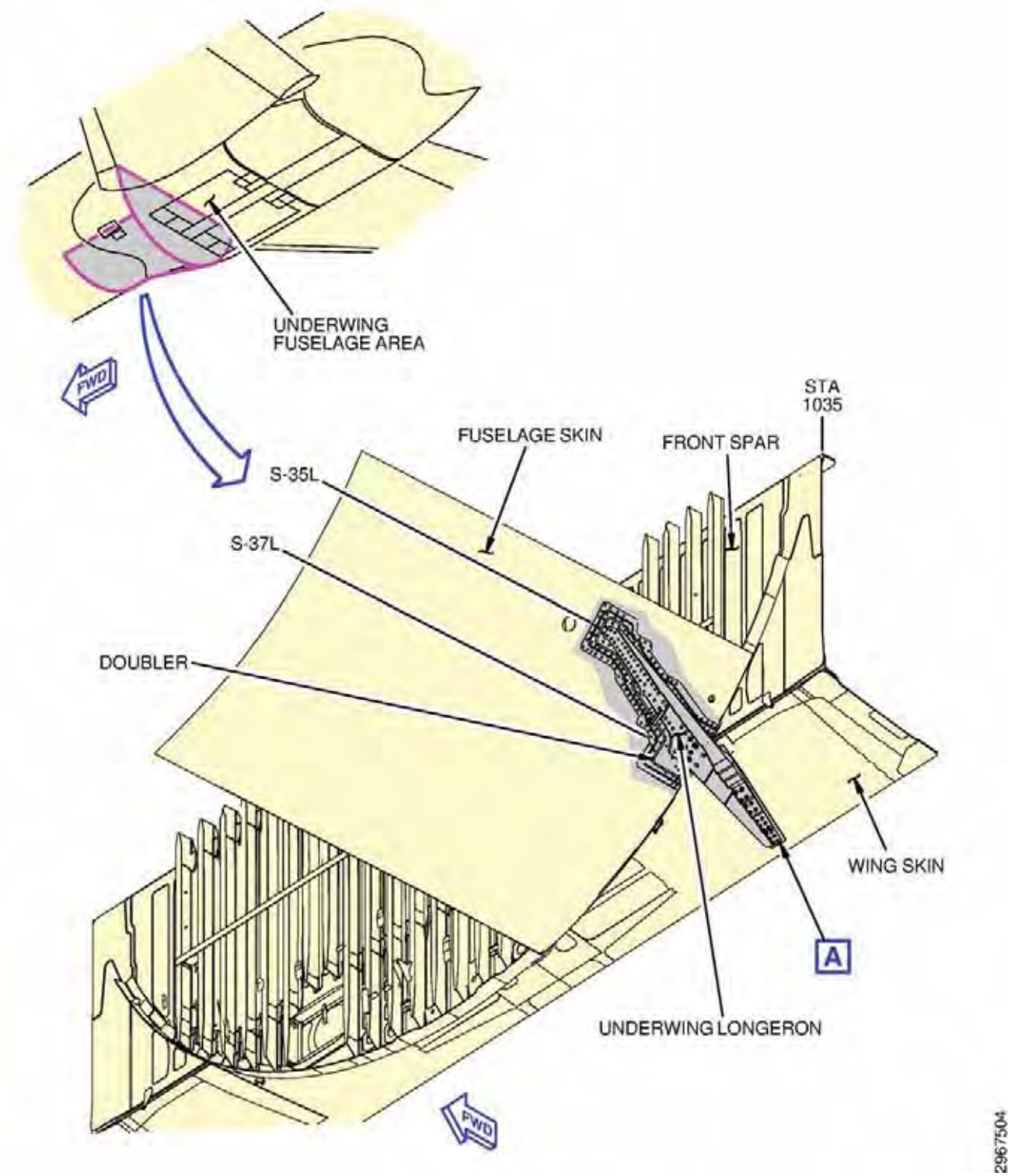


FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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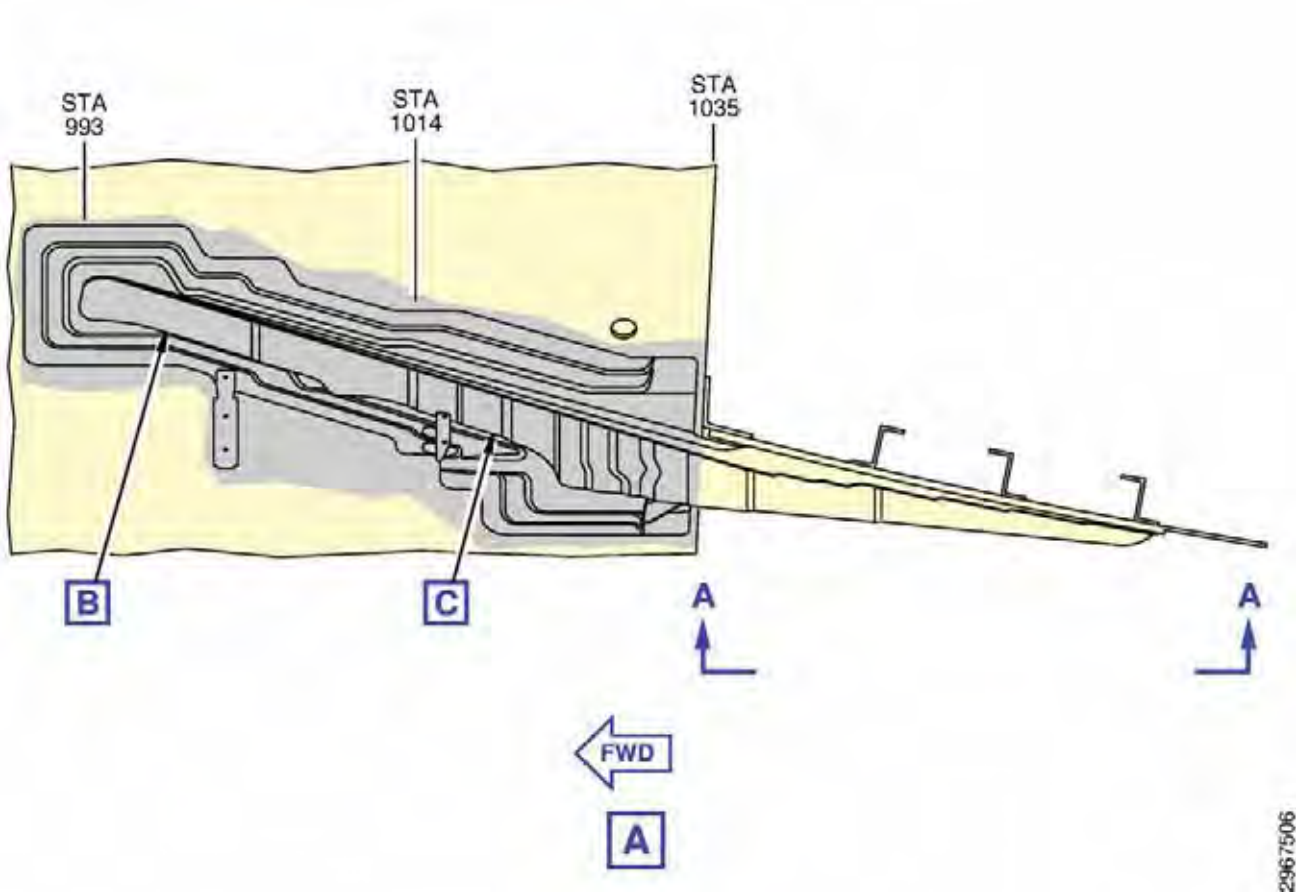


FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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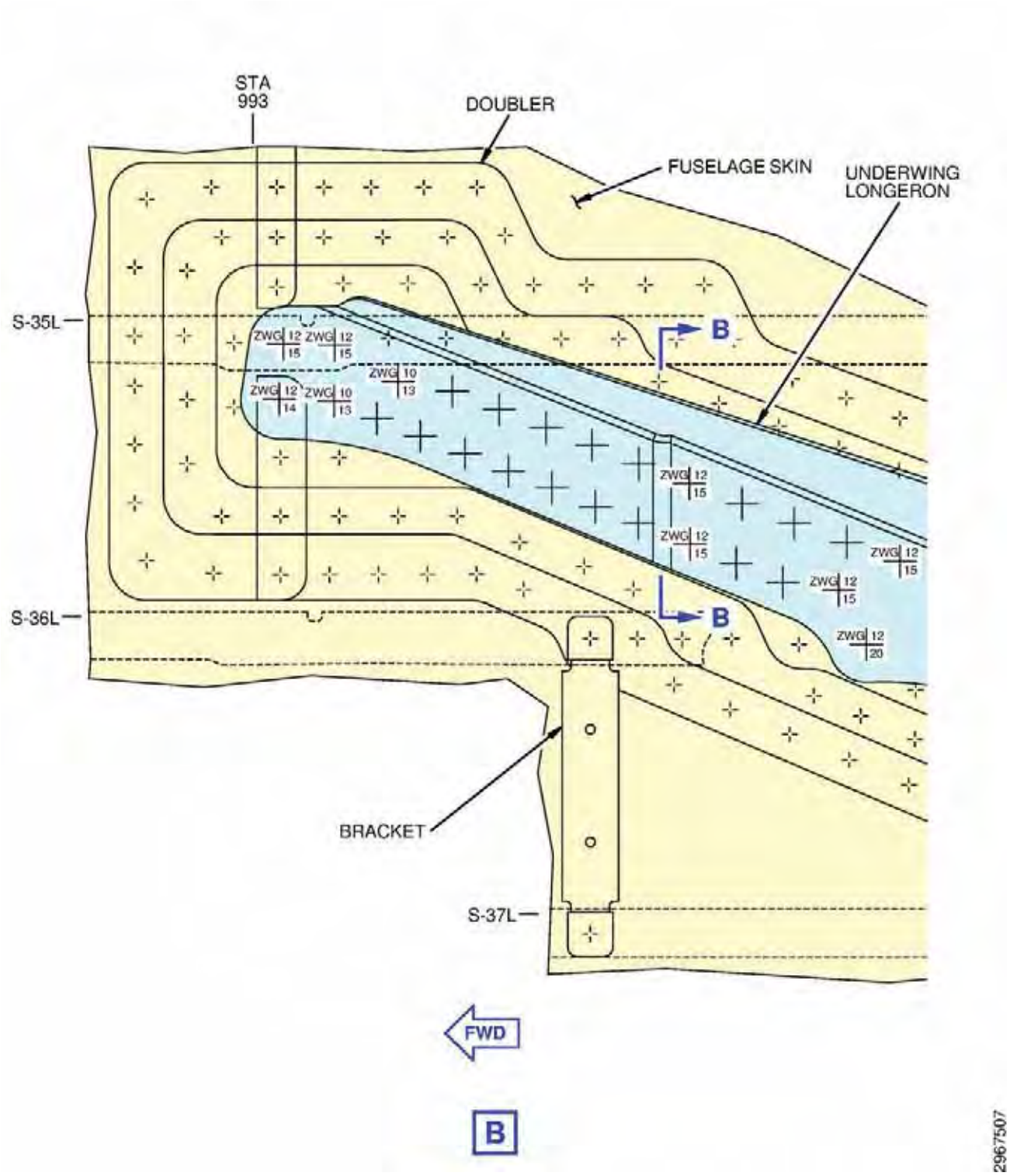


FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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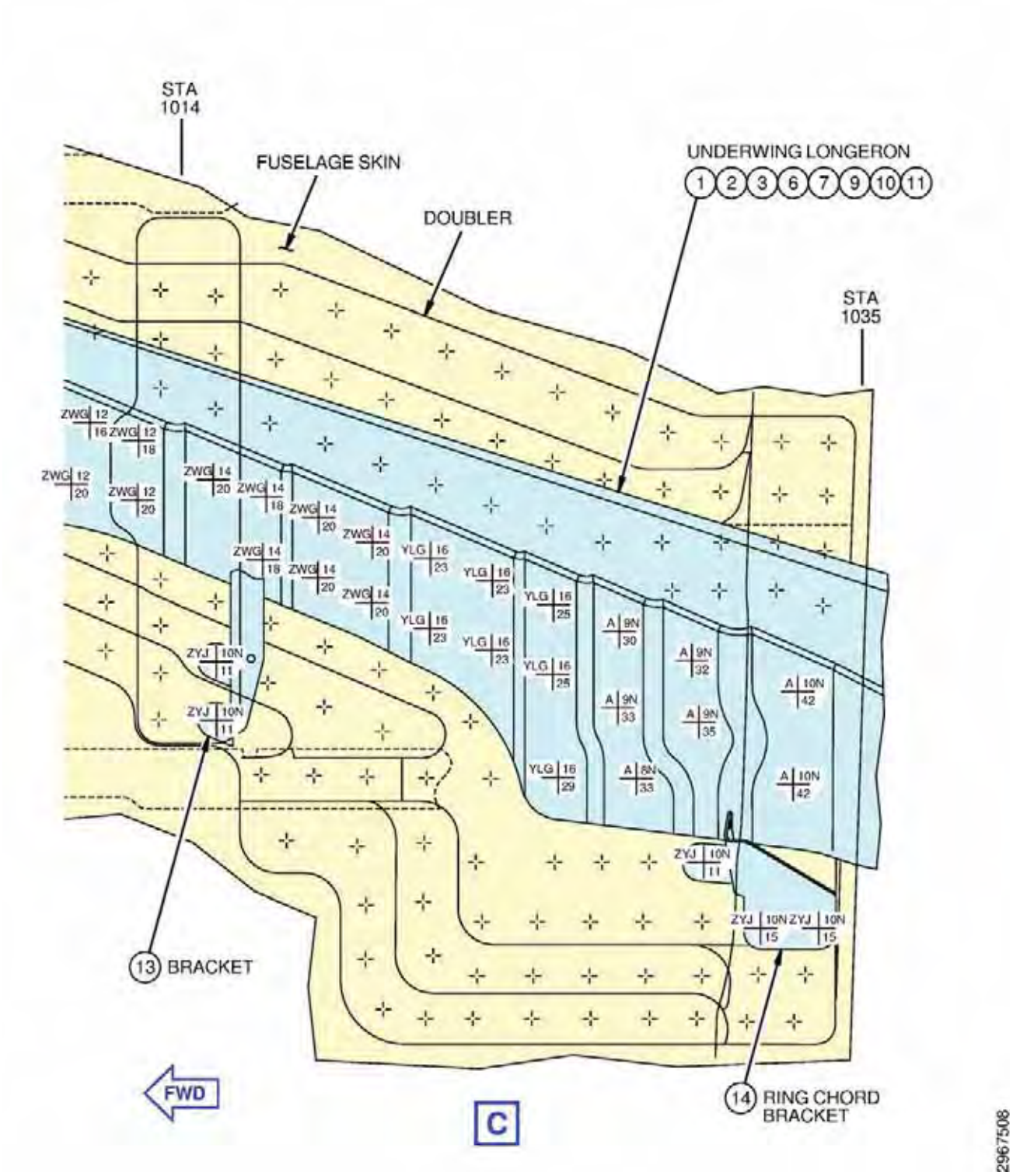


FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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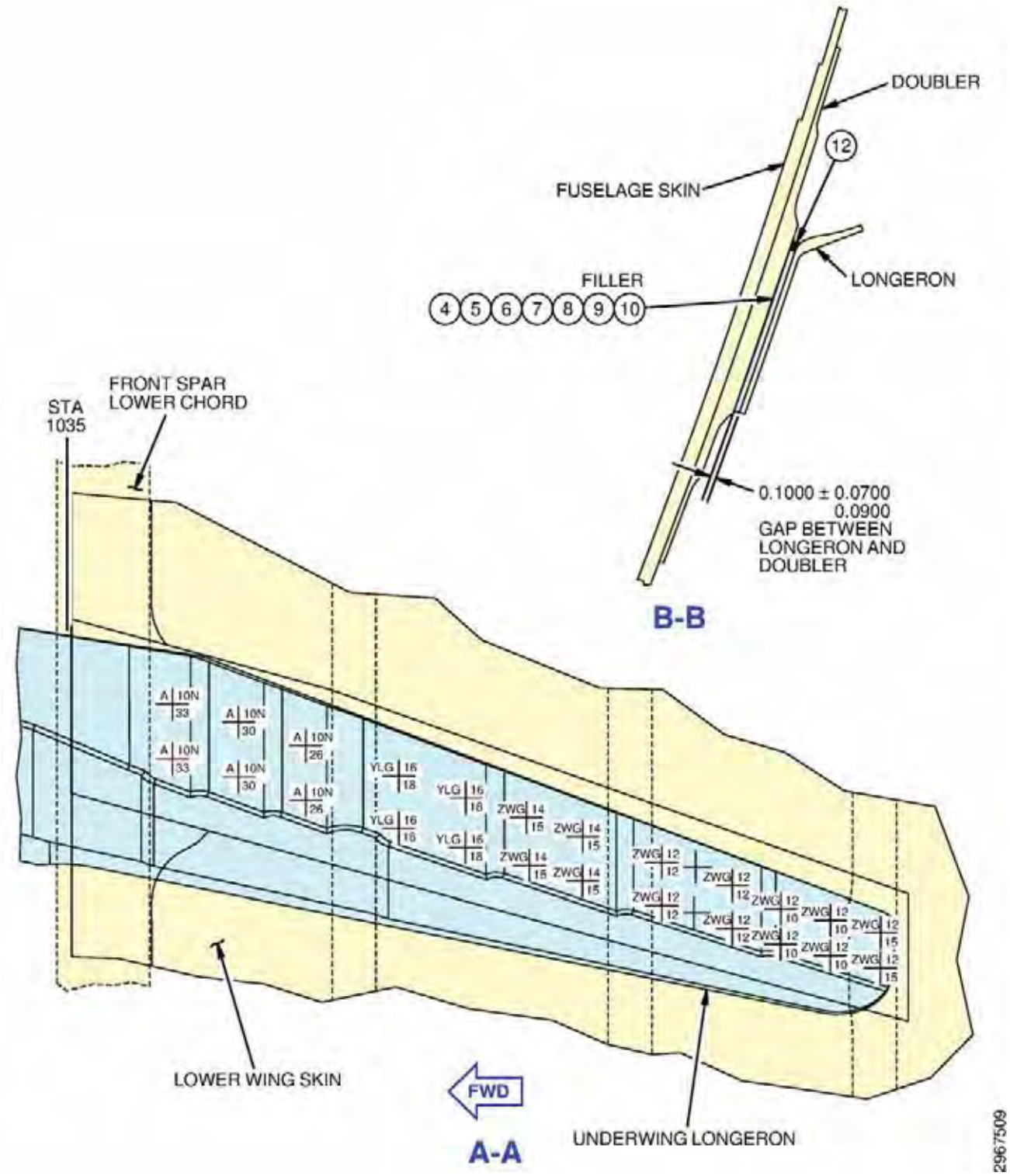


FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

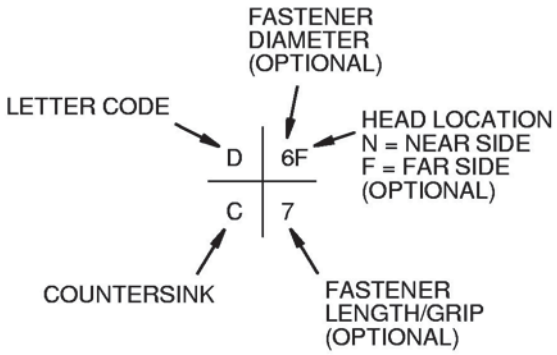
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYJ	BACB30NX8K()Y	BOLT	-	0.278 - 0.281	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()Y	BOLT	-	0.341 - 0.344	
	BACN10YT5CD	NUT	-		

FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30US8K()	BOLT	-	0.4995-0.5005	-
	BACW10BP8CD	WASHER	-		(a)
	BACW10BP8DP	WASHER	-		(b)
	BACN10HR8CD	NUT	-		-
	BACB30US8K()X	BOLT	-	0.5151-0.5161	(c)
	BACW10BP81CD	WASHER	-		(a)
	BACW10BP81DP	WASHER	-		(b)
	BACN10HR8CD	NUT	-		-
	BACB30US9K()	BOLT	-	0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-

(a) Install under head.

(b) Install under nut.

(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.

FIGURE 77: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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This Figure applies only to: Group 8, Configuration 1-4.

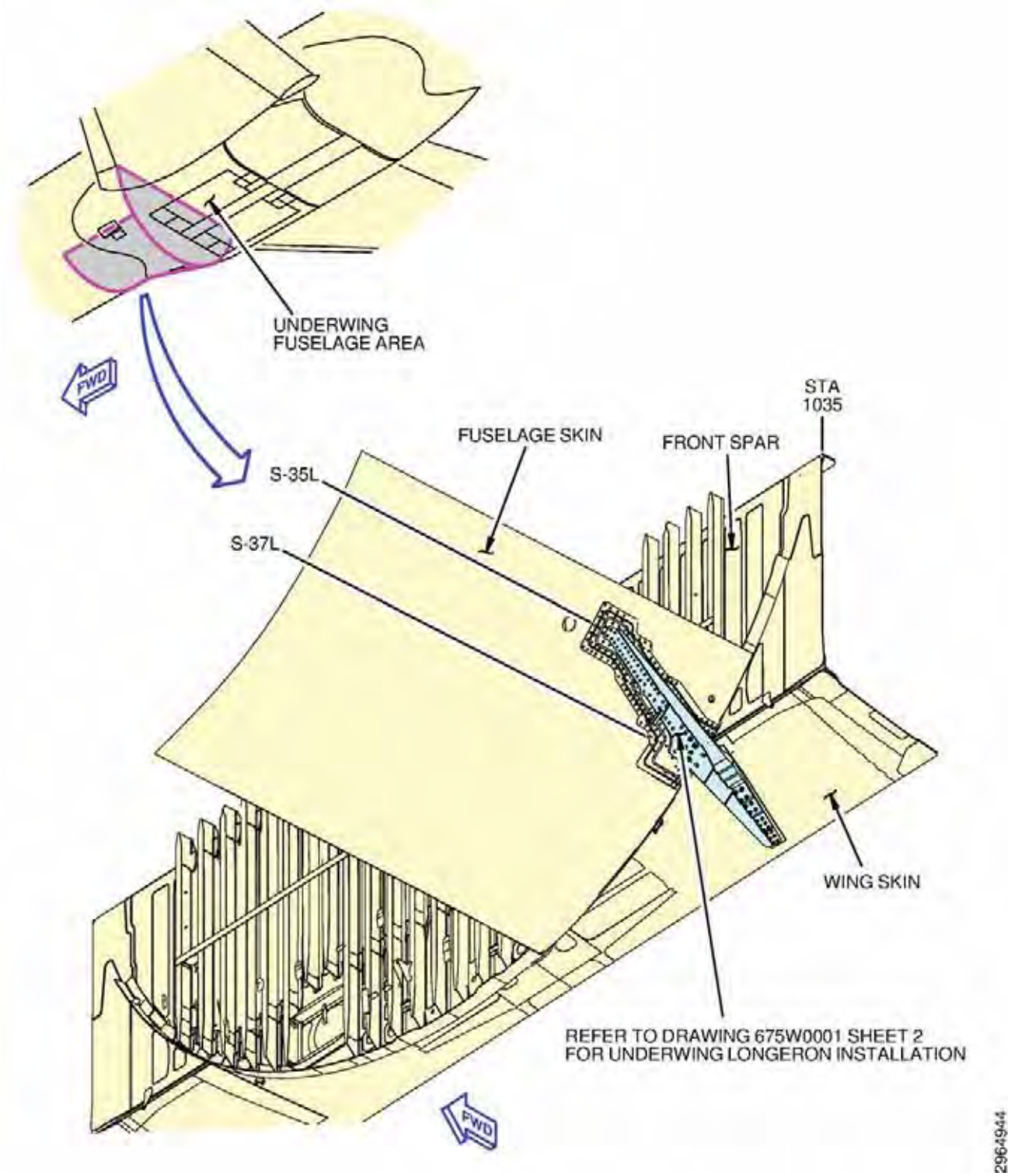


FIGURE 78: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 6)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 2, Views 2B6-1, 2B28, 2D29, 1D4, 1F24 and 1H29 and Drawing 675W0001, Sheet 3, View 2B19-2. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	Align using P4 and P1 pilot holes. (a)(b)(c)(d)
2	Measure	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	(e)(f)(g)
3	Remove / Keep	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	(c)(d)
4	Machine	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(f)(h)(i)
5	Install (Temporary)	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(c)(j)
	Install (Temporary)	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	(c)(d)(j)
6	Drill / Ream	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	Pick up existing wing skin holes. Refer to 777-300 SRM 51-40-05 as an accepted procedure. (b)(d)
	Drill / Ream	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	Pick up existing fuselage skin holes. (b)(c)(k)
	Drill / Ream	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	Pick up existing fuselage skin holes. (b)(c)(k)
7	Remove / Keep	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	Clean and break all sharp edges. (c)(d)
	Remove / Keep	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	Clean and break all sharp edges. (c)

FIGURE 78: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure. (c)
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(l)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(c)(m)
10	Install (New)	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(c)(n)
	Install (New)	UNDERWING LONGERON, MACHINED	675W0003-5 (140W9255Y307 OPTIONAL)	-	(c)(d)(n)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure. (c)(d)
12	Apply	SEALANT	BMS 5-45	-	Apply cap seal to the fastener heads inside the center fuel tank. Refer to SOPM 20-50-19 as an accepted procedure. (d)

FIGURE 78: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 6)

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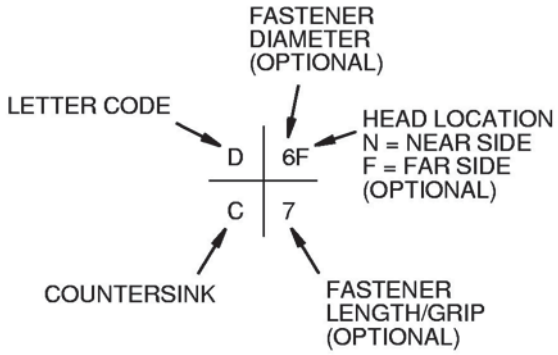
Step	Task	Name	Identification	Qty	More Data
13	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure. (f)
(a)	Put the longeron to the lower wing skin mating surface with a temporary fastener at the P4 location. Align the longeron P1 pilot hole to the P1 hole location on the doubler but do not fasten.				
(b)	Make sure all fasteners have minimum 1.7D edge margin.				
(c)	Accomplish task in accordance with drawing 675W0001, Sheet 2, Views 2B6-1, 2B28, and 2D29.				
(d)	Accomplish task in accordance with drawing 675W0001, Sheet 2, View 1D4.				
(e)	Apply a maximum force of 10 pounds to the P1 pilot hole location on the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use the 140W9254-303 shim or a substitute shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment.				
(f)	Accomplish task in accordance with drawing 675W0001, Sheet 2, View 1F24 and 1H29.				
(g)	For gaps greater than 0.005 inch between the longeron and the lower wing skin, shim using the 140W9254-303 shim or a substitute shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. The shim thickness must be between 0.01 - 0.075 inch. The gap after shimming and before fastener installation may not exceed 0.005 inch. All fasteners common to the shim and the longeron must go through the shim. The shim must have a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(h)	Machine filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(i)	If the gap between the doubler and the longeron is .005 - .080 inch, the 675W0003-7 (140W9254-304 optional) filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(j)	Apply up to 10 pounds of force to the longeron at the P1 pilot hole location. Make sure the filler fills the gaps between the doubler and the machined longeron to within 0.005 inch.				
(k)	Refer to drawing 675W0001, Zone 2G5, Table II for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(l)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim if required. Refer to SOPM 20-50-19 as an accepted procedure.				

FIGURE 78: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(m) Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.					
(n) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1261 - 1339 pound-inches to BACB30US8K() fasteners, 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1319- 1339 pounds-inches to BACB30US8K() fasteners, 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.					

The codes shown below agree with the letter shown in the upper left corner of the fastener symbols in Drawing 675W0001, Sheet 2. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
YYT	BACB30NX10K()	BOLT	-	(a)	(b)(c)
	BACC30BH10	COLLAR	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACC30BH14	COLLAR	-		
YLK	BACB30NX16K()	BOLT	-	(a)	(b)(c)
	BACC30X16	COLLAR	-		
(a) Refer to drawing 675W0001, Zone 2G5, Table II for hole diameter sizes.					

FIGURE 78: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.					
(c) Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.					

FIGURE 78: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 9, Configuration 1-2.

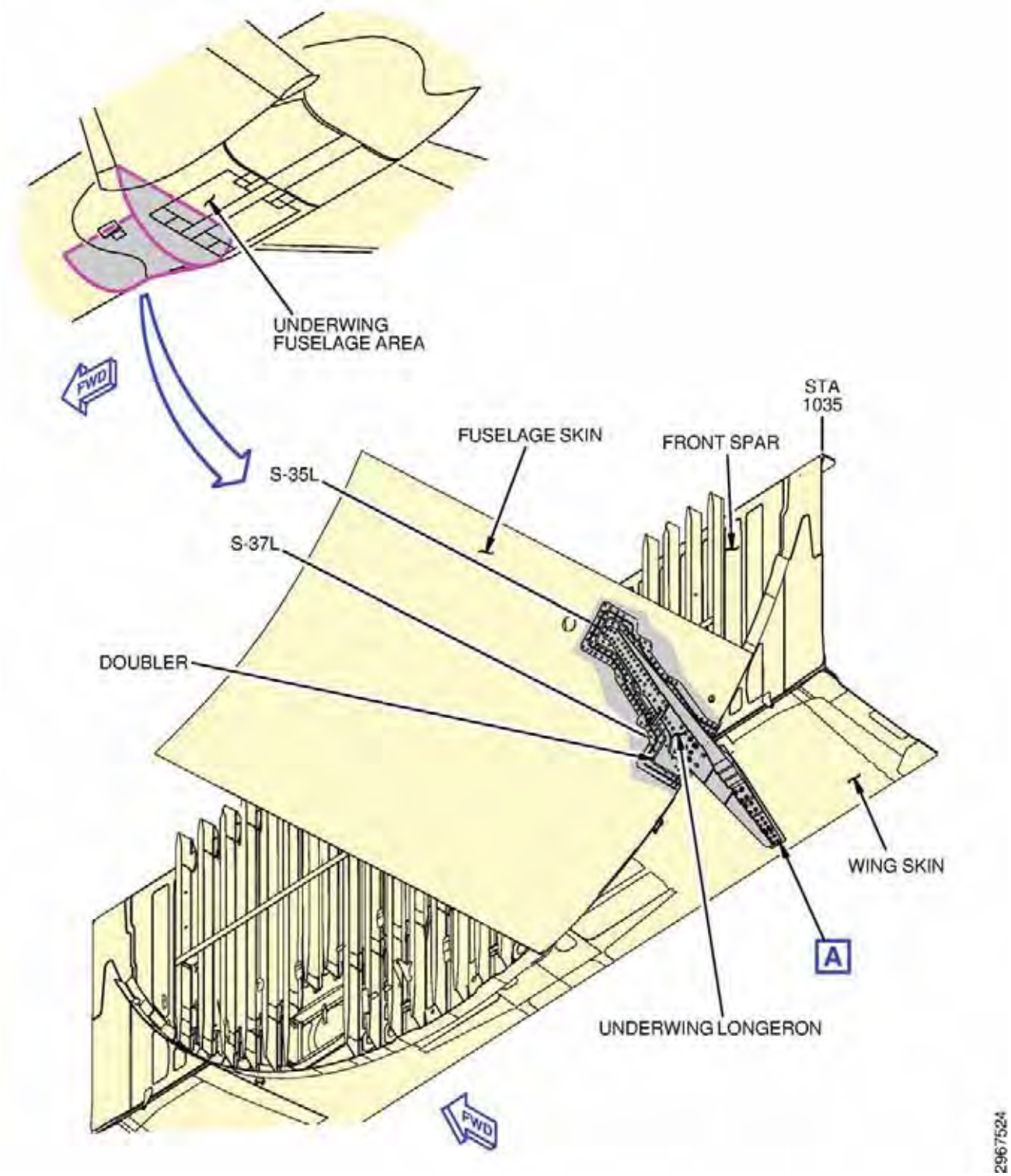


FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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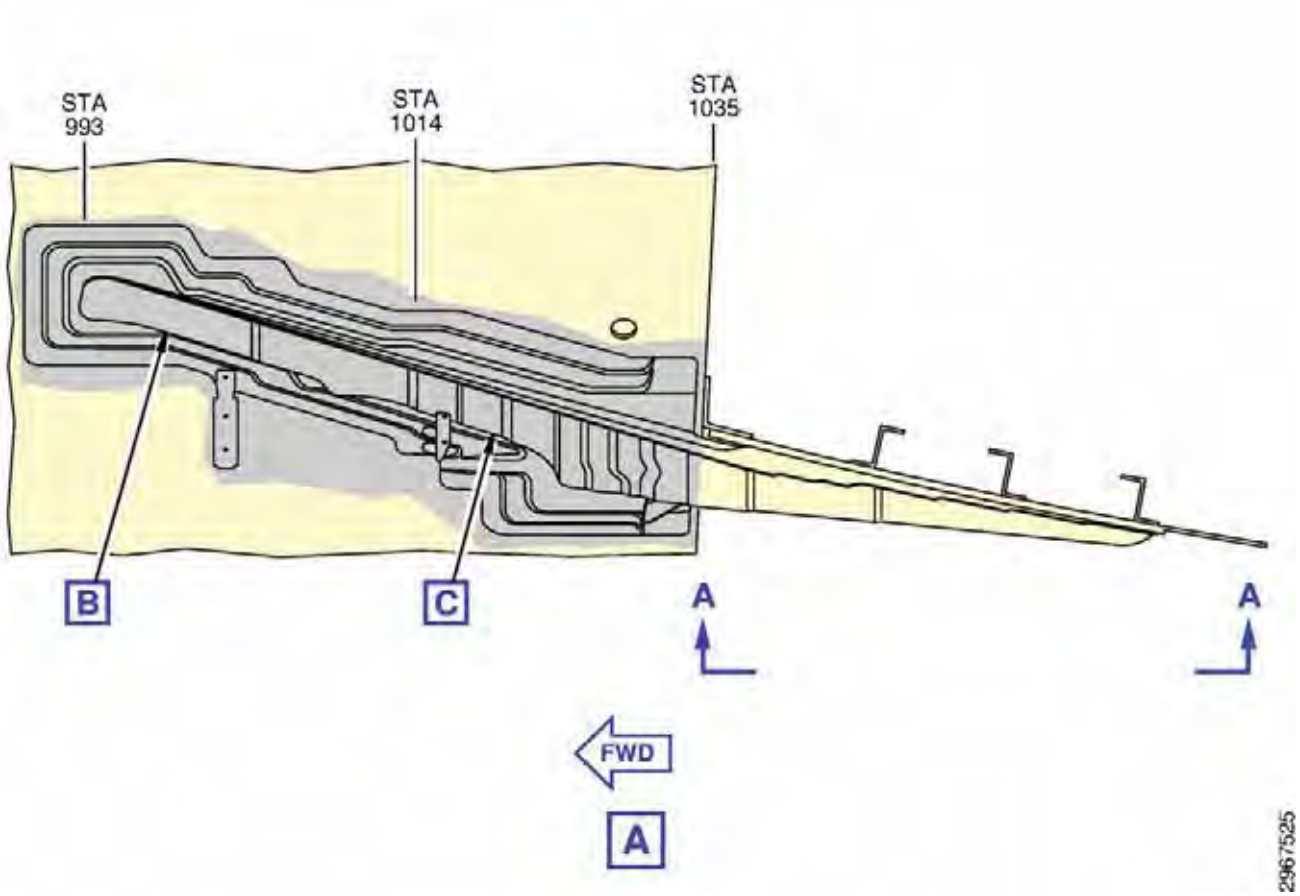


FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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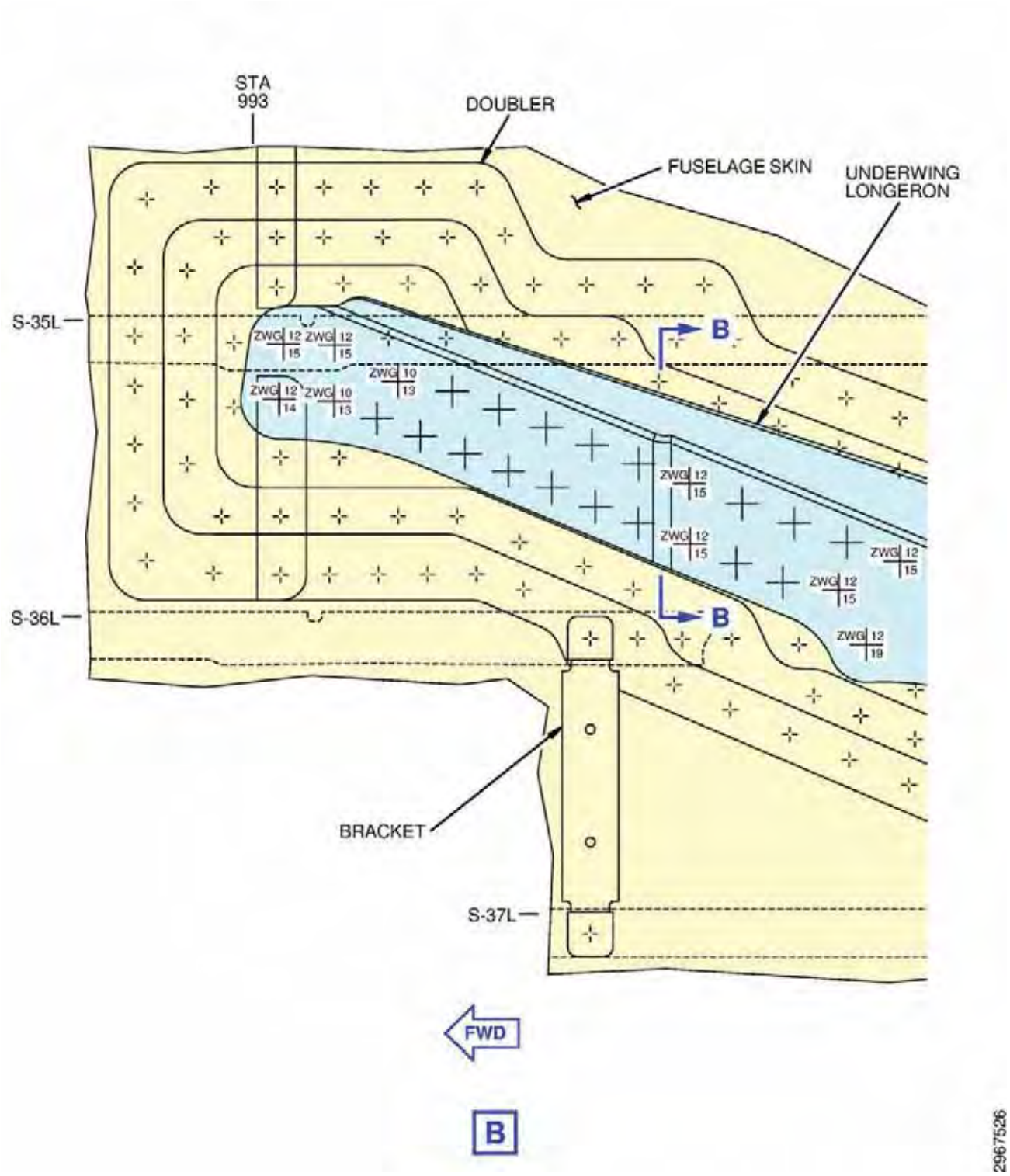


FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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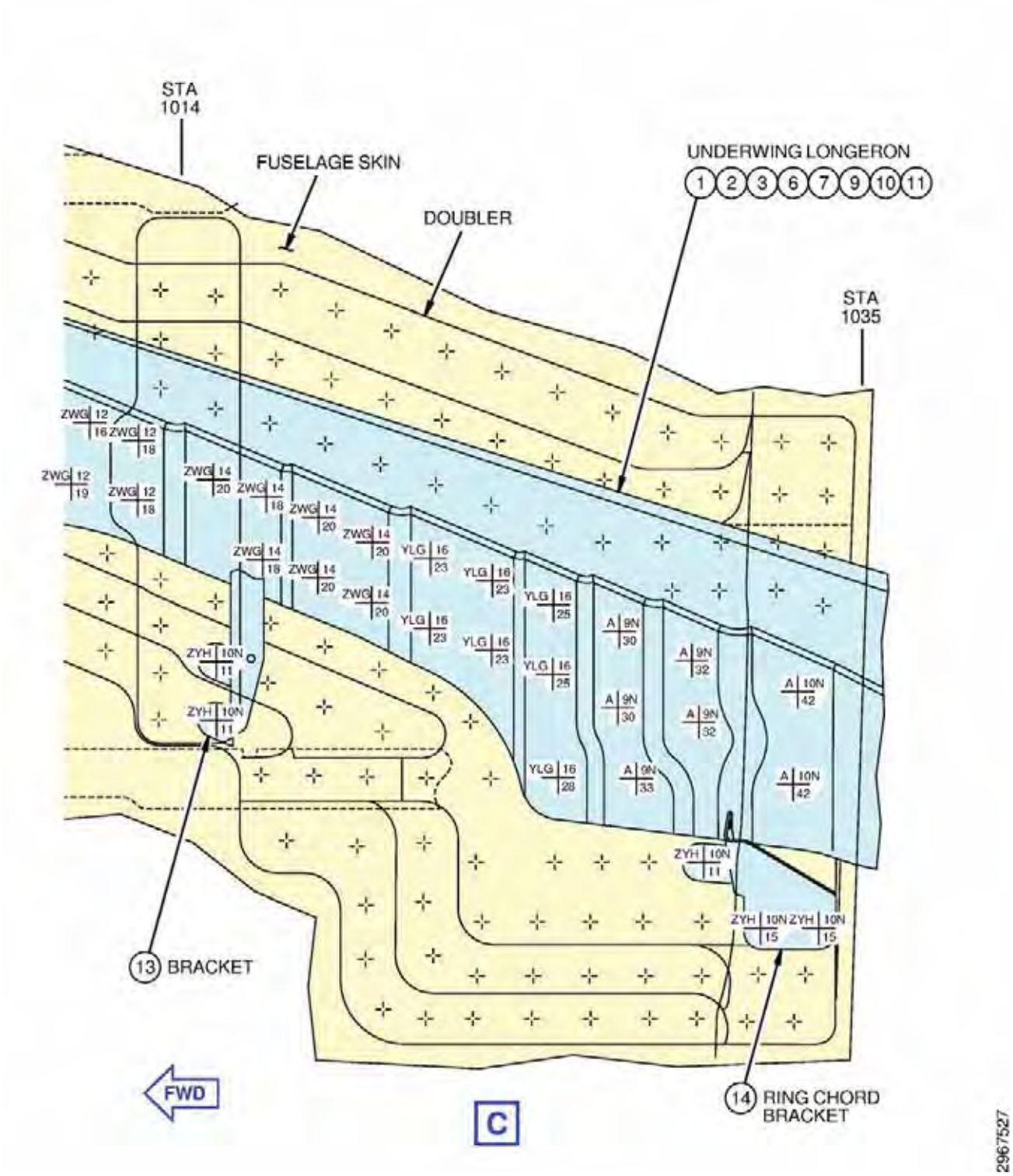


FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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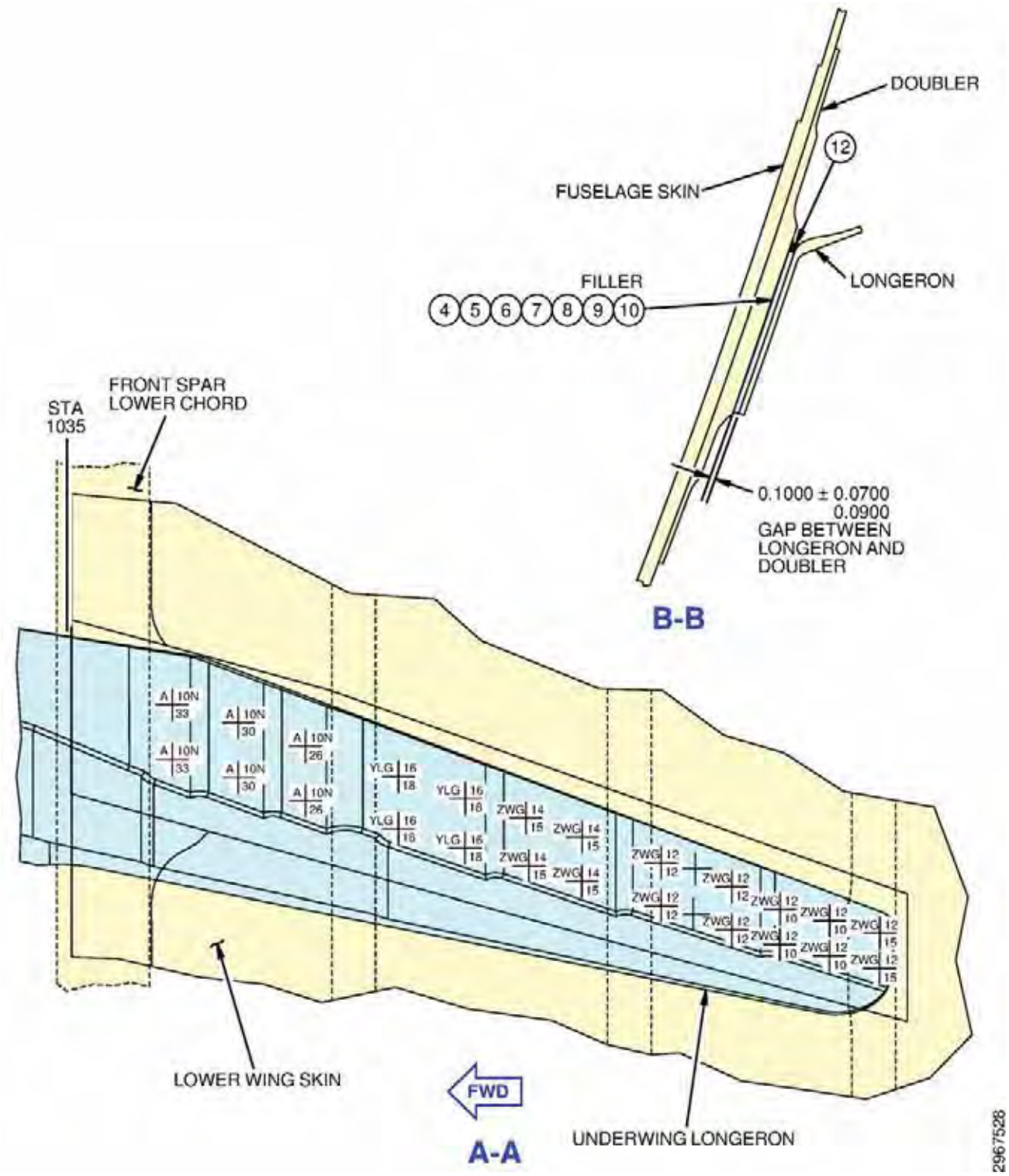


FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

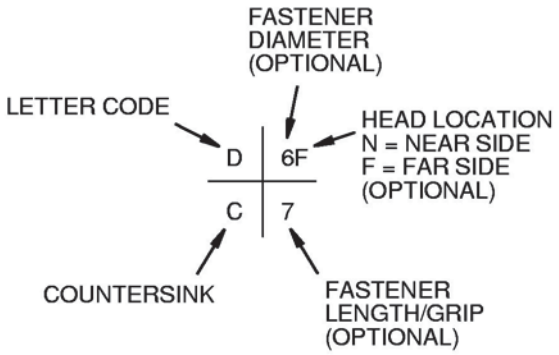
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYH	BACB30NX8K()X	BOLT	-	0.263 - 0.266	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT	-	0.325 - 0.328	
	BACN10YT5CD	NUT	-		
A	BACB30US9K()	BOLT	-	0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
(a) Install under head.					
(b) Install under nut.					

FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 79: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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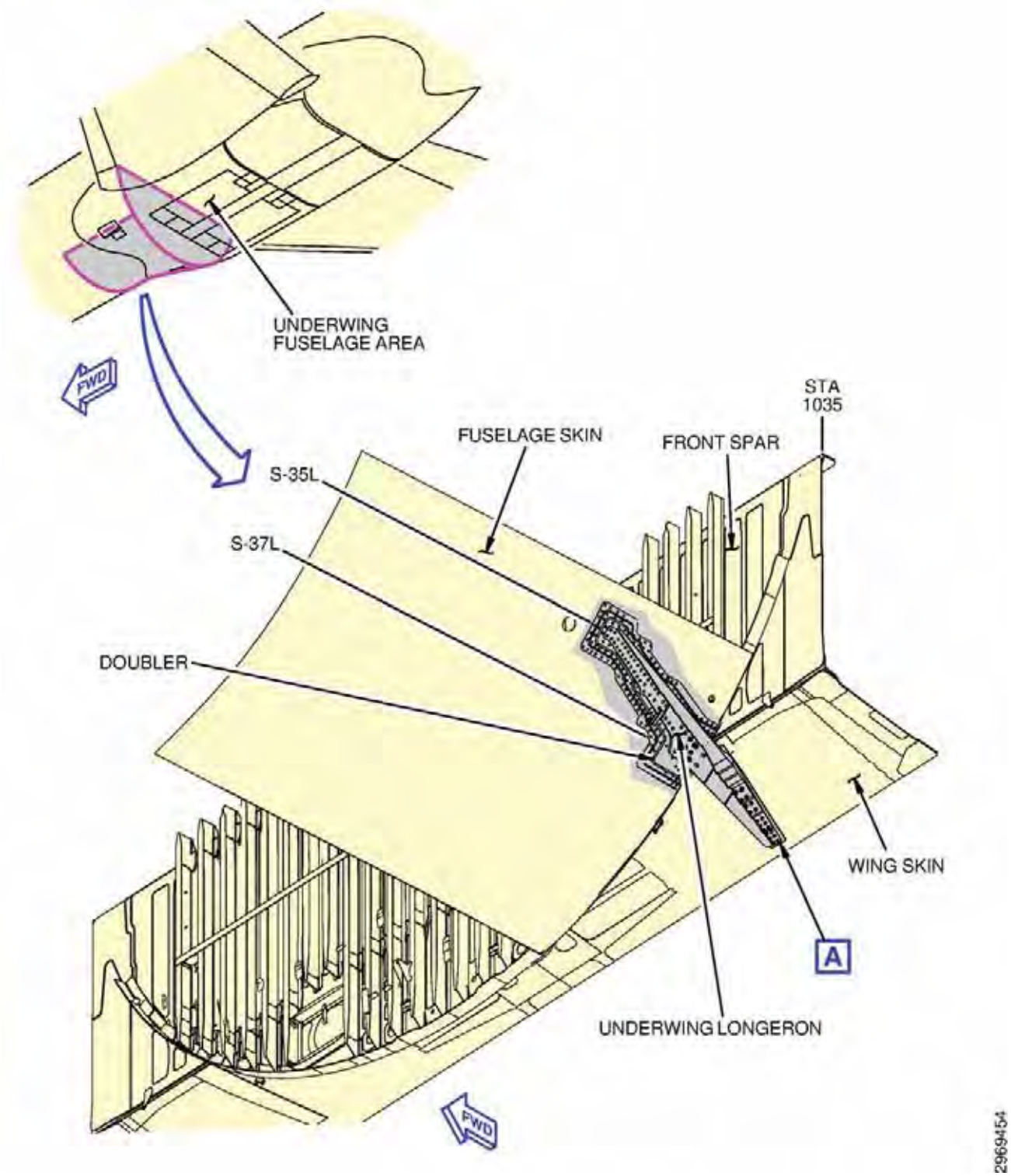


FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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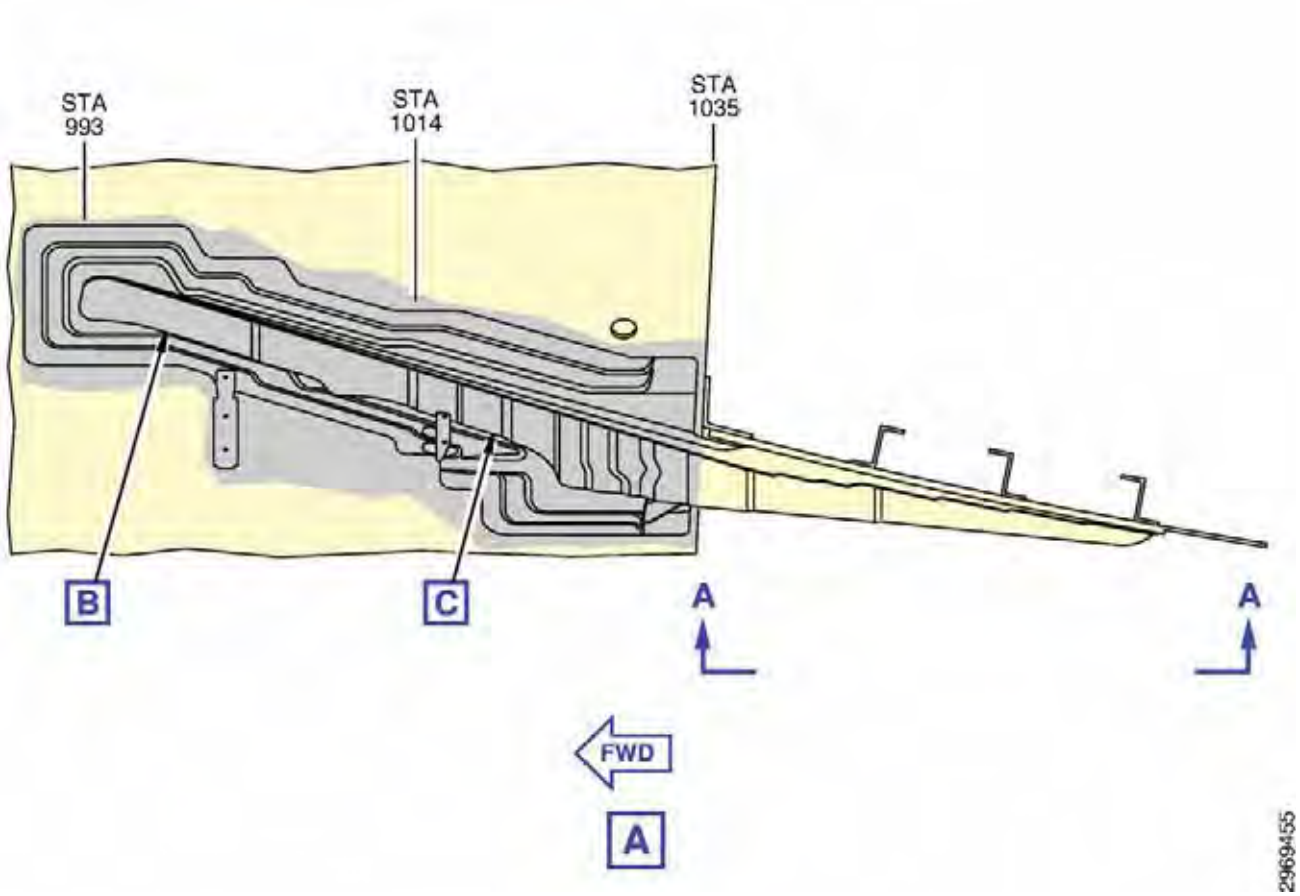


FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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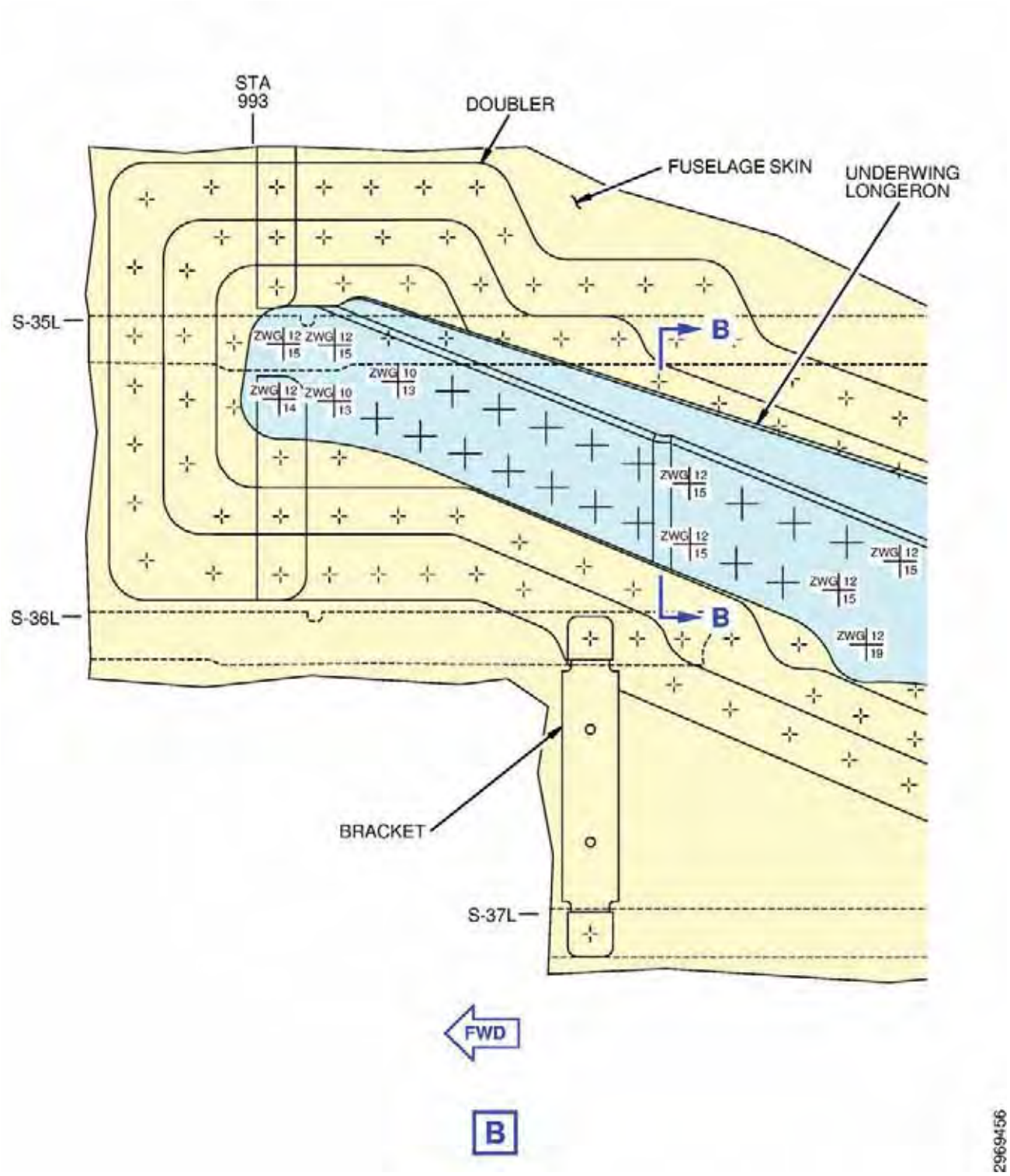


FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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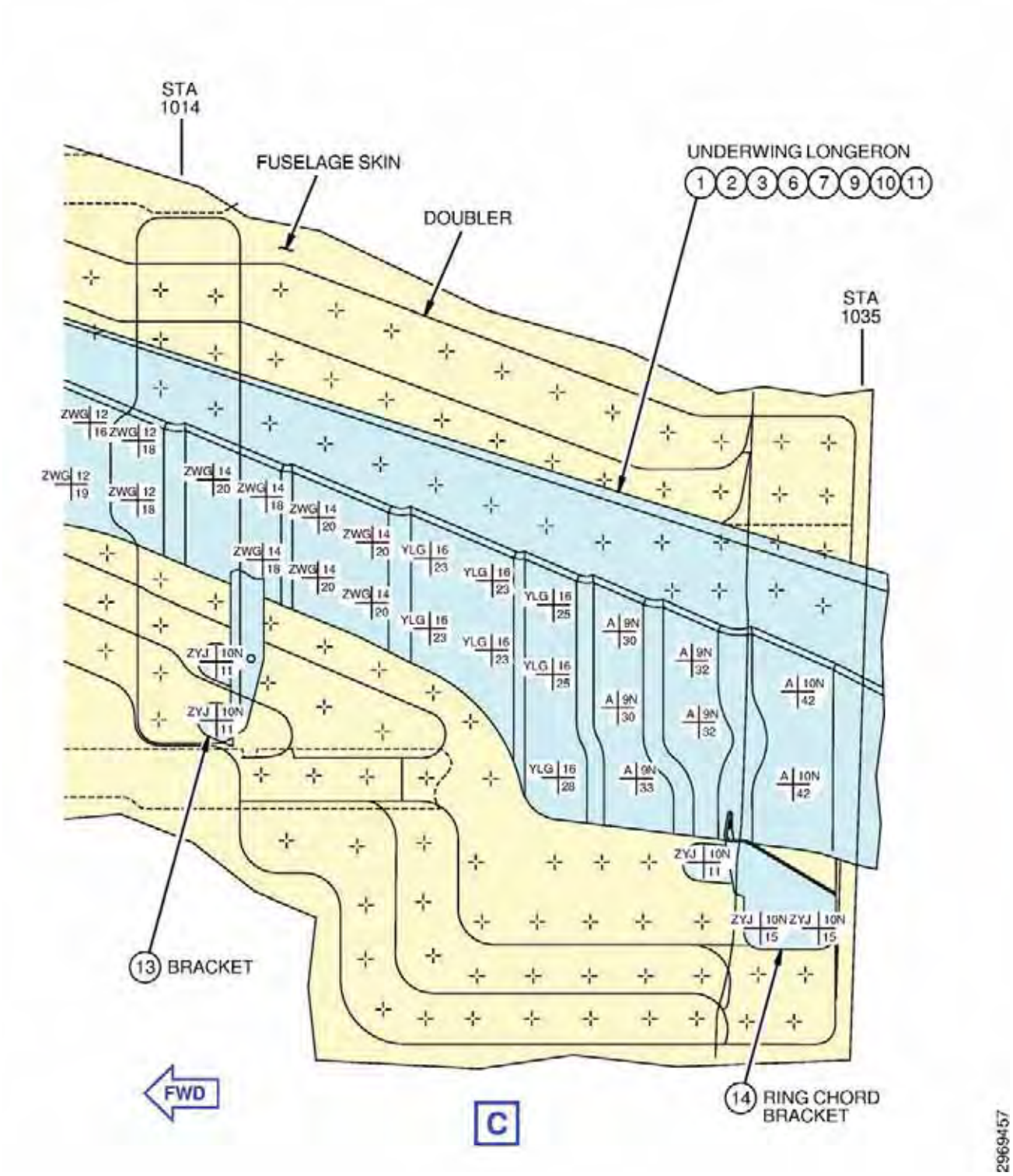


FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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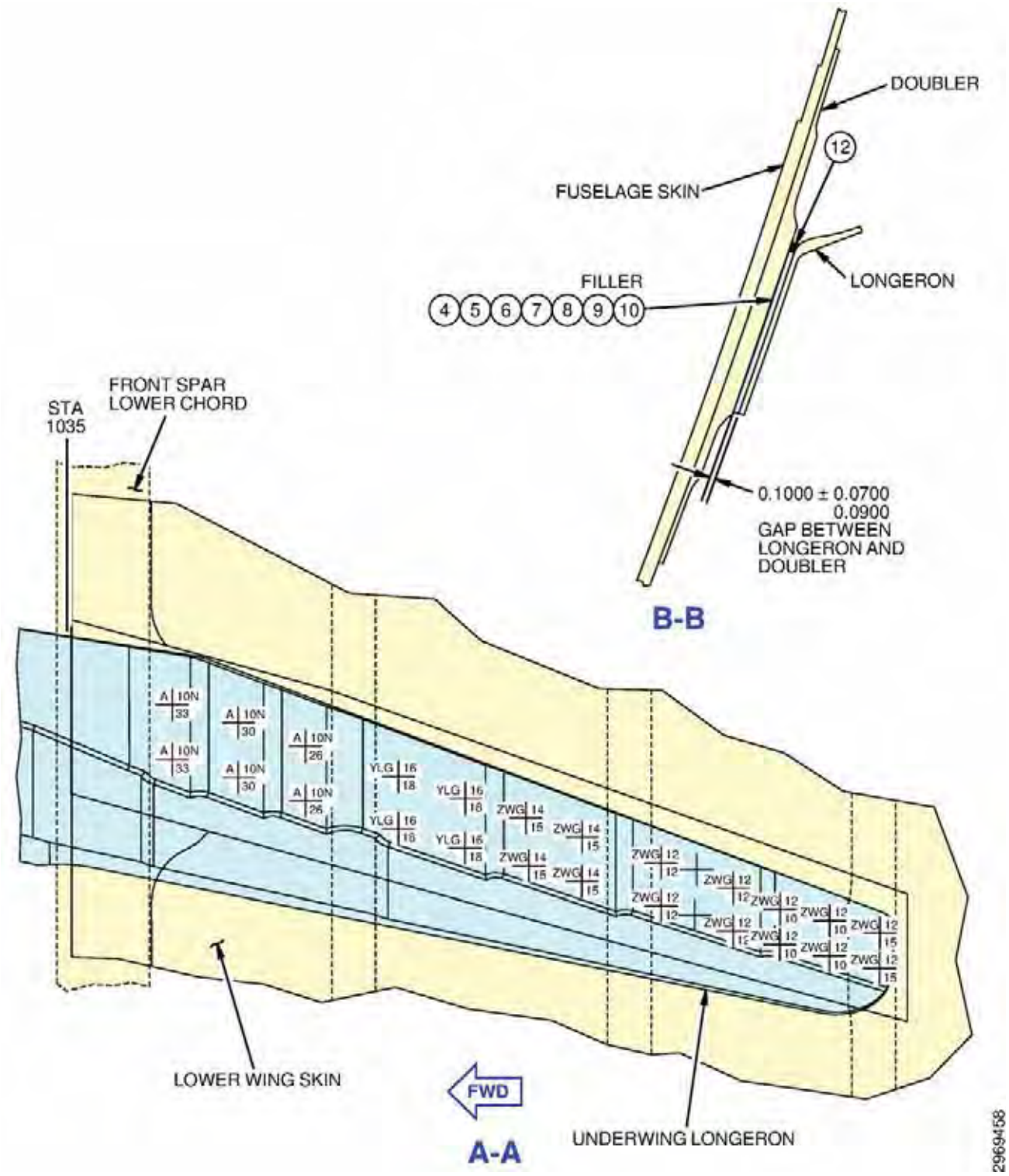


FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

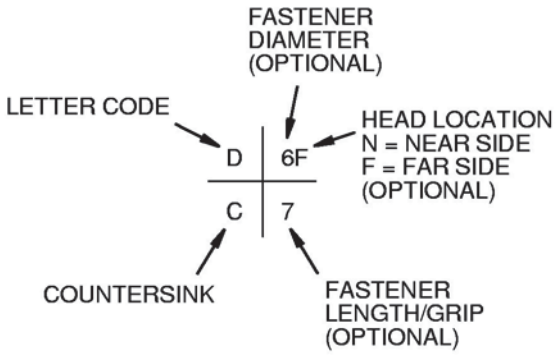
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYJ	BACB30NX8K()Y	BOLT	-	0.278 - 0.281	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()Y	BOLT	-	0.341 - 0.344	
	BACN10YT5CD	NUT	-		
A	BACB30US9K()	BOLT	-	0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
(a) Install under head.					
(b) Install under nut.					

FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 80: LEFT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 1-8; Group 3, Configuration 1-8; Group 4, Configuration 1-2; Group 5, Configuration 1-8; Group 6, Configuration 1-2.

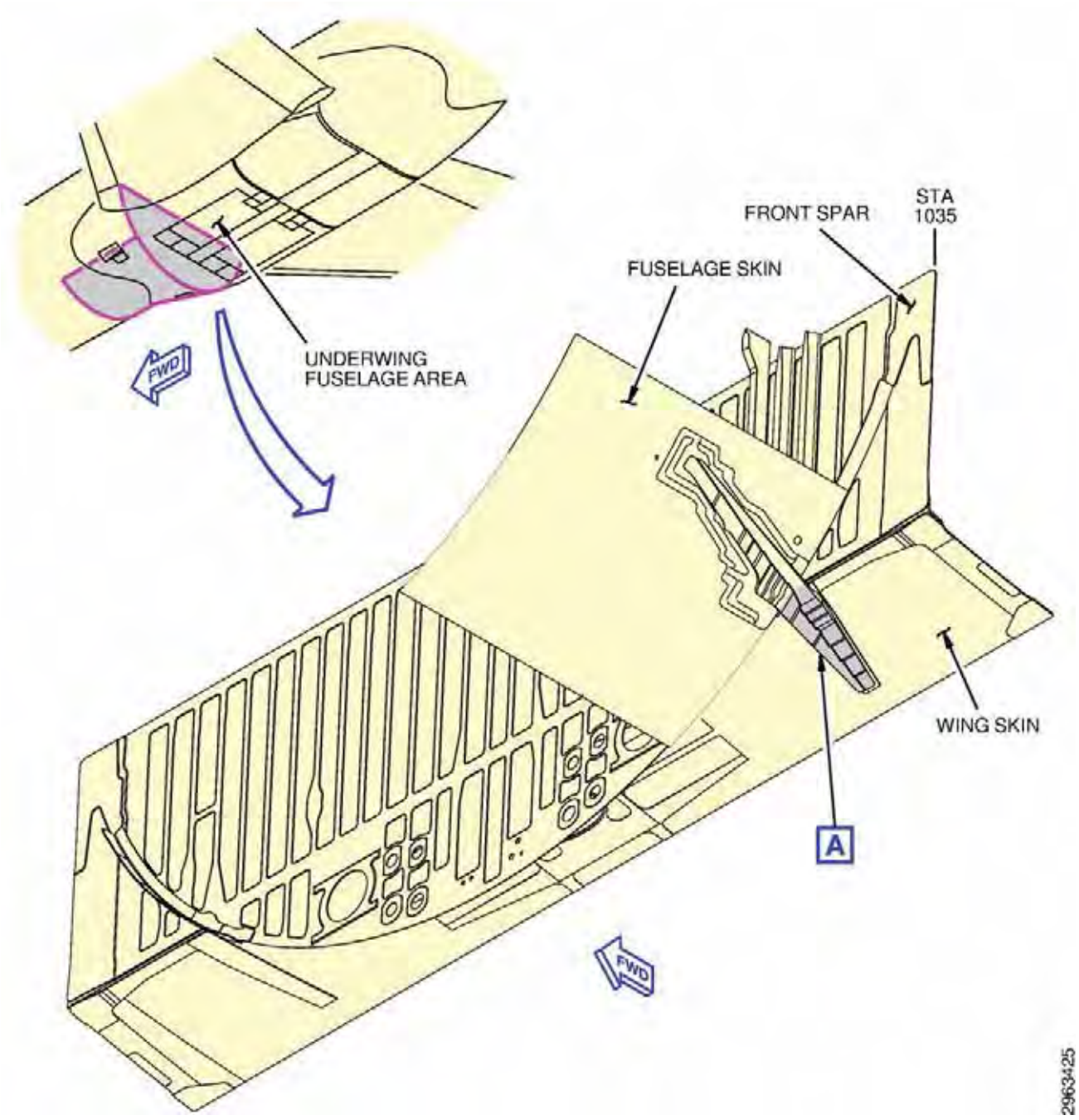
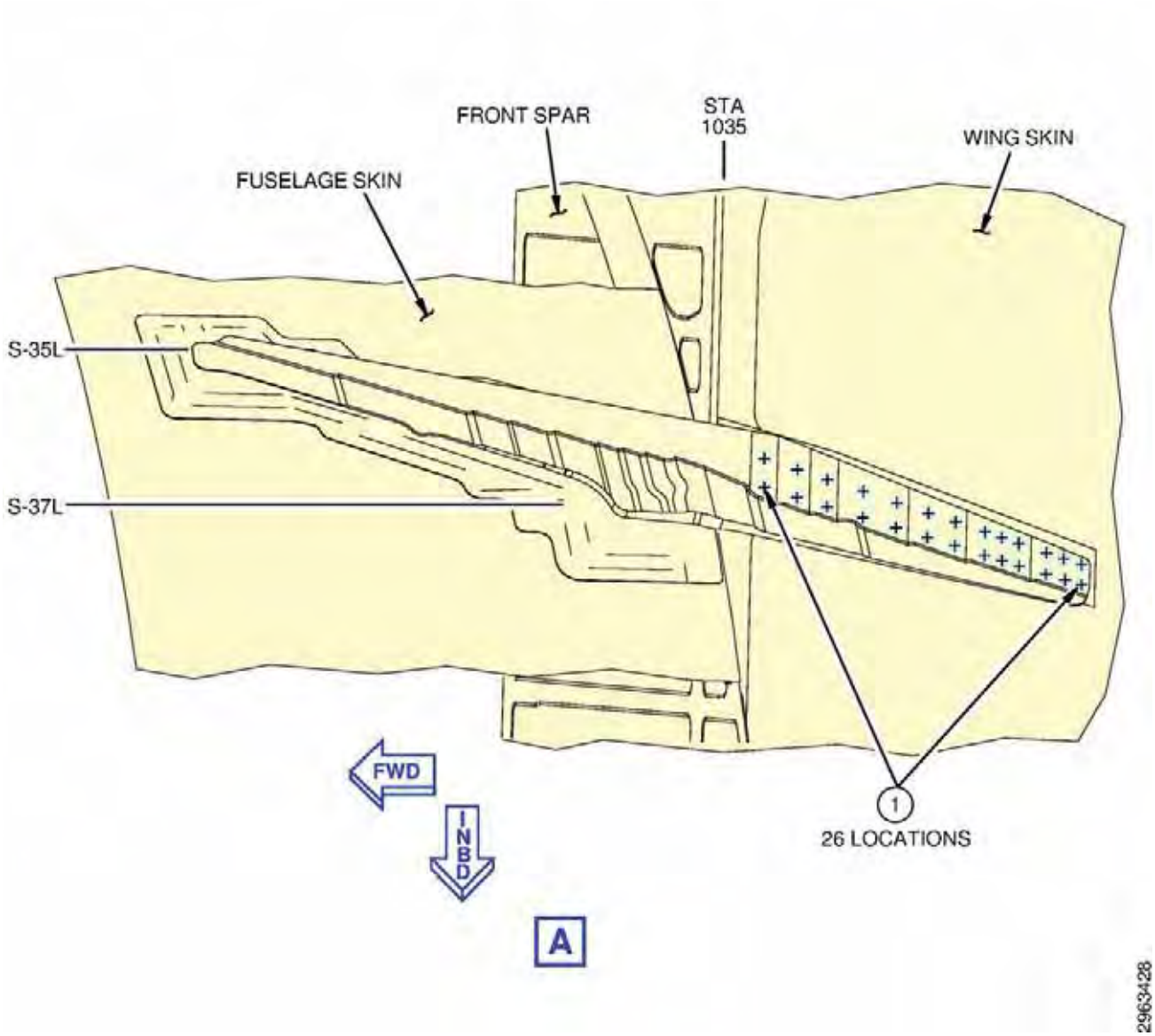


FIGURE 81: LEFT SIDE UNDERWING LONGERON CAP SEAL APPLICATION (SHEET 1 OF 2)

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

Step	Task	Name	Identification	Qty	More Data
1	Apply	SEALANT	BMS 5-45	-	(a)
(a) Apply cap seal to the fastener heads and/or fastener threads and collars inside the center fuel tank. Refer to 777 AMM 28-11-00 as an accepted procedure.					

FIGURE 81: LEFT SIDE UNDERWING LONGERON CAP SEAL APPLICATION (SHEET 2 OF 2)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 1-8; Group 3, Configuration 1-8; Group 5, Configuration 1-8; Group 7, Configuration 1-8; Group 8, Configuration 1-8.

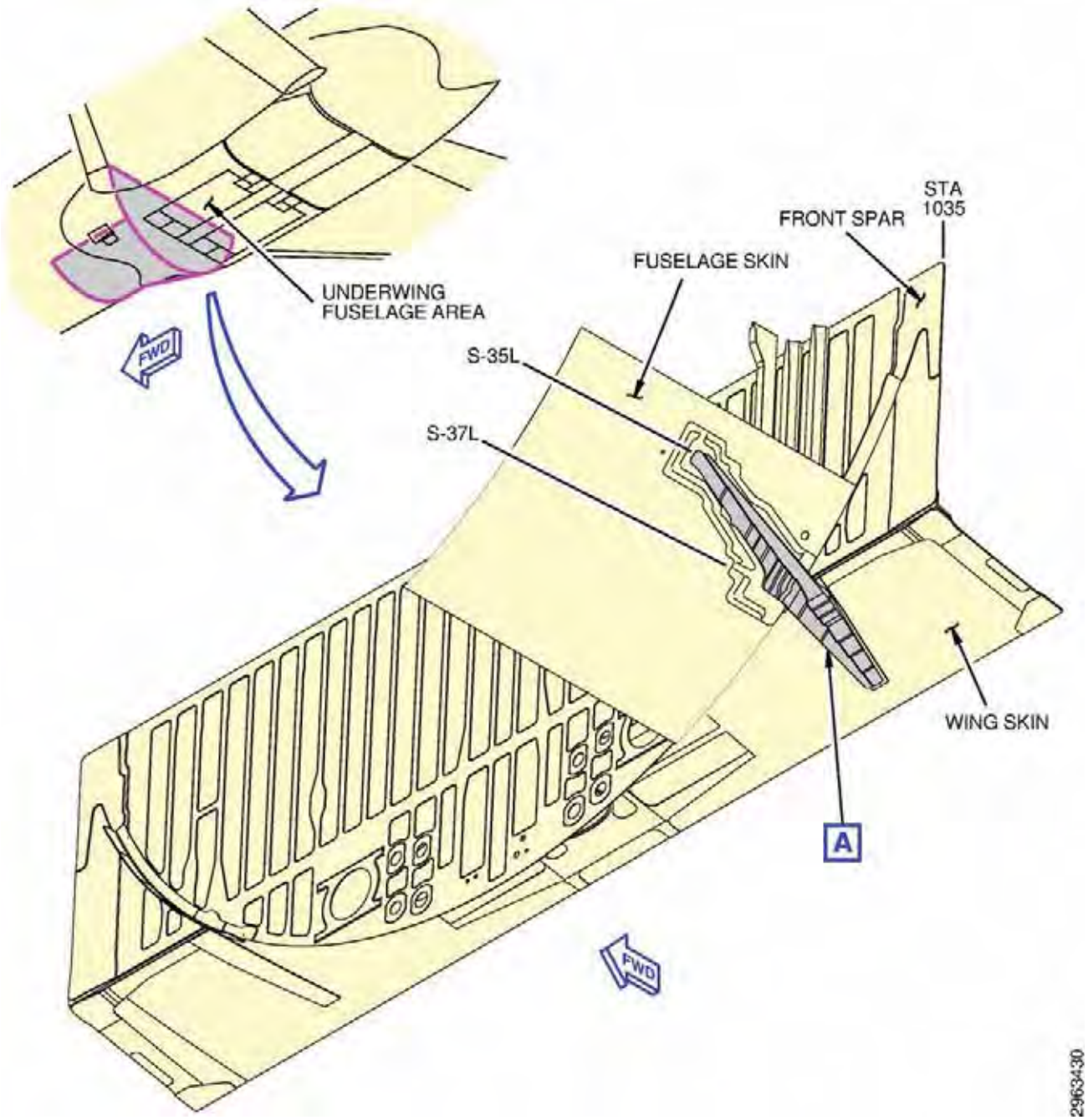


FIGURE 82: LEFT SIDE POST MODIFICATION UNDERWING LONGERON INSPECTION (SHEET 1 OF 3)

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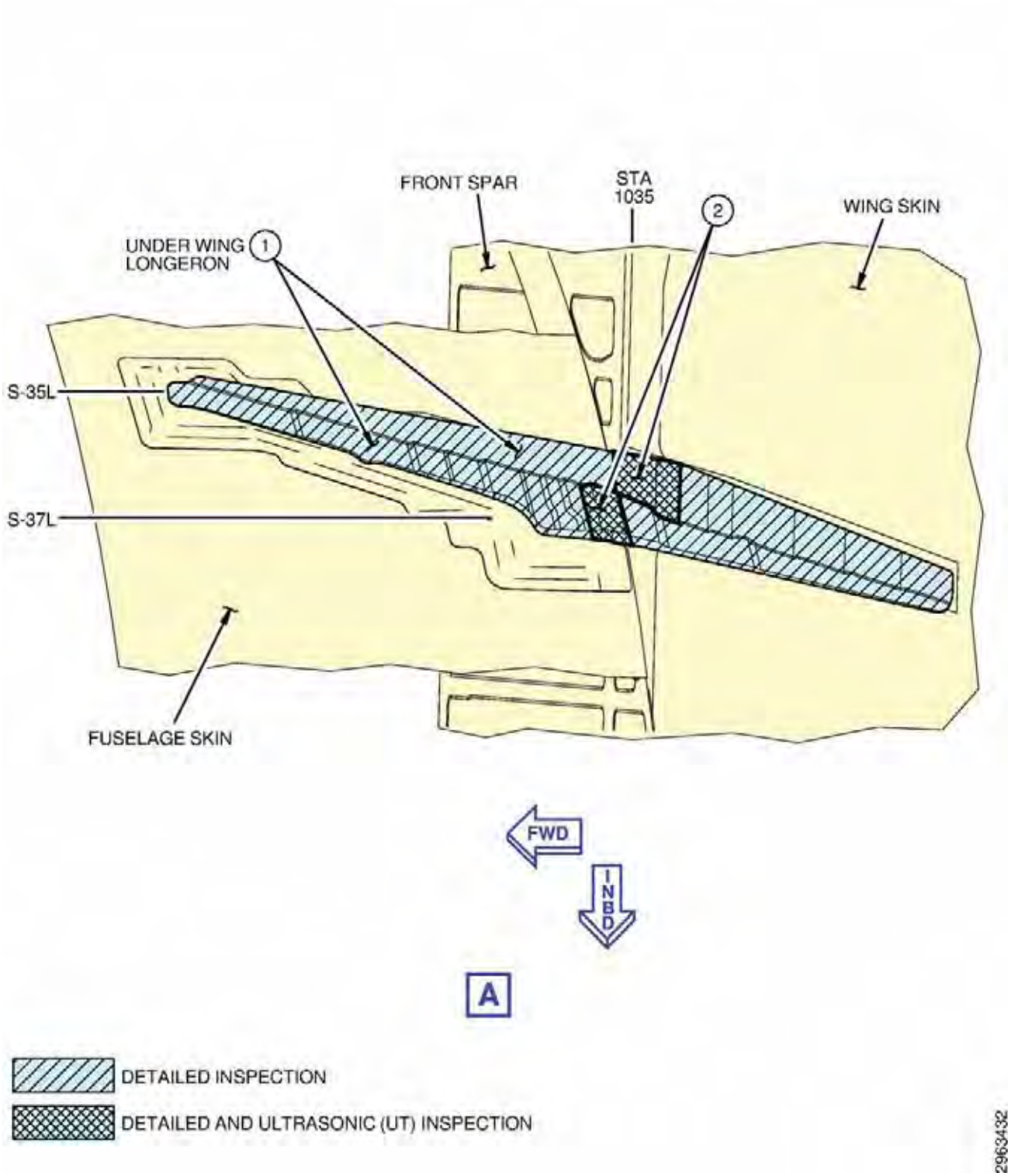


FIGURE 82: LEFT SIDE POST MODIFICATION UNDERWING LONGERON INSPECTION (SHEET 2 OF 3)

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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	UNDERWING LONGERON	-	-	(a)
2	Inspect	UNDERWING LONGERON	-	-	(a)(b)
(a) Do a detailed inspection of the underwing longeron for any crack.					
(b) Do an Ultrasonic (UT) inspection on the underwing longeron for any crack in accordance with 777 NDT Manual Part 4, 53-40-06.					

FIGURE 82: LEFT SIDE POST MODIFICATION UNDERWING LONGERON INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-8; Group 3, Configuration 1-8; Group 5, Configuration 1-8; Group 7, Configuration 1-8; Group 8, Configuration 1-8.

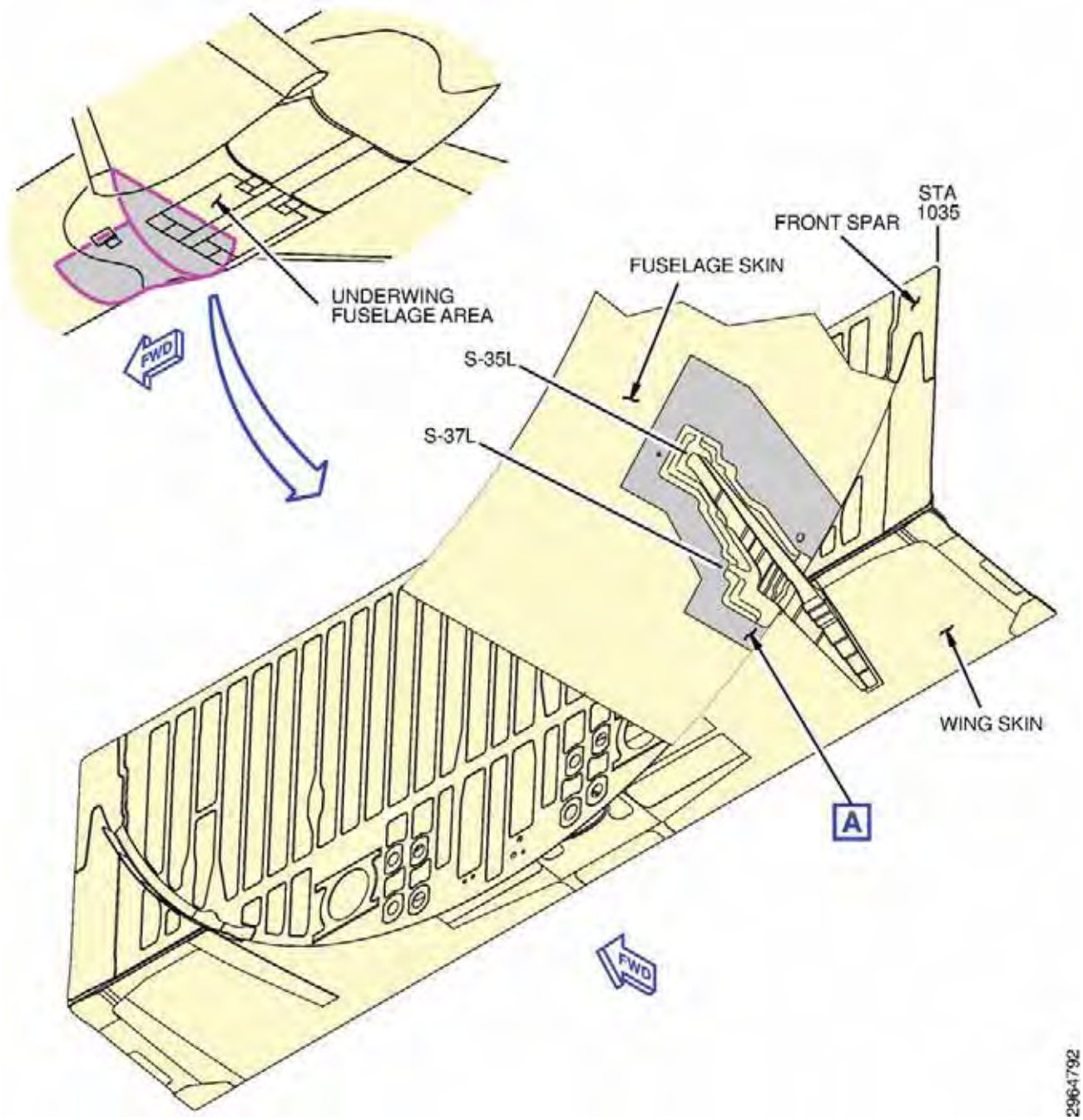


FIGURE 83: LEFT SIDE POST MODIFICATION FUSELAGE SKIN INSPECTION (SHEET 1 OF 3)

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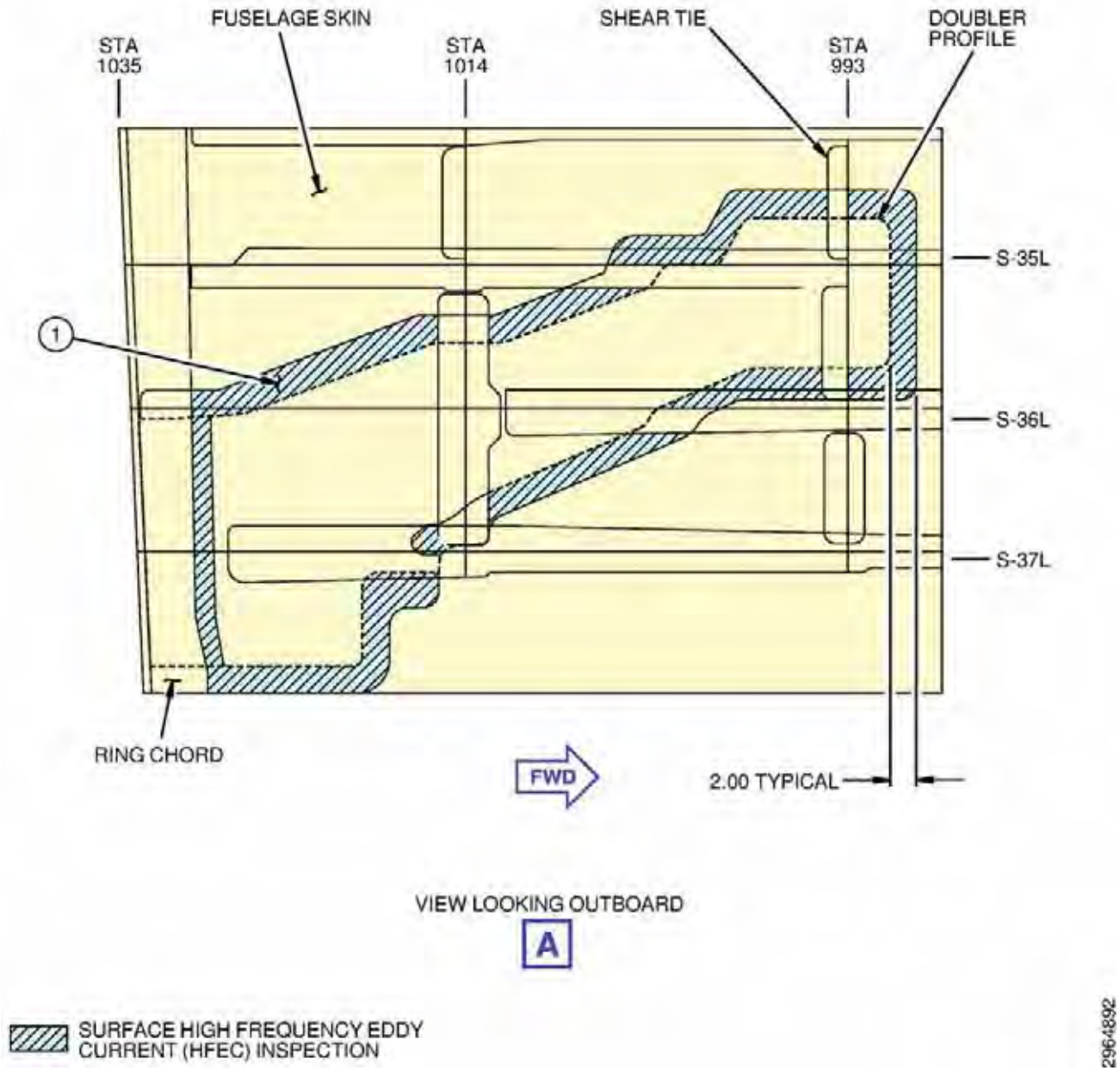


FIGURE 83: LEFT SIDE POST MODIFICATION FUSELAGE SKIN INSPECTION (SHEET 2 OF 3)

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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	FUSELAGE SKIN	-	-	(a)
(a) Do an internal surface High Frequency Eddy Current (HFEC) inspection on the fuselage skin around the profile of the underwing longeron doubler for any crack in accordance with 777 NDT Manual Part 6, 53-40-07.					

FIGURE 83: LEFT SIDE POST MODIFICATION FUSELAGE SKIN INSPECTION (SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 1, 5, 9, 13; Group 3, Configuration 1, 5, 9, 13.

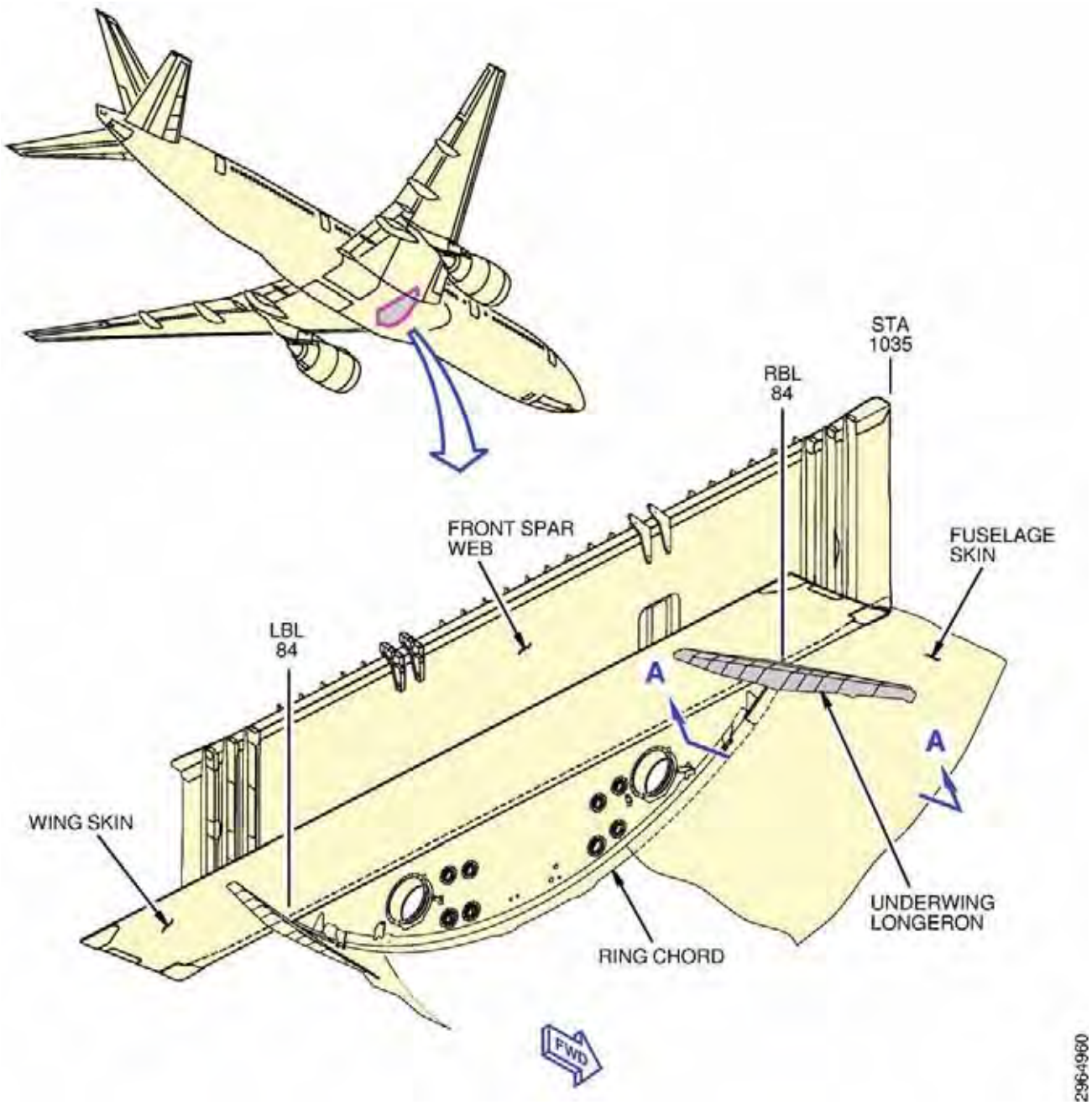


FIGURE 84: RIGHT SIDE UNDERWING LONGERON REMOVAL
(SHEET 1 OF 3)

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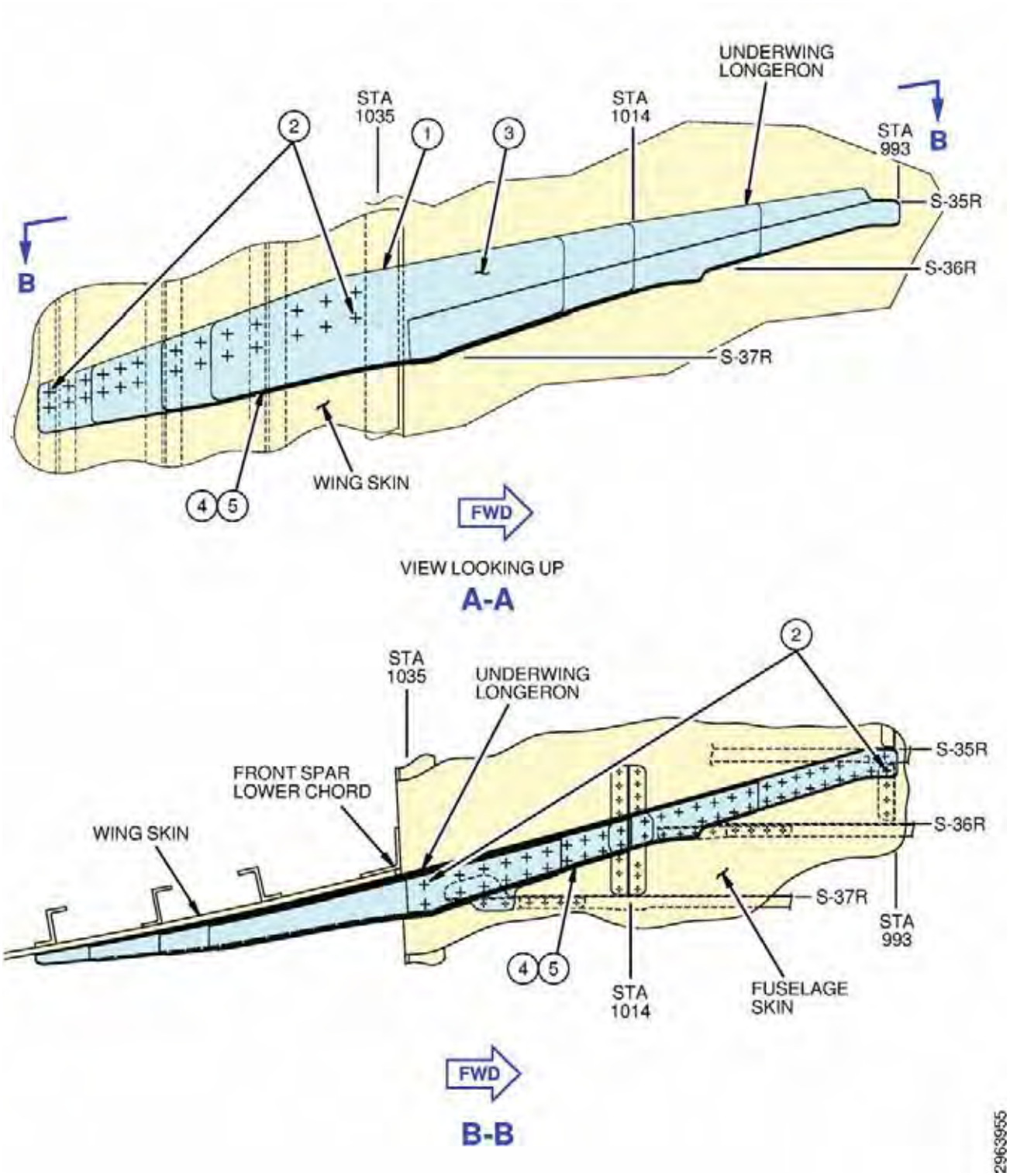


FIGURE 84: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
3	Remove	UNDERWING LONGERON	-	1	-
4	Remove	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	FUSELAGE SKIN	-	-	(c)
	Clean	WING SKIN	-	-	(c)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Remove any sealant, dirt, or grease from the fuselage skin and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

FIGURE 84: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 4, Configuration 1, 3.

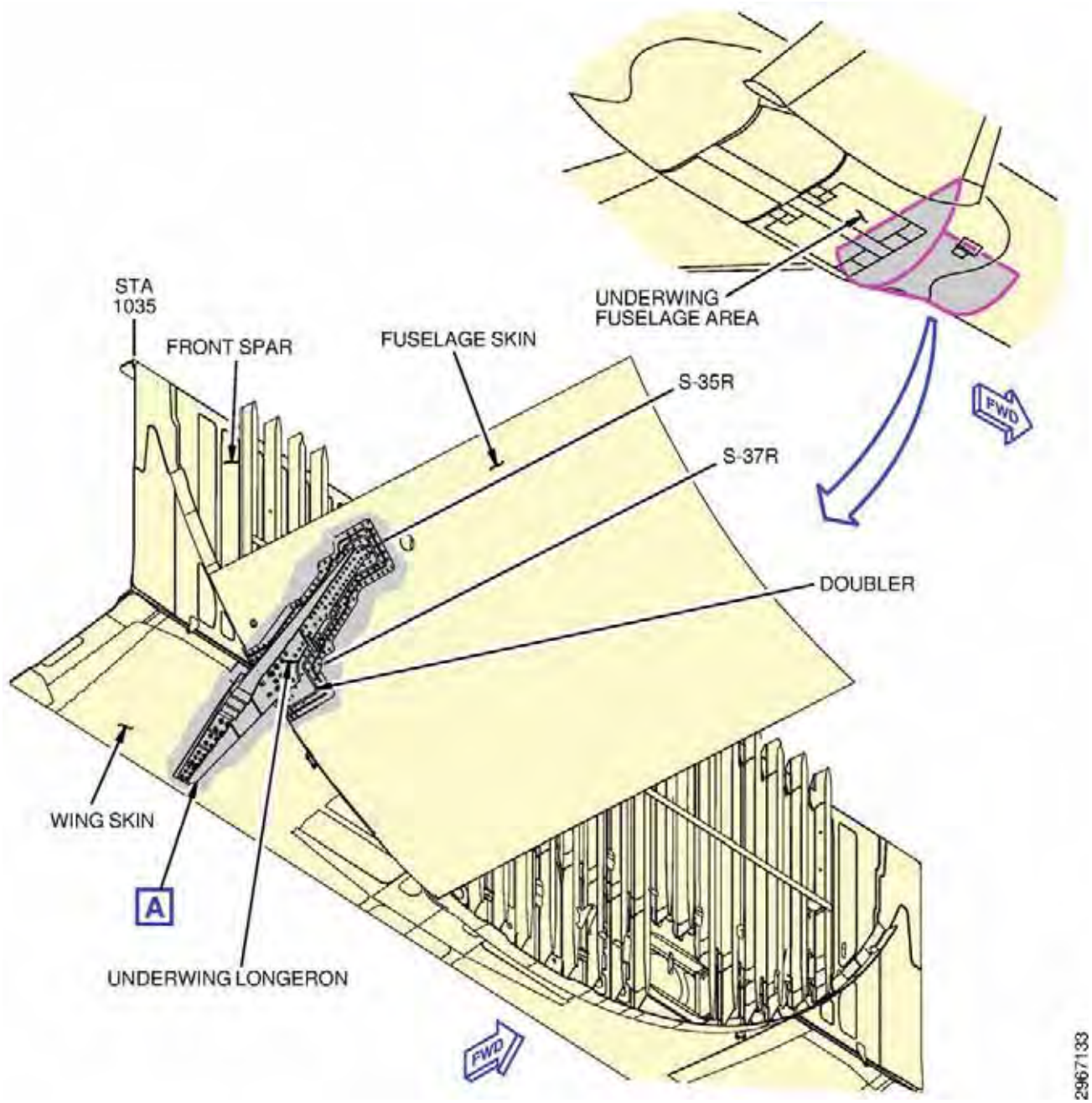


FIGURE 85: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 1 OF 3)

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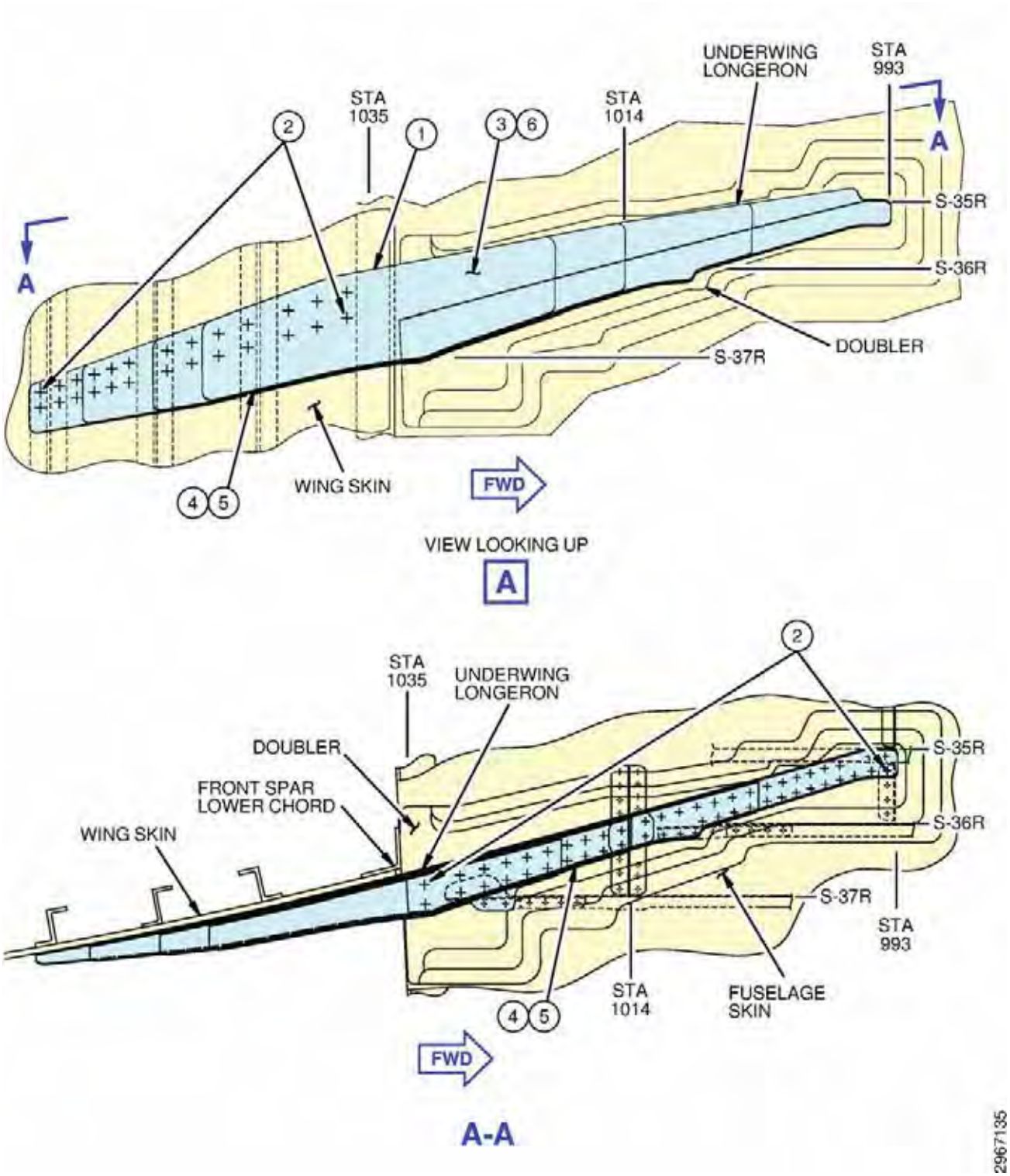


FIGURE 85: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	Remove	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
	Inspect	OPEN HOLES	-	-	(c)
3	Remove / Keep	UNDERWING LONGERON	-	1	-
4	Remove / Keep	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	DOUBLER	-	-	(d)
	Clean	WING SKIN	-	-	(d)
6	Inspect	UNDERWING LONGERON	-	1	(e)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Do an open hole High Frequency Eddy Current (HFEC) inspection of the underwing longeron for any crack in all holes in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, continue with the next step.

(d) Remove any sealant, dirt, or grease from the doubler and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

(e) Do a detailed inspection of the entire underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. If any damage is found contact The Boeing Company for repair instructions and do the repair.

FIGURE 85: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 5, Configuration 1, 5, 9, 13.

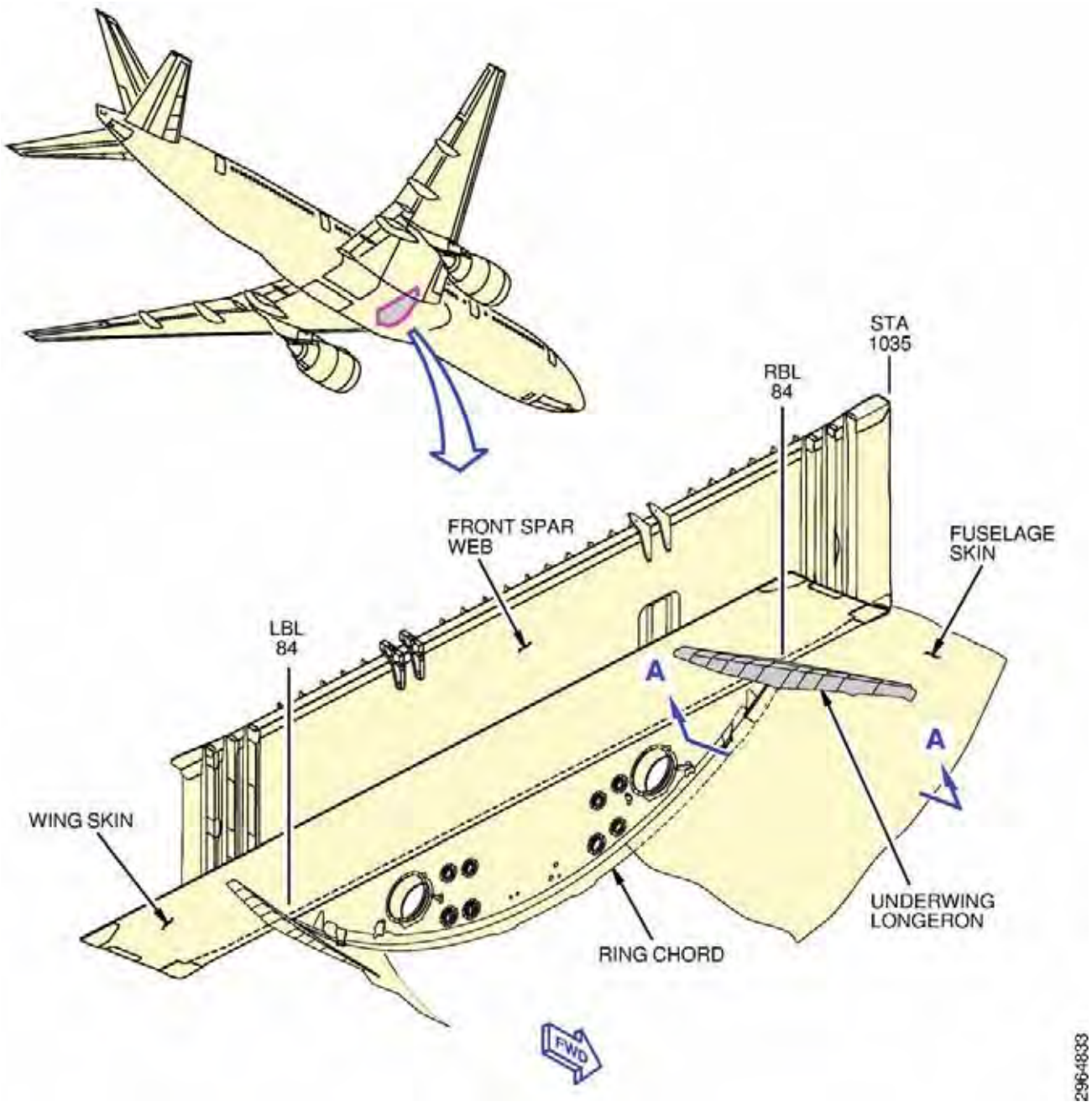


**FIGURE 86: RIGHT SIDE UNDERWING LONGERON REMOVAL
(SHEET 1 OF 3)**

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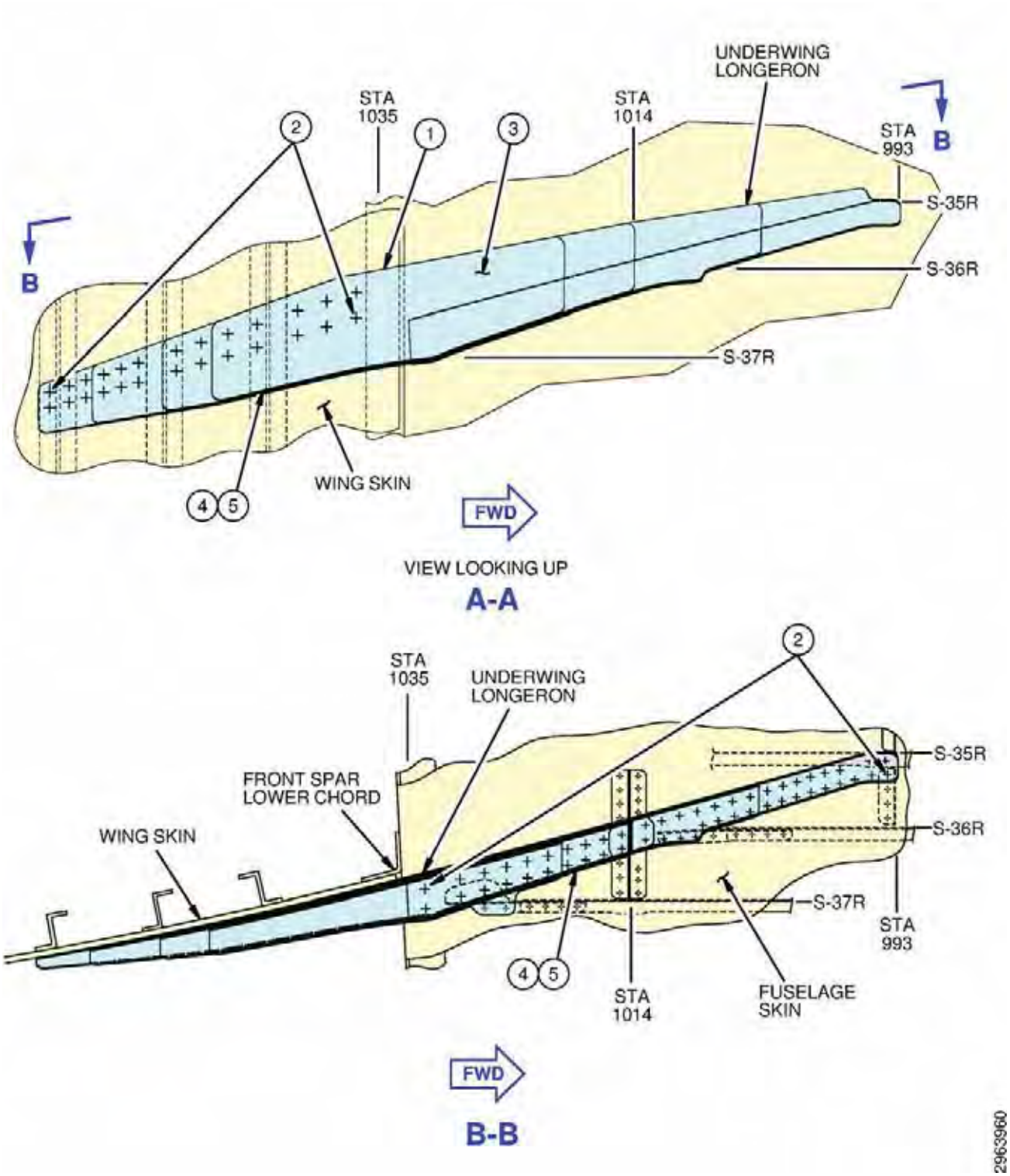


FIGURE 86: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
3	Remove	UNDERWING LONGERON	-	1	-
4	Remove	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	FUSELAGE SKIN	-	-	(c)
	Clean	WING SKIN	-	-	(c)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Remove any sealant, dirt, or grease from the fuselage skin and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

FIGURE 86: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3.

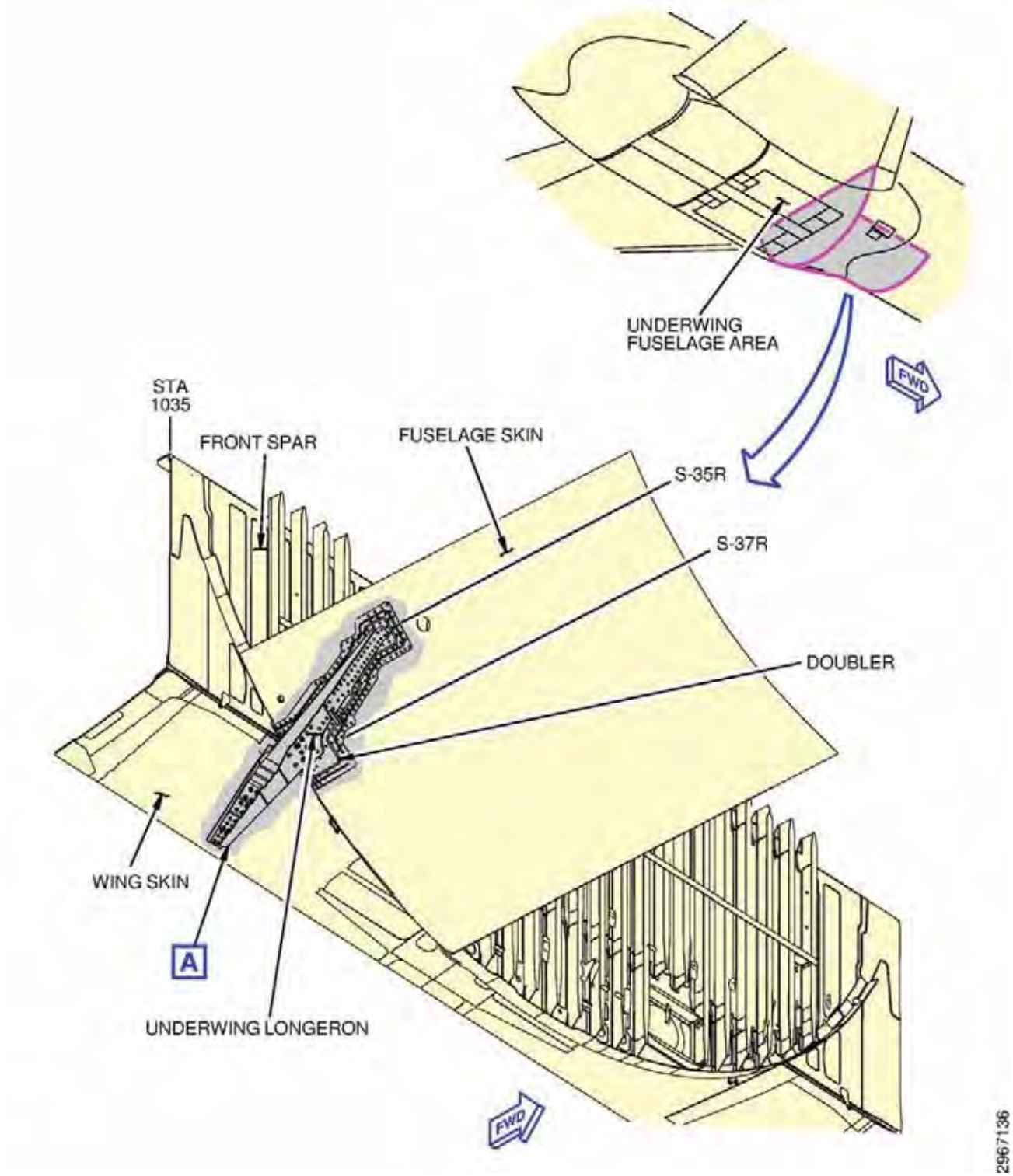


**FIGURE 87: RIGHT SIDE UNDERWING LONGERON REMOVAL
(SHEET 1 OF 3)**

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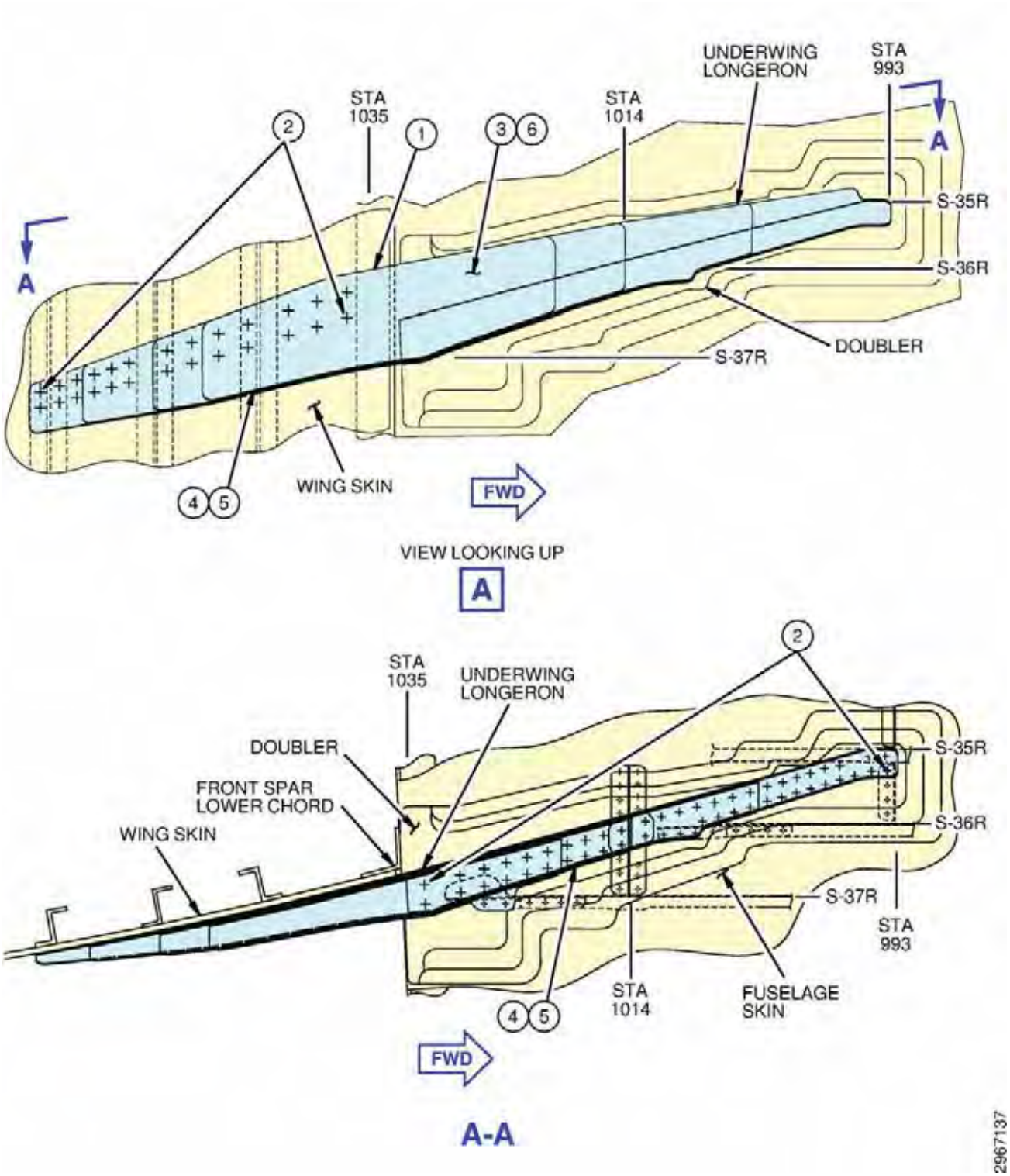


FIGURE 87: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	Remove	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
	Inspect	OPEN HOLES	-	-	(c)
3	Remove / Keep	UNDERWING LONGERON	-	1	-
4	Remove / Keep	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	DOUBLER	-	-	(d)
	Clean	WING SKIN	-	-	(d)
6	Inspect	UNDERWING LONGERON	-	1	(e)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Do an open hole High Frequency Eddy Current (HFEC) inspection of the underwing longeron for any crack in all holes in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, continue with the next step.

(d) Remove any sealant, dirt, or grease from the doubler and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

(e) Do a detailed inspection of the entire underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. If any damage is found contact The Boeing Company for repair instructions and do the repair.

FIGURE 87: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13.

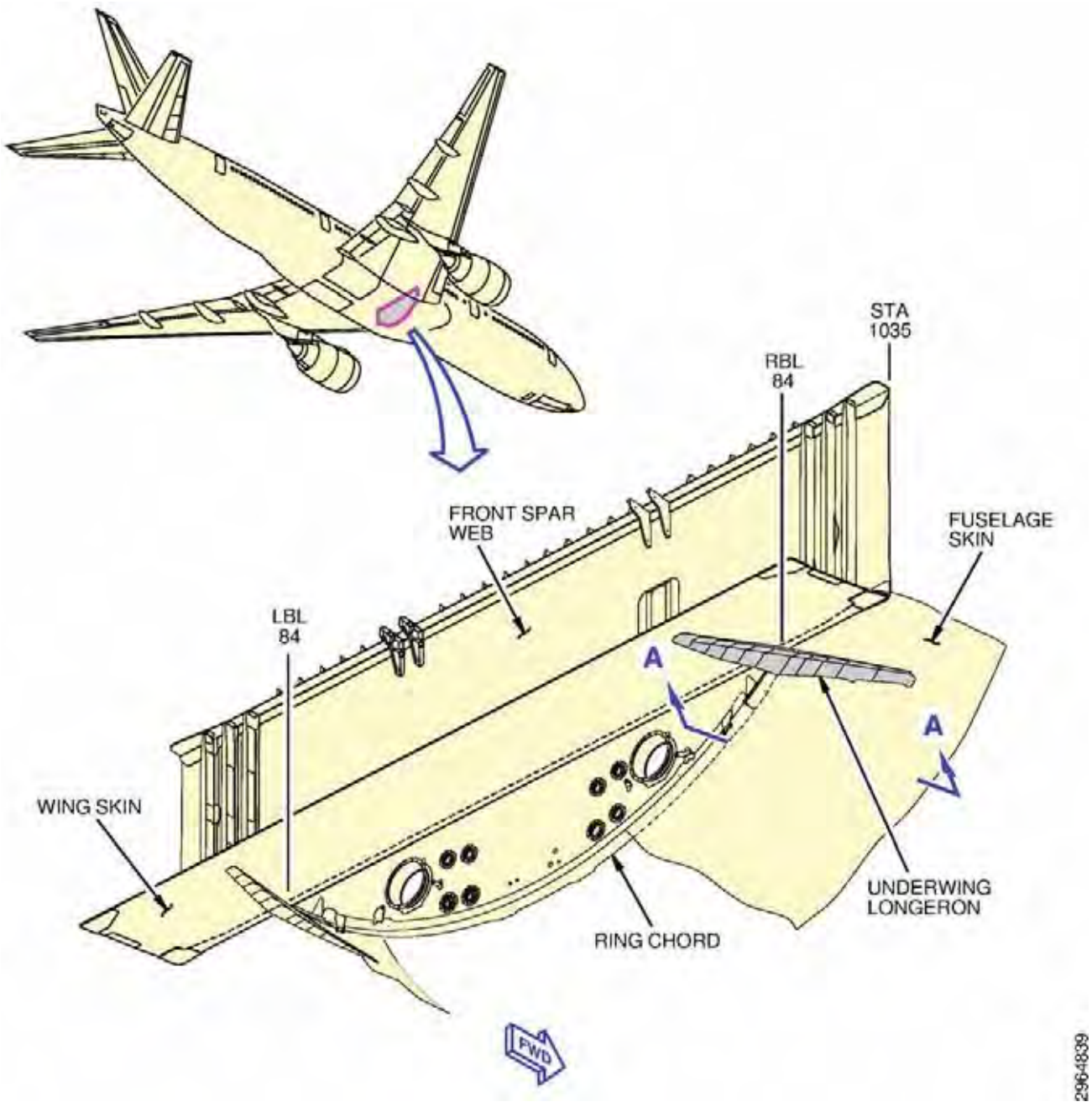


**FIGURE 88: RIGHT SIDE UNDERWING LONGERON REMOVAL
(SHEET 1 OF 3)**

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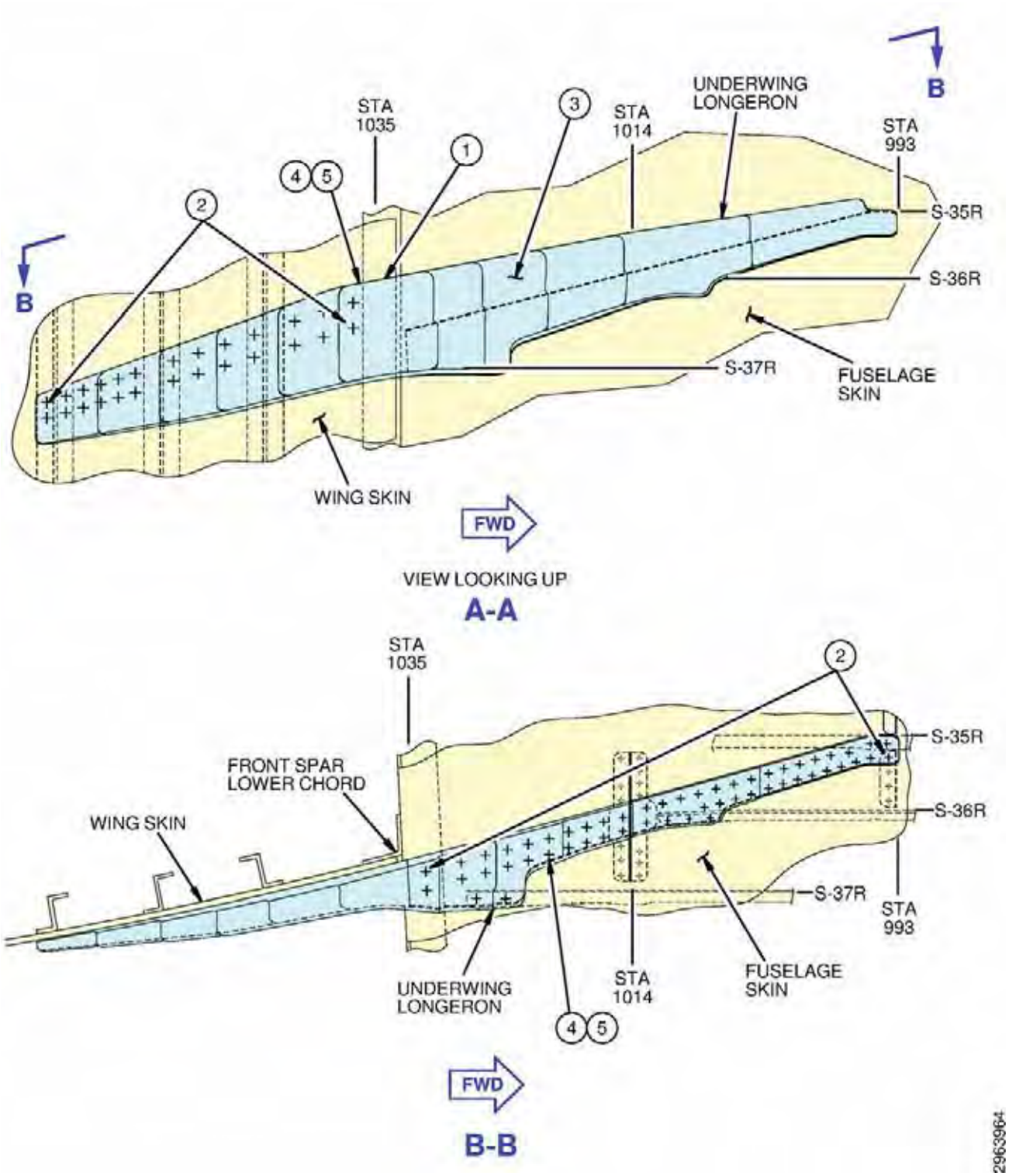


FIGURE 88: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
3	Remove	UNDERWING LONGERON	-	1	-
4	Remove	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	FUSELAGE SKIN	-	-	(c)
	Clean	WING SKIN	-	-	(c)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Remove any sealant, dirt, or grease from the fuselage skin and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

FIGURE 88: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14; Group 9, Configuration 1, 3.

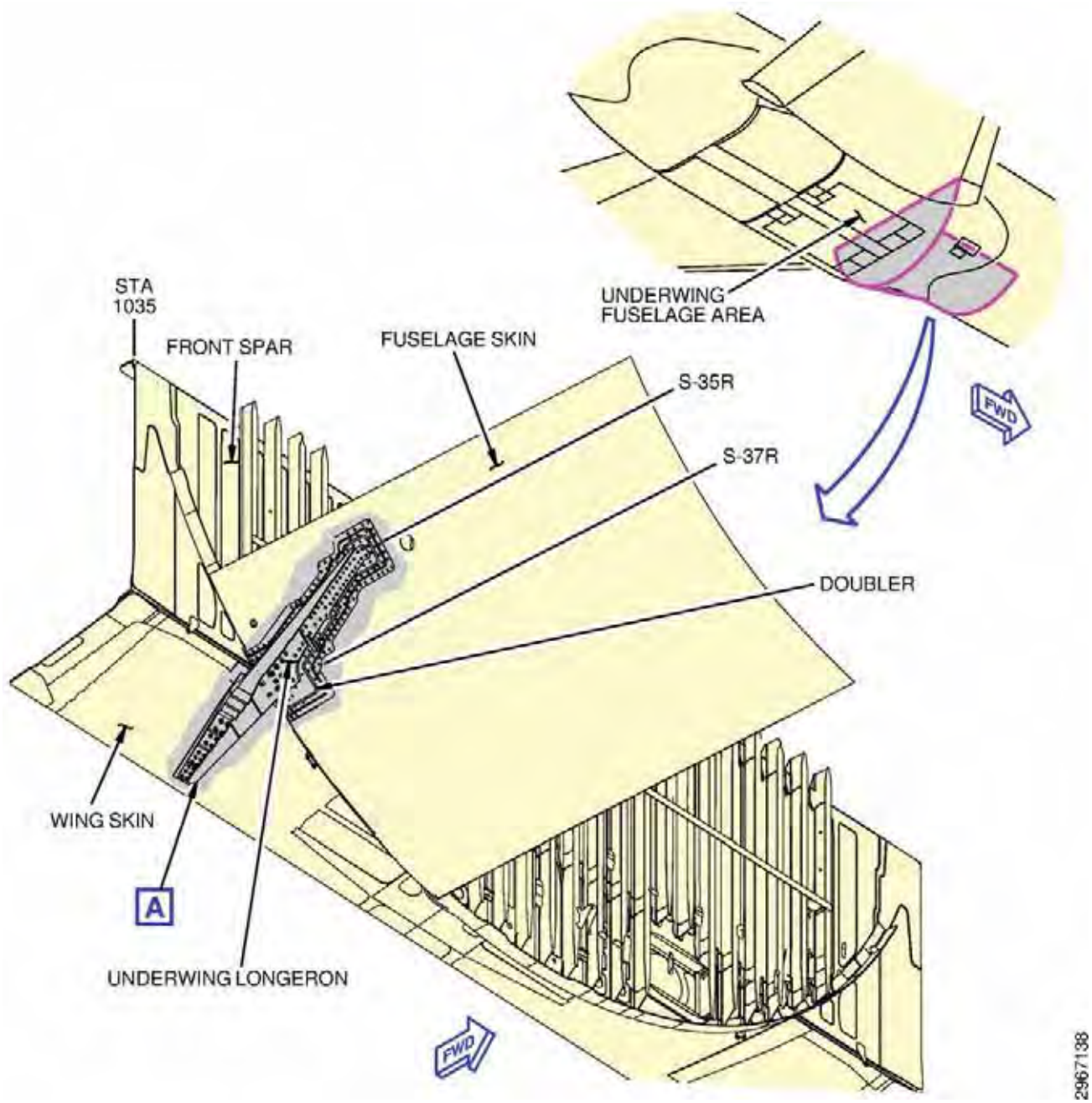


FIGURE 89: RIGHT SIDE UNDERWING LONGERON REMOVAL
(SHEET 1 OF 3)

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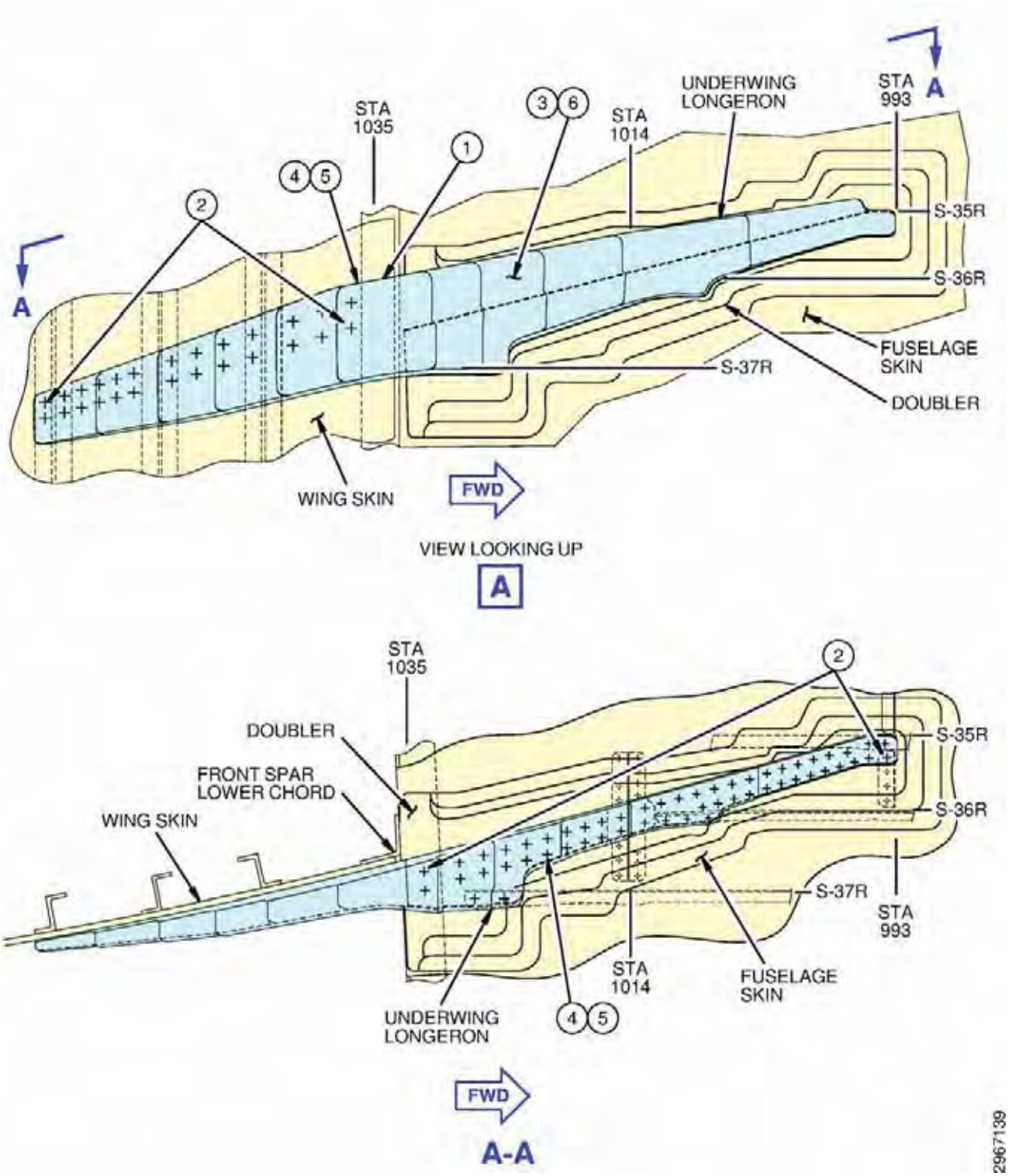


FIGURE 89: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 2 OF 3)

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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	Remove	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	-	(b)
	Inspect	OPEN HOLES	-	-	(c)
3	Remove / Keep	UNDERWING LONGERON	-	1	-
4	Remove / Keep	FILLER - UNDERWING LONGERON	-	1	-
5	Clean	DOUBLER	-	-	(d)
	Clean	WING SKIN	-	-	(d)
6	Inspect	UNDERWING LONGERON	-	1	(e)

(a) Use non-metallic tools to remove fillet sealant around the edges of the underwing longeron. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove all fasteners common to the underwing longeron and the fuselage skin and all fasteners common to the underwing longeron and the wing skin.

(c) Do an open hole High Frequency Eddy Current (HFEC) inspection of the underwing longeron for any crack in all holes in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, continue with the next step.

(d) Remove any sealant, dirt, or grease from the doubler and wing skin. Refer to SOPM 20-30-03 as an accepted procedure.

(e) Do a detailed inspection of the entire underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. If any damage is found contact The Boeing Company for repair instructions and do the repair.

FIGURE 89: RIGHT SIDE UNDERWING LONGERON REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1, 5, 9, 13.

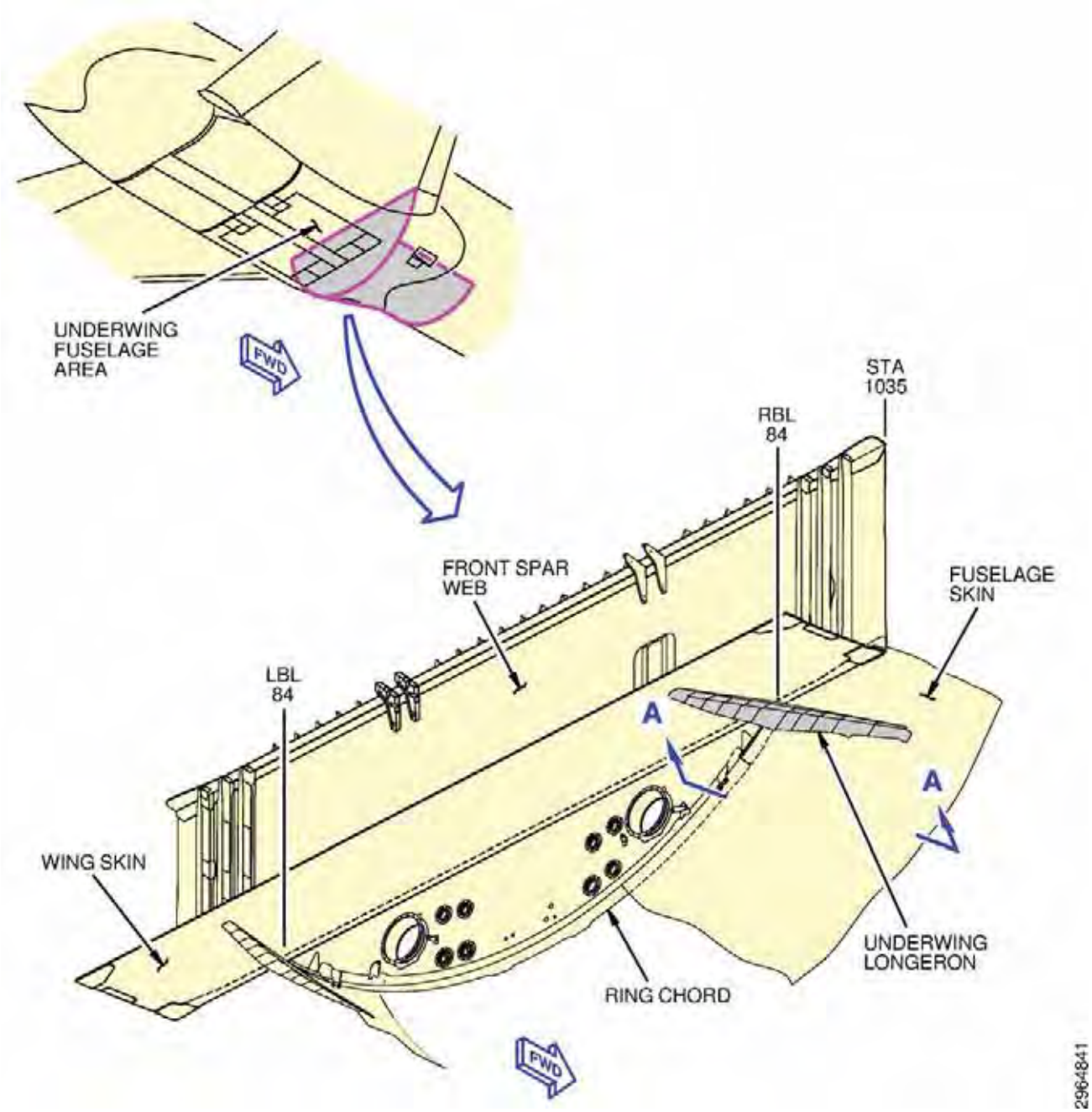


FIGURE 90: RIGHT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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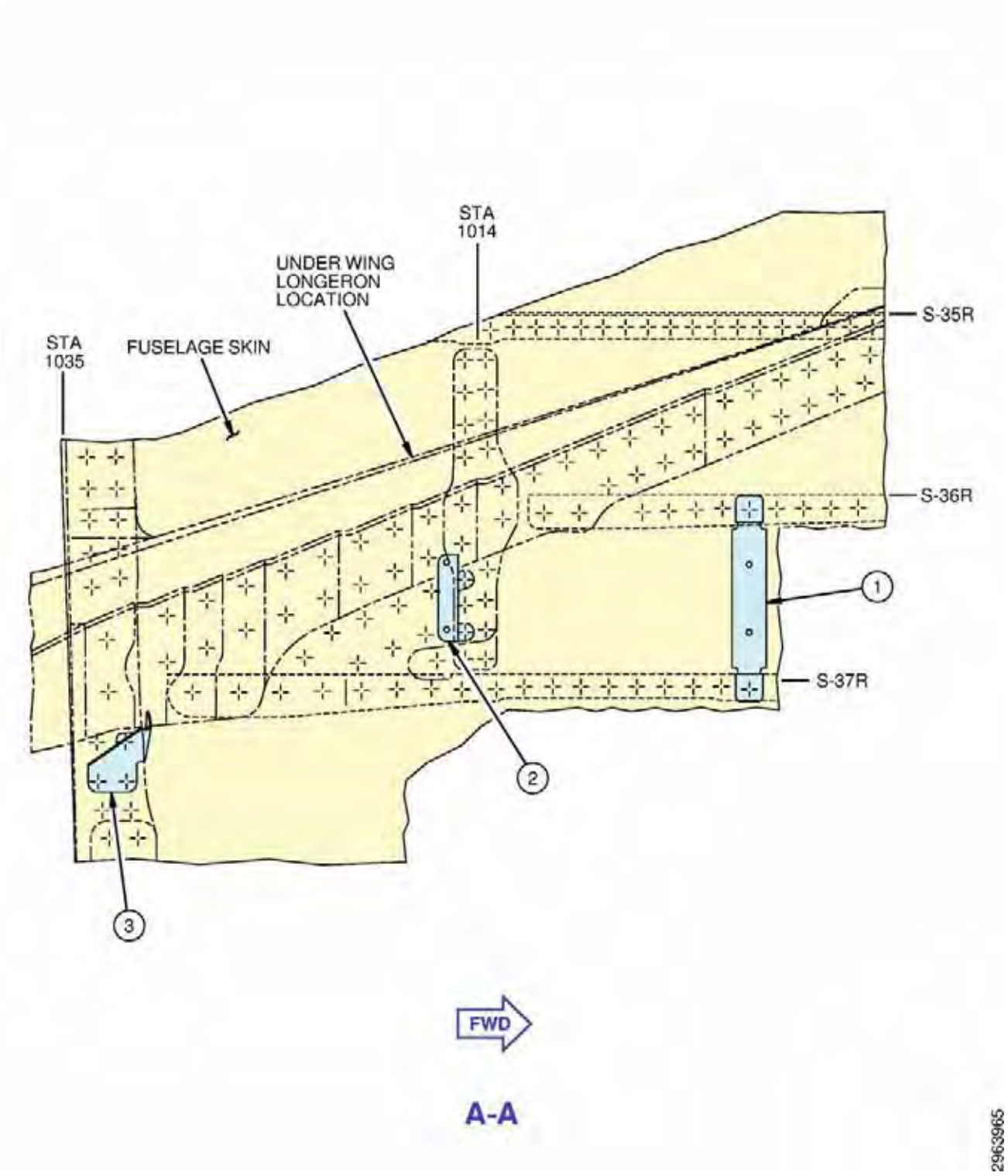


FIGURE 90: RIGHT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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	BRACKET	-	-	(a)
2	Remove	BRACKET	-	-	(a)
3	Remove	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1C7 for brackets removal.					

FIGURE 90: RIGHT SIDE BRACKETS REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 3, Configuration 1, 5, 9, 13.

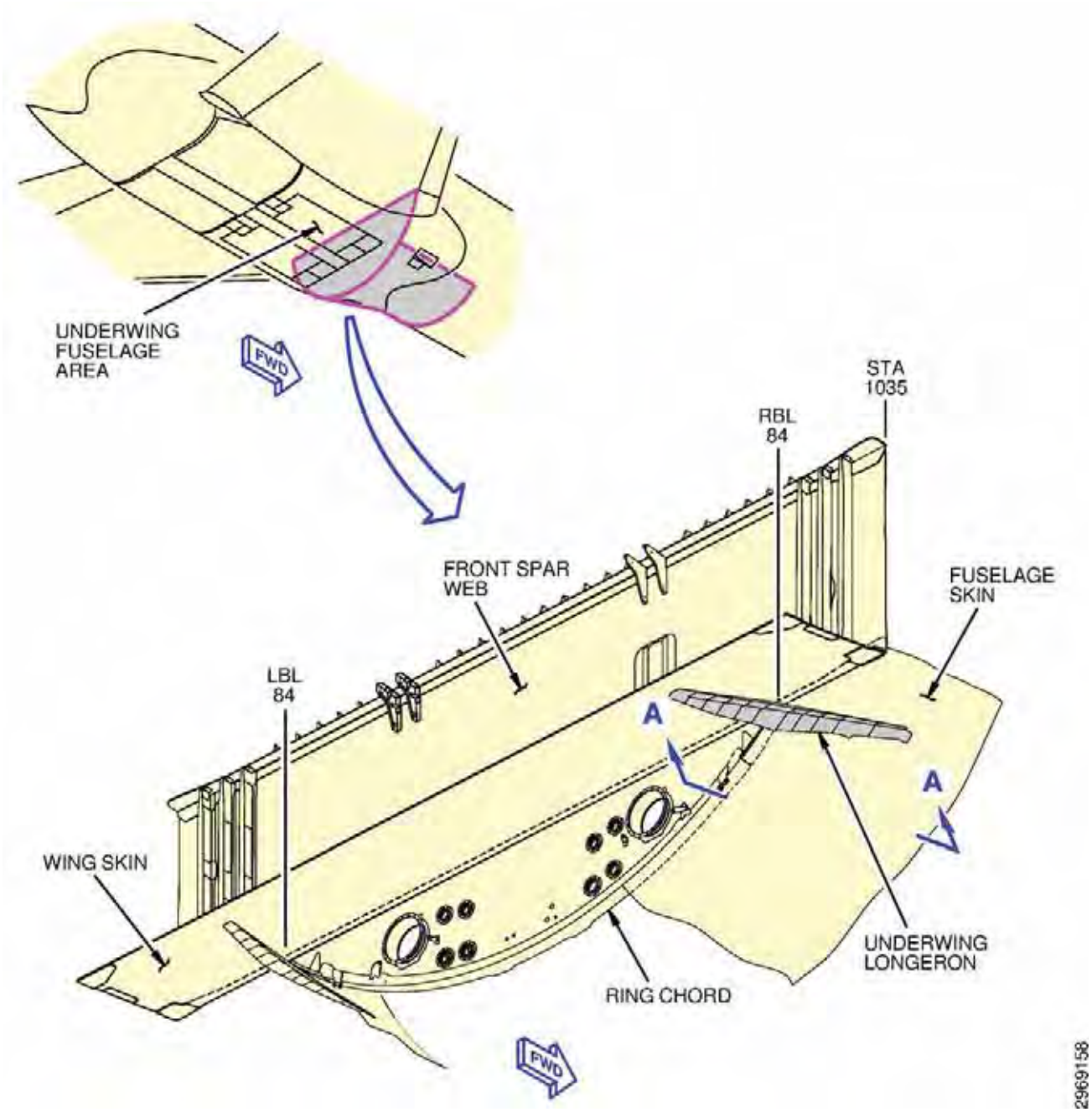


FIGURE 91: RIGHT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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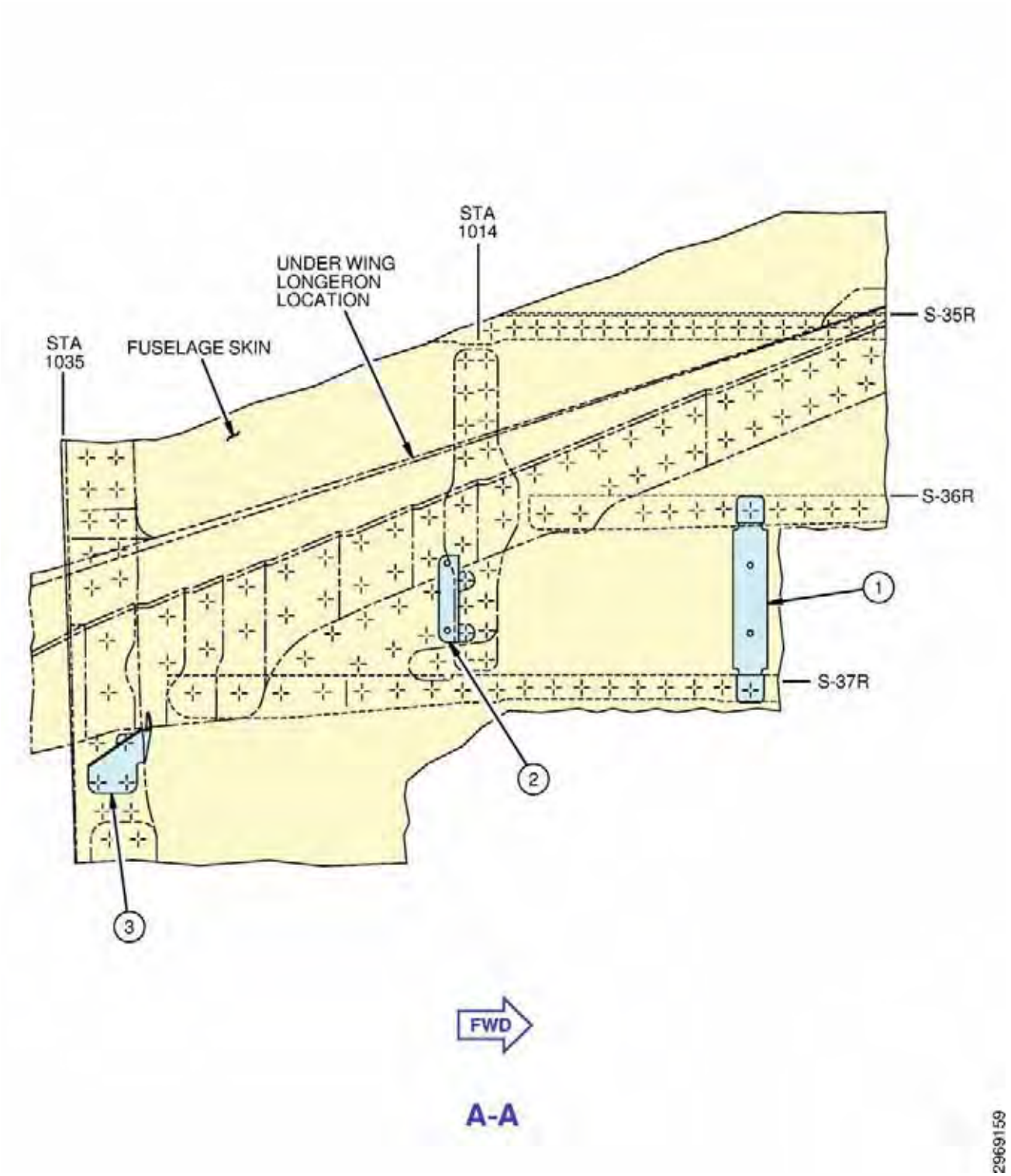


FIGURE 91: RIGHT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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	Remove	BRACKET	-	-	(a)
2	Remove	BRACKET	-	-	(a)
3	Remove	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C7 for brackets removal.					

FIGURE 91: RIGHT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 2, 6, 10, 14.

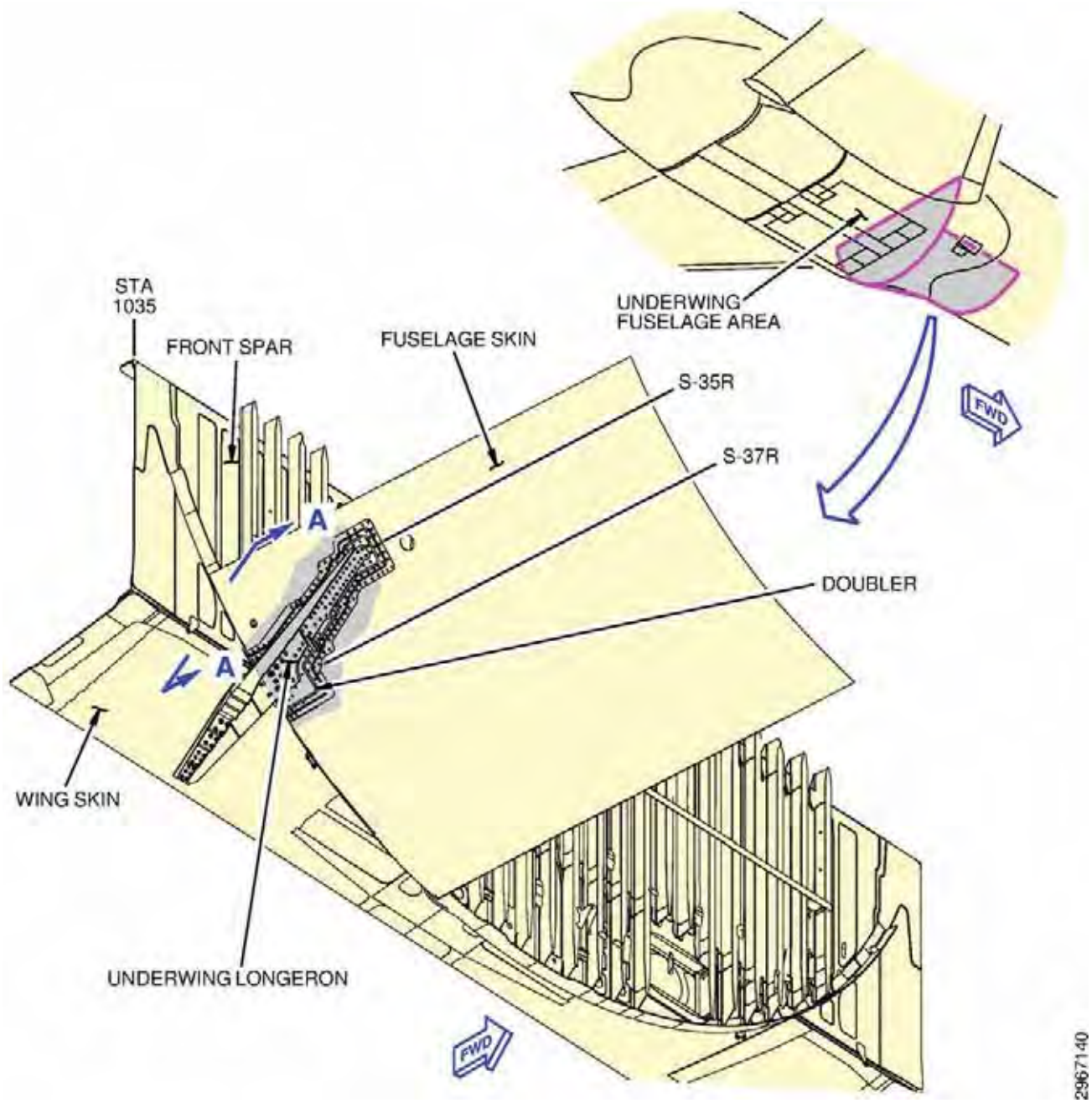


FIGURE 92: RIGHT SIDE BRACKETS REMOVAL
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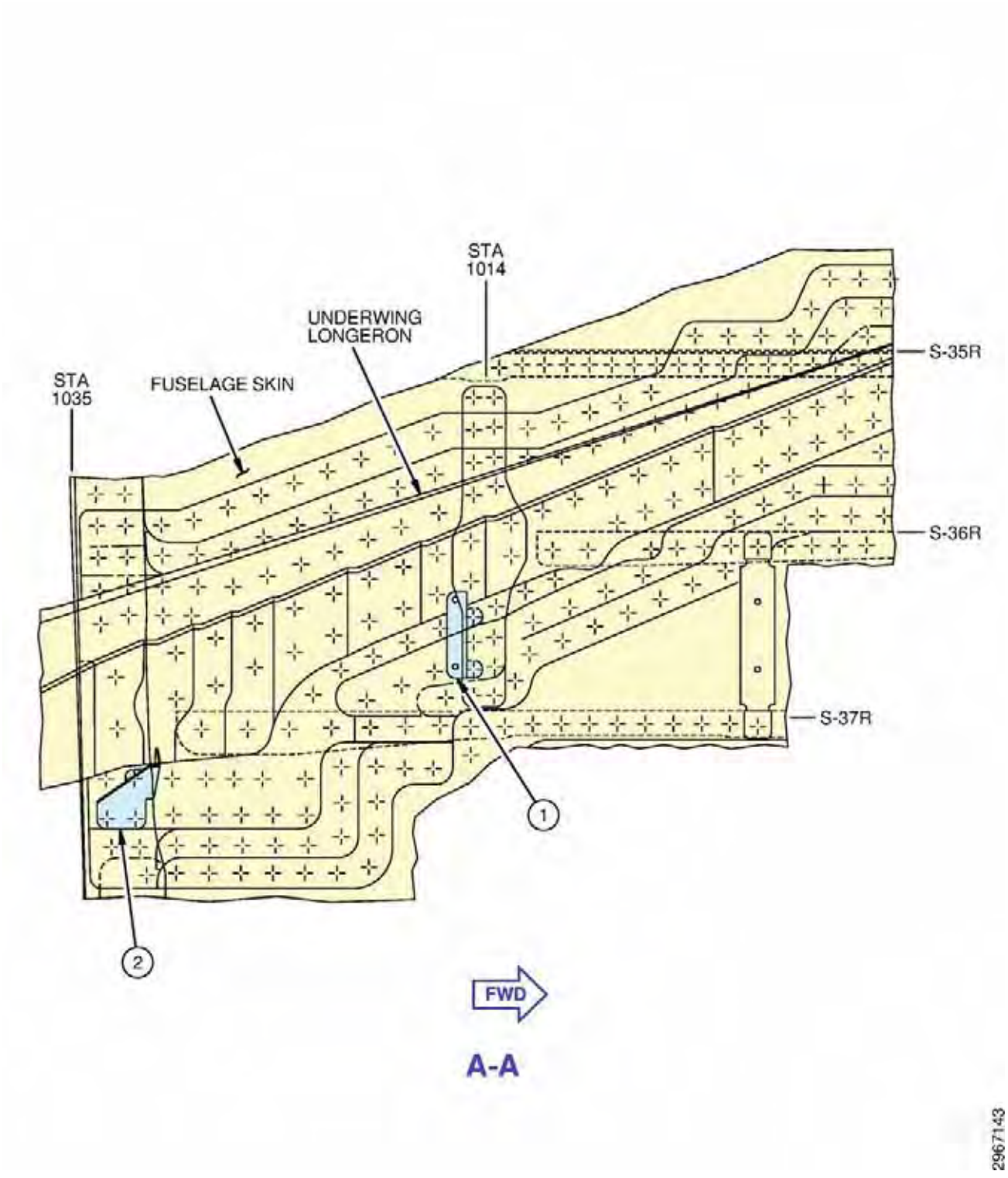


FIGURE 92: RIGHT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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 / Keep	BRACKET	-	-	(a)
2	Remove / Keep	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1C7 for brackets removal.					

FIGURE 92: RIGHT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 3, Configuration 2, 6, 10, 14; Group 4, Configuration 1, 3.

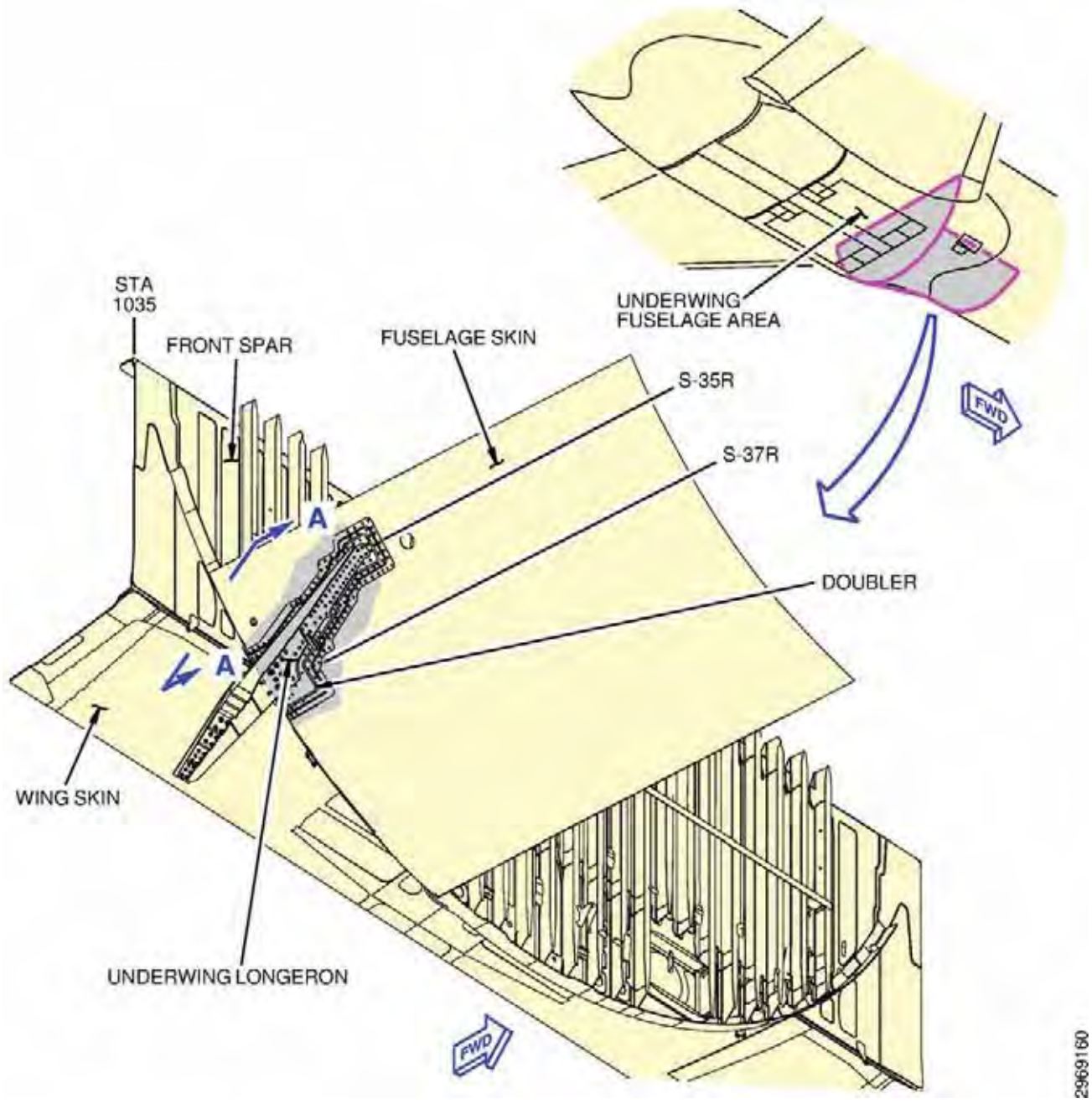


FIGURE 93: RIGHT SIDE BRACKETS REMOVAL
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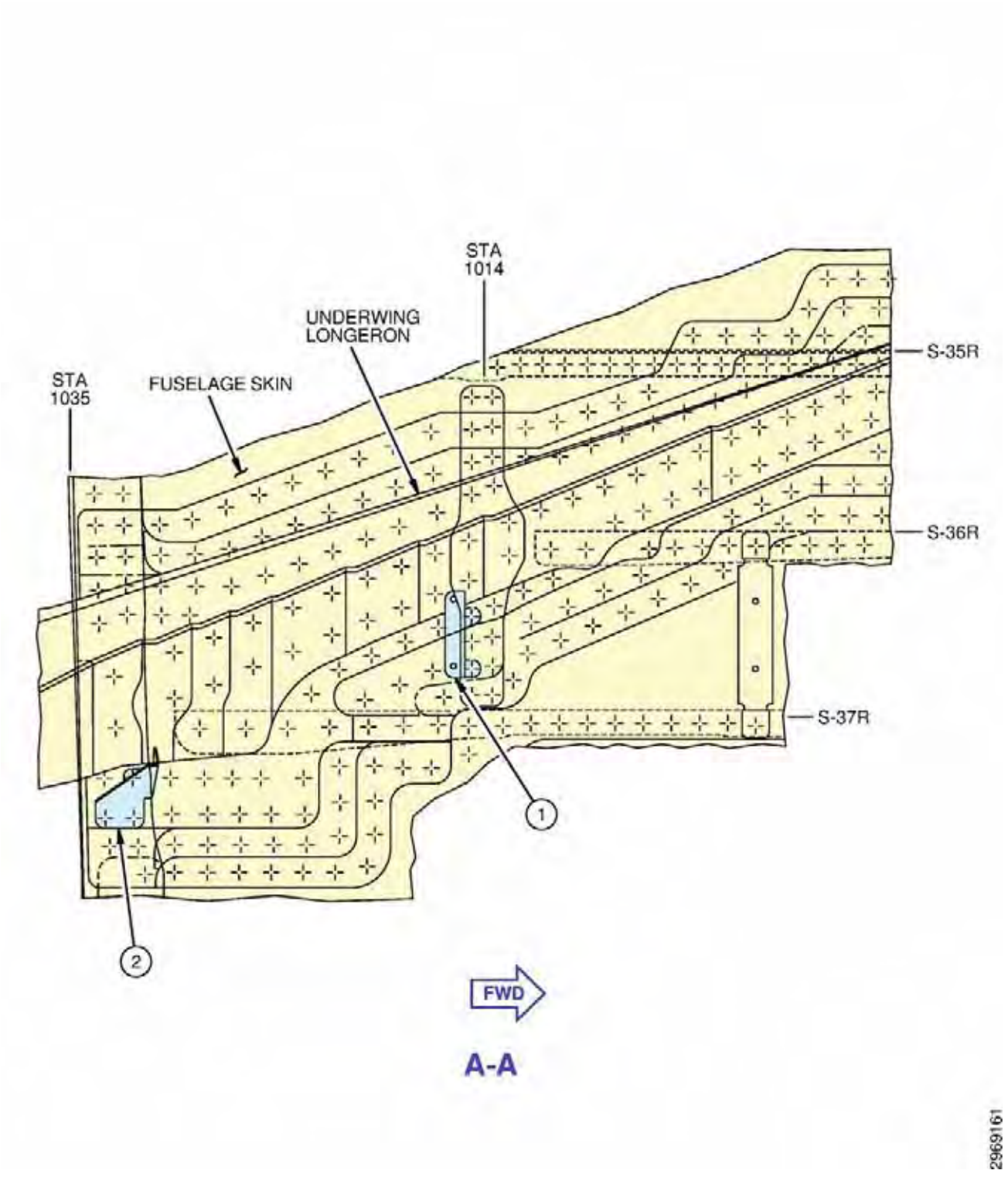


FIGURE 93: RIGHT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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 / Keep	BRACKET	-	-	(a)
2	Remove / Keep	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C7 for brackets removal.					

FIGURE 93: RIGHT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 5, Configuration 1, 5, 9, 13.

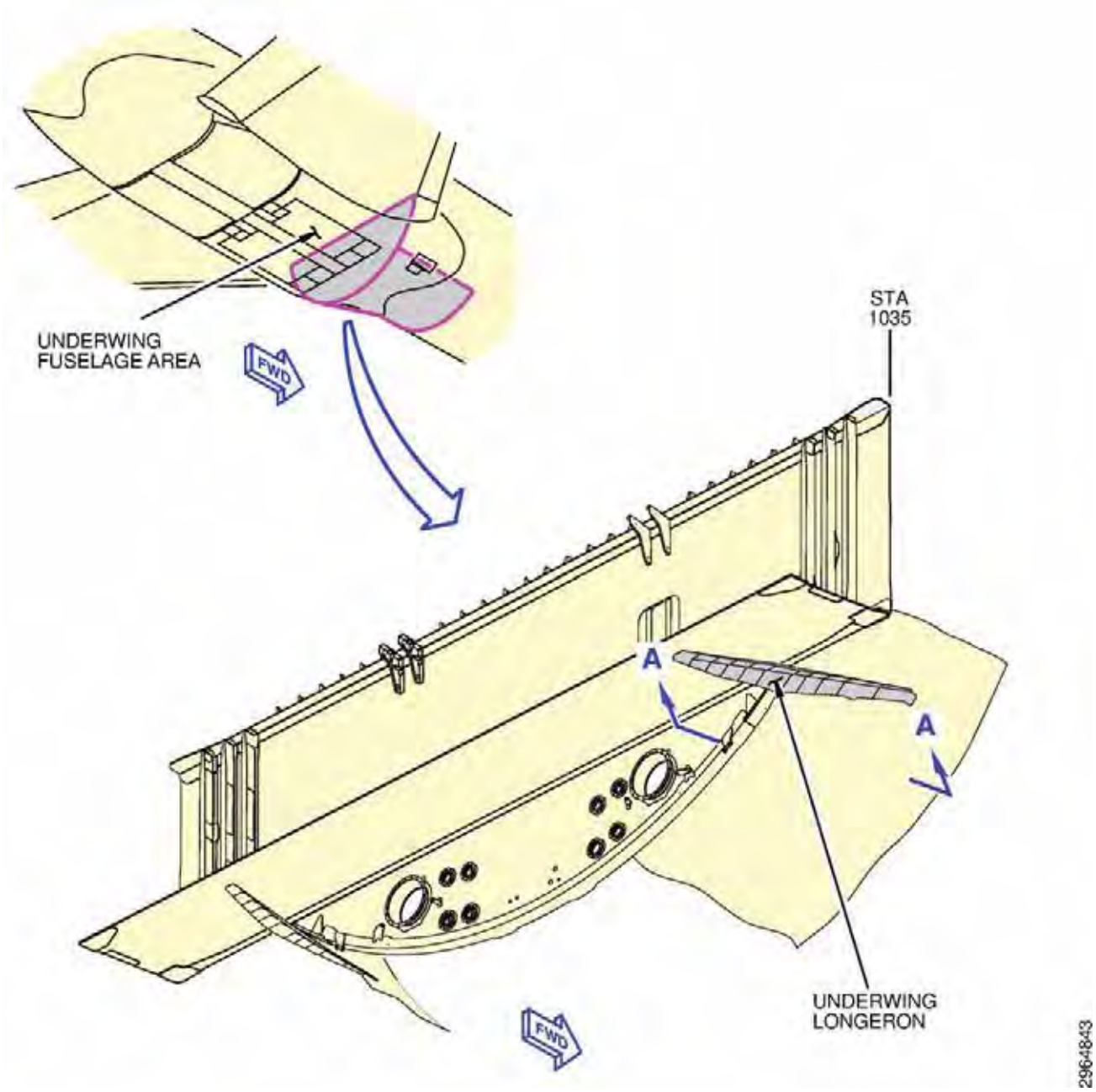


**FIGURE 94: RIGHT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)**

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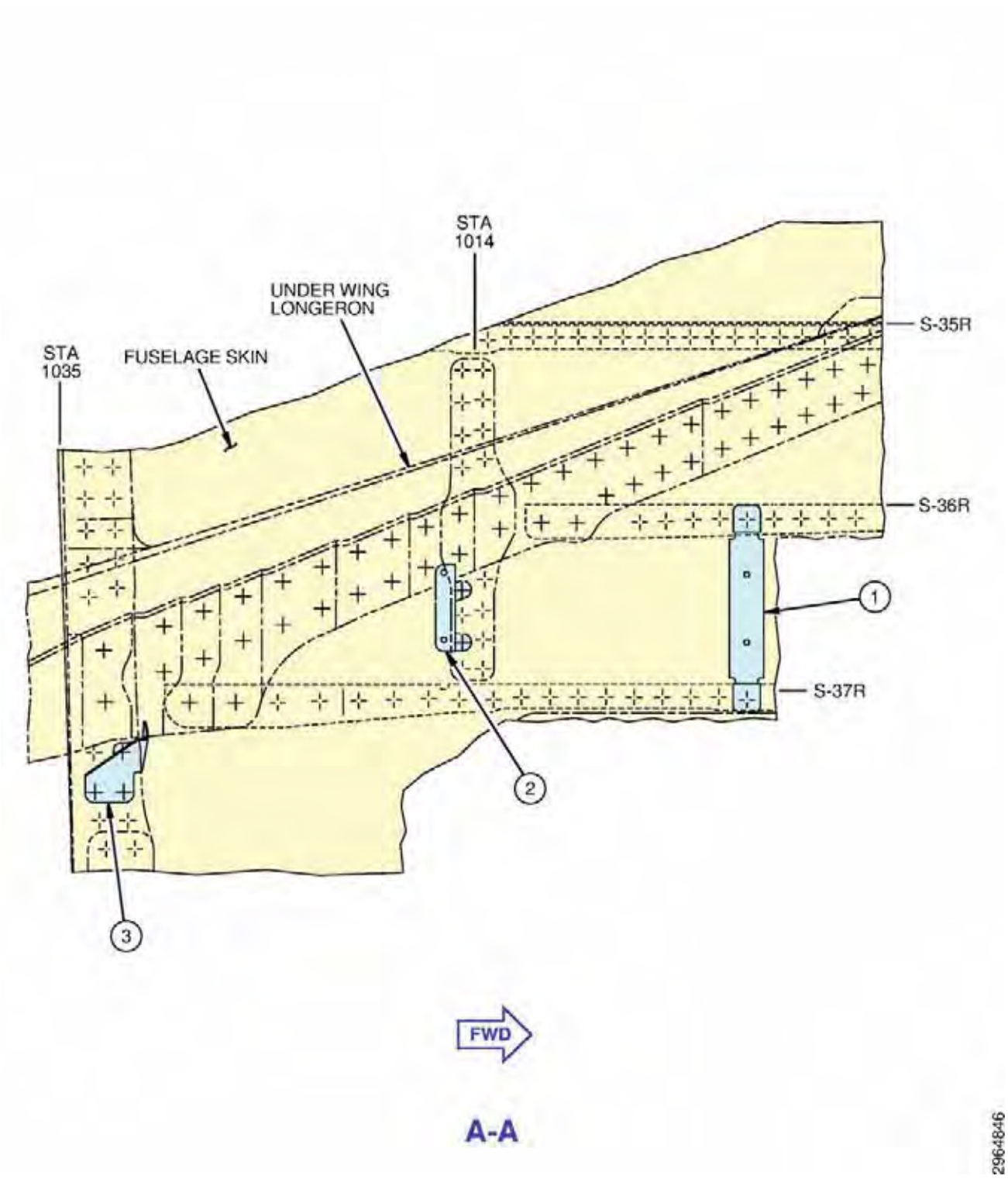


FIGURE 94: RIGHT SIDE BRACKETS REMOVAL
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Remove	BRACKET	-	-	(a)
2	Remove	BRACKET	-	-	(a)
3	Remove	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C7 for brackets removal.					

FIGURE 94: RIGHT SIDE BRACKETS REMOVAL (SHEET 3 OF 3)

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This Figure applies only to: Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3.

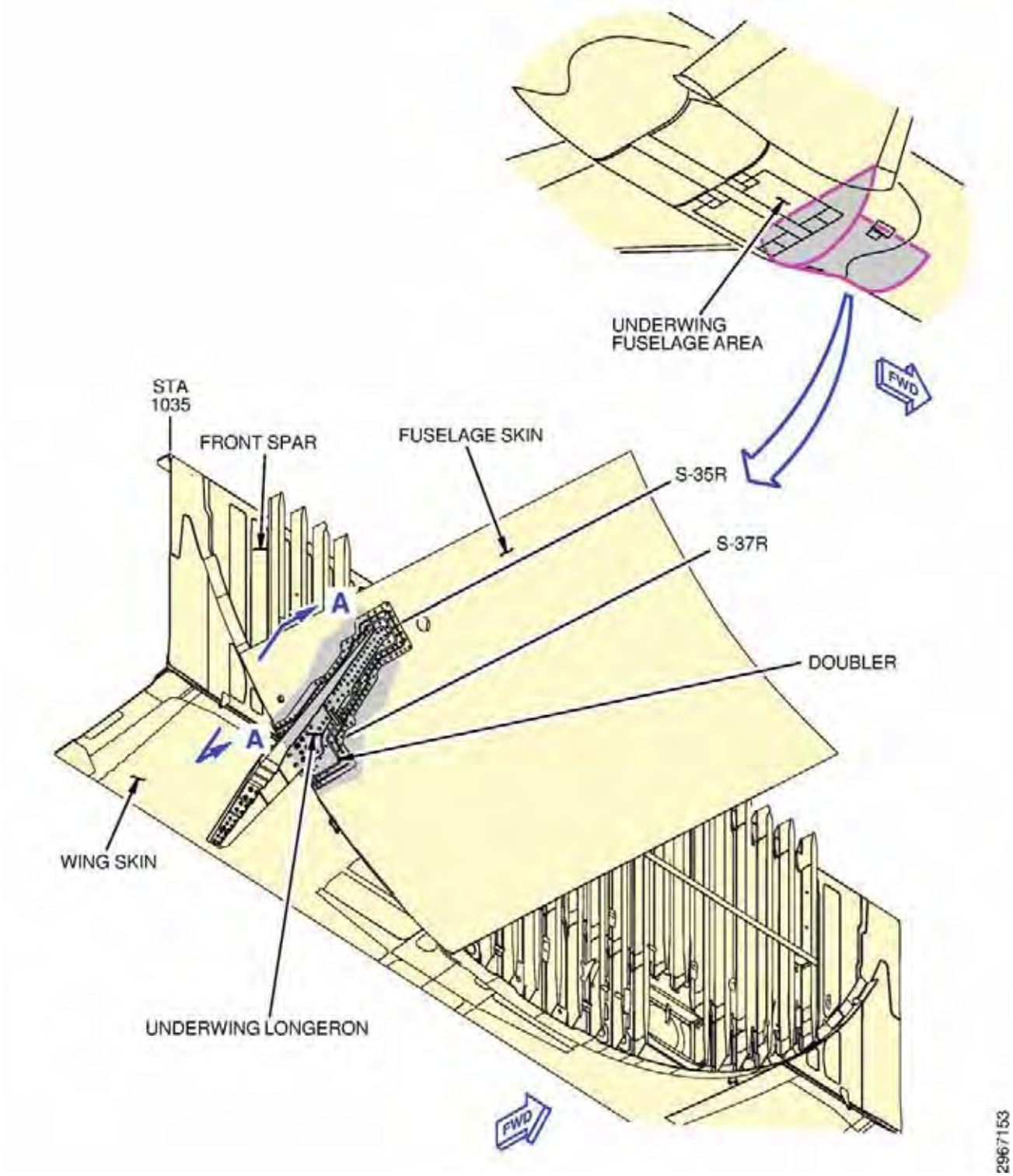


FIGURE 95: RIGHT SIDE BRACKETS REMOVAL
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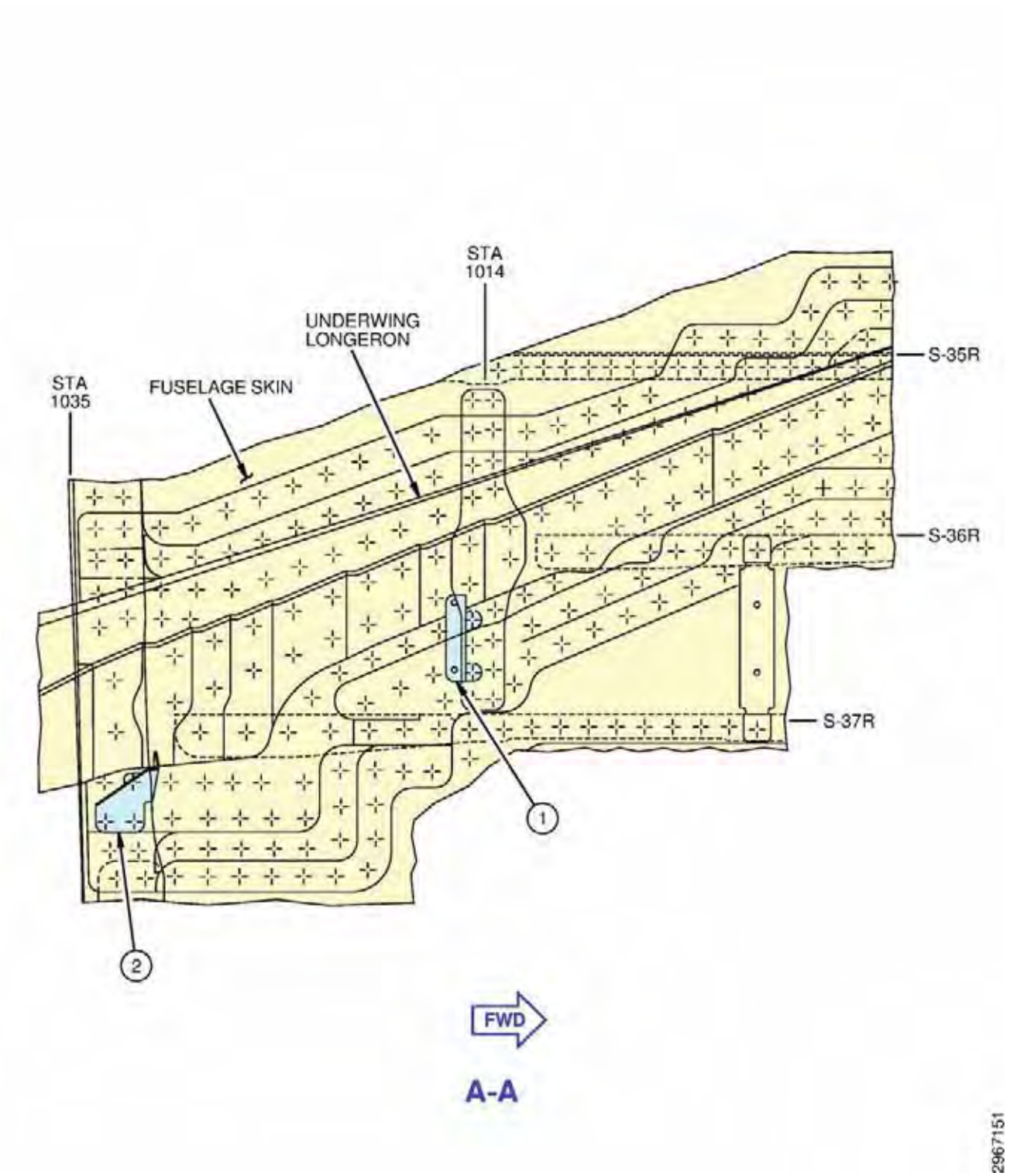


FIGURE 95: RIGHT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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 / Keep	BRACKET	-	-	(a)
2	Remove / Keep	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C7 for brackets removal.					

FIGURE 95: RIGHT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13.

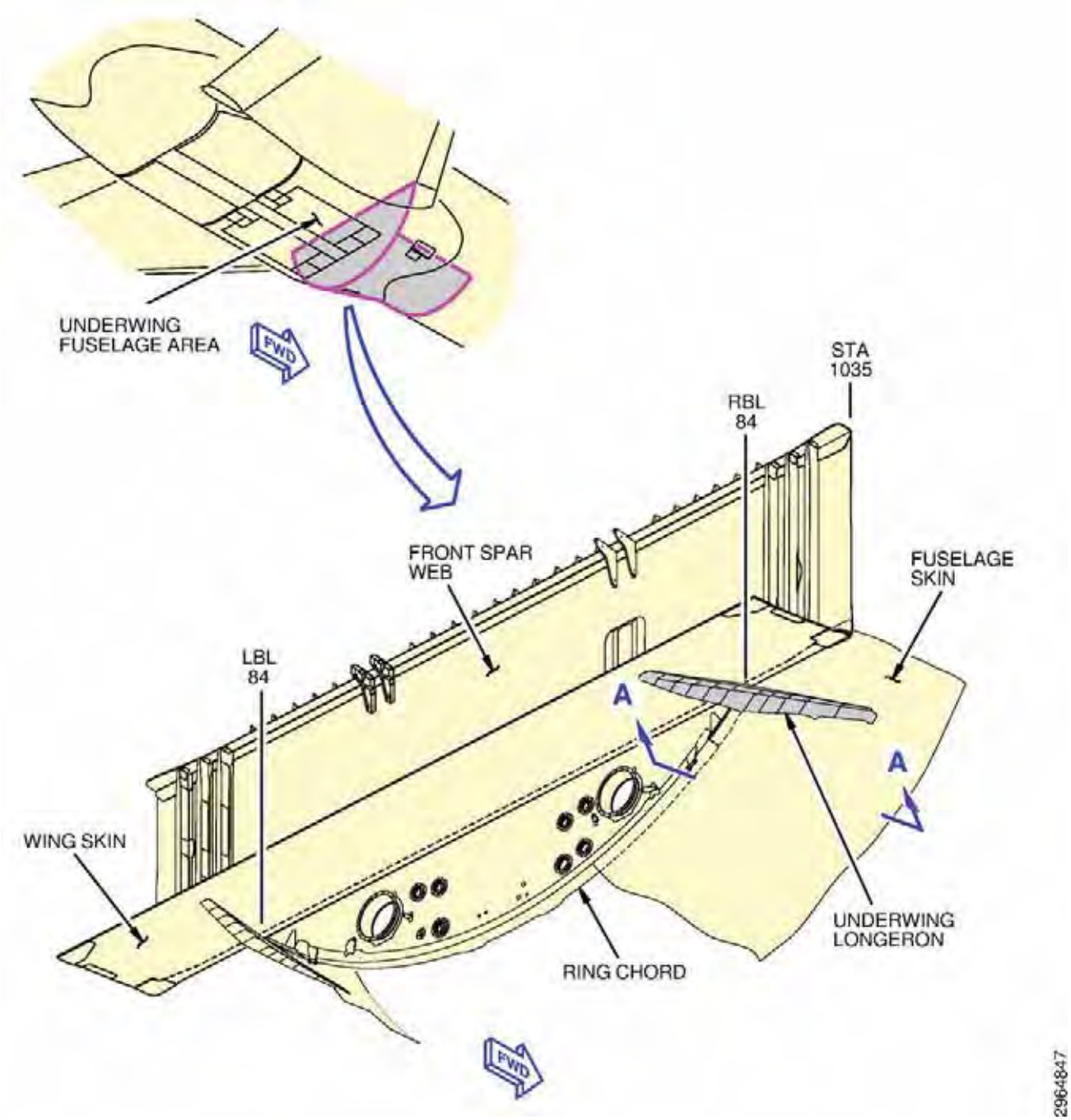


FIGURE 96: RIGHT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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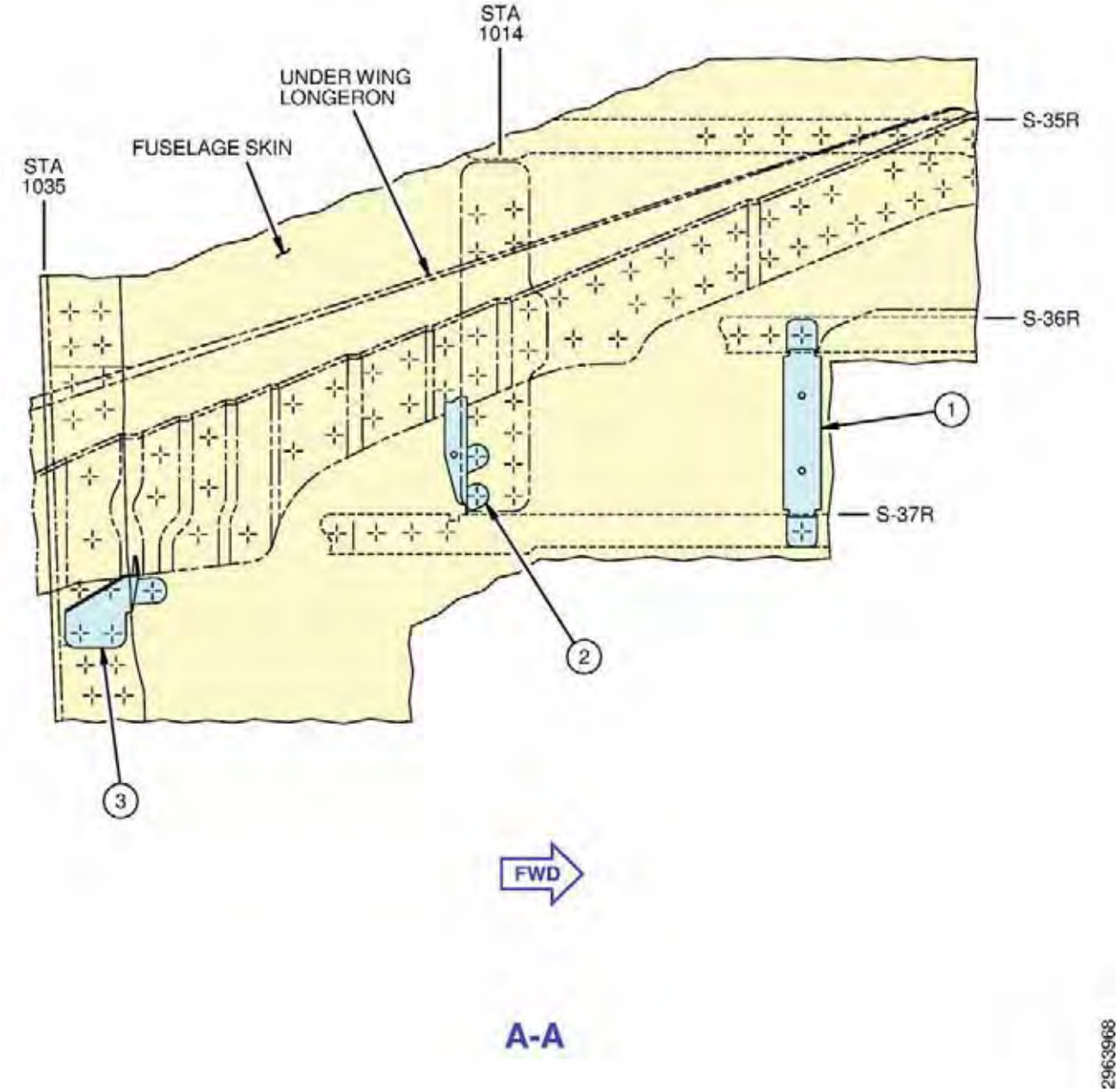


FIGURE 96: RIGHT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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	BRACKET	-	-	(a)
2	Remove	BRACKET	-	-	(a)
3	Remove	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1C7 for brackets removal.					

FIGURE 96: RIGHT SIDE BRACKETS REMOVAL (SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14; Group 9, Configuration 1, 3.

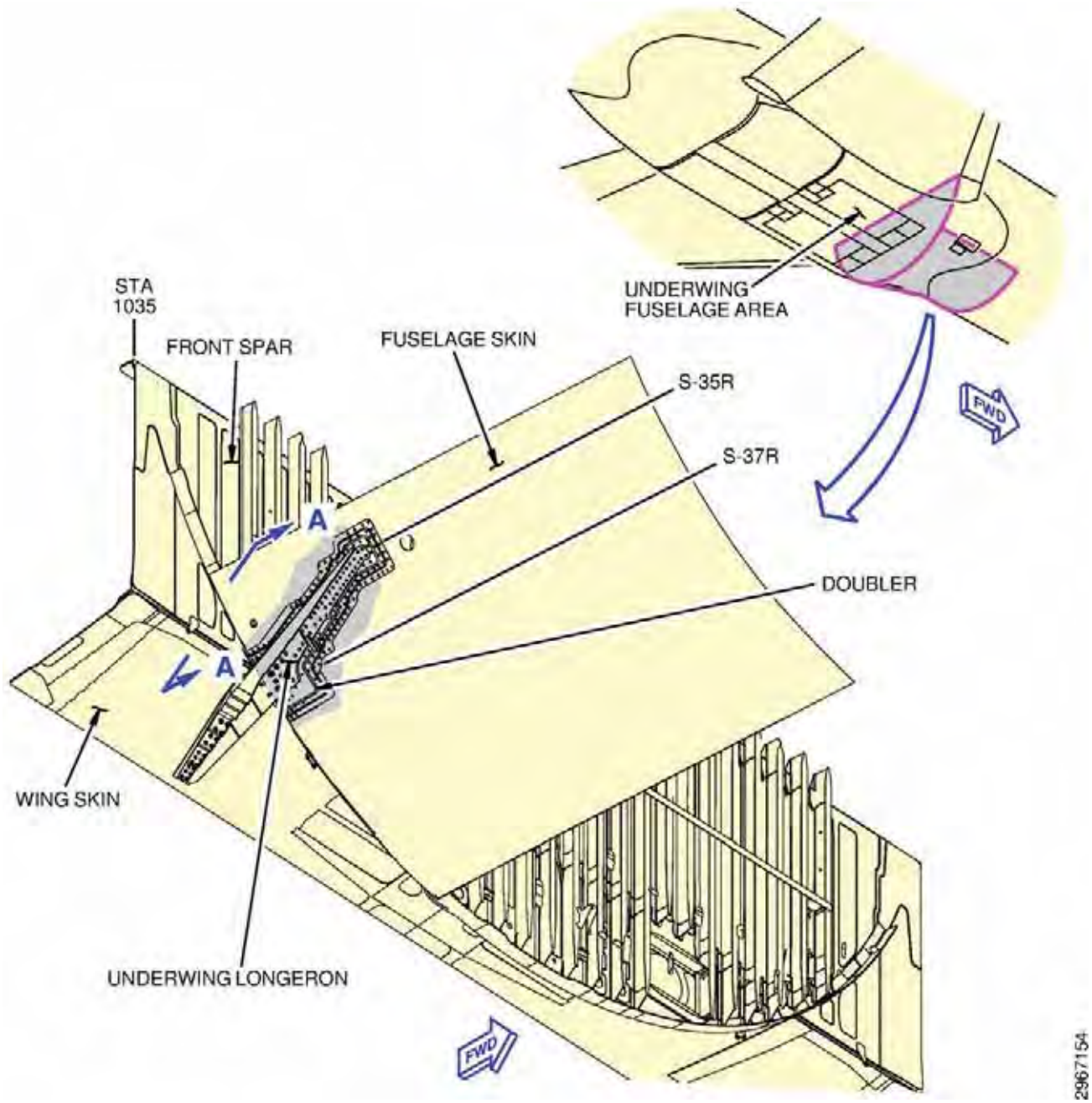


FIGURE 97: RIGHT SIDE BRACKETS REMOVAL
(SHEET 1 OF 3)

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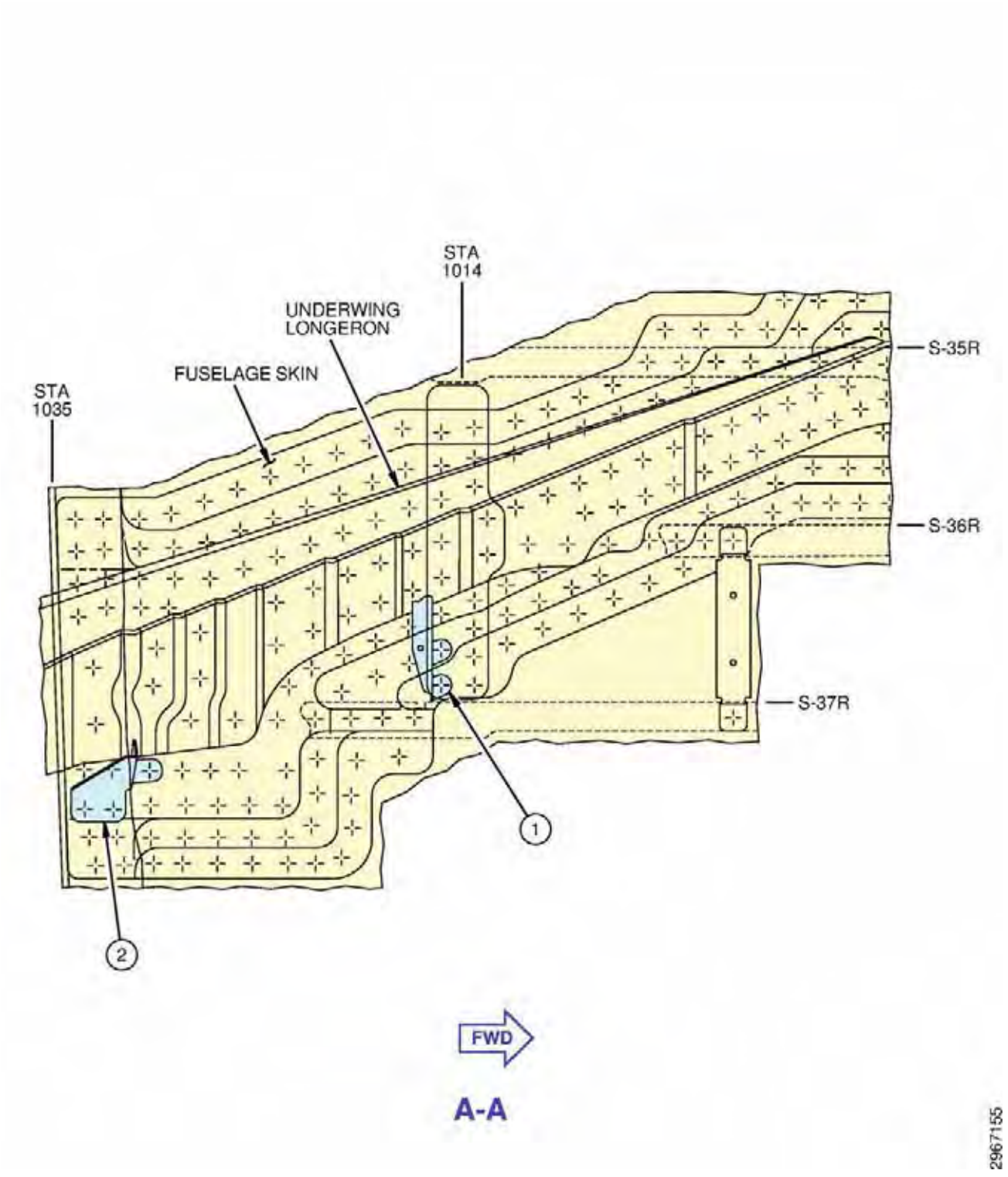


FIGURE 97: RIGHT SIDE BRACKETS REMOVAL
(SHEET 2 OF 3)

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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 / Keep	BRACKET	-	-	(a)
2	Remove / Keep	BRACKET	-	-	(a)
(a) Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1C7 for brackets removal.					

FIGURE 97: RIGHT SIDE BRACKETS REMOVAL
(SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1, 5, 9, 13.

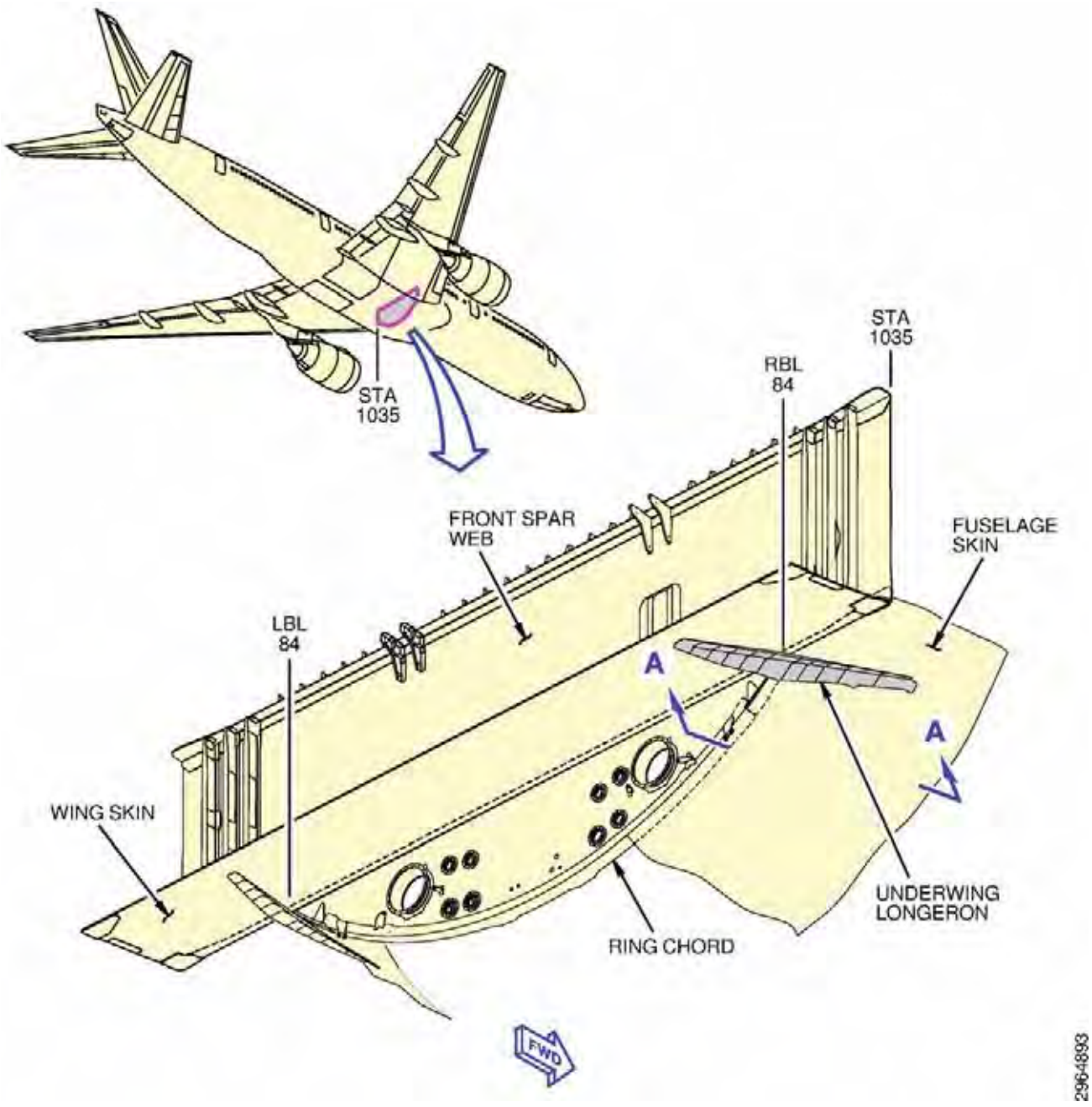


FIGURE 98: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND STRINGER S-37L END FITTING REMOVAL AND OPEN HOLE INSPECTION (SHEET 1 OF 3)

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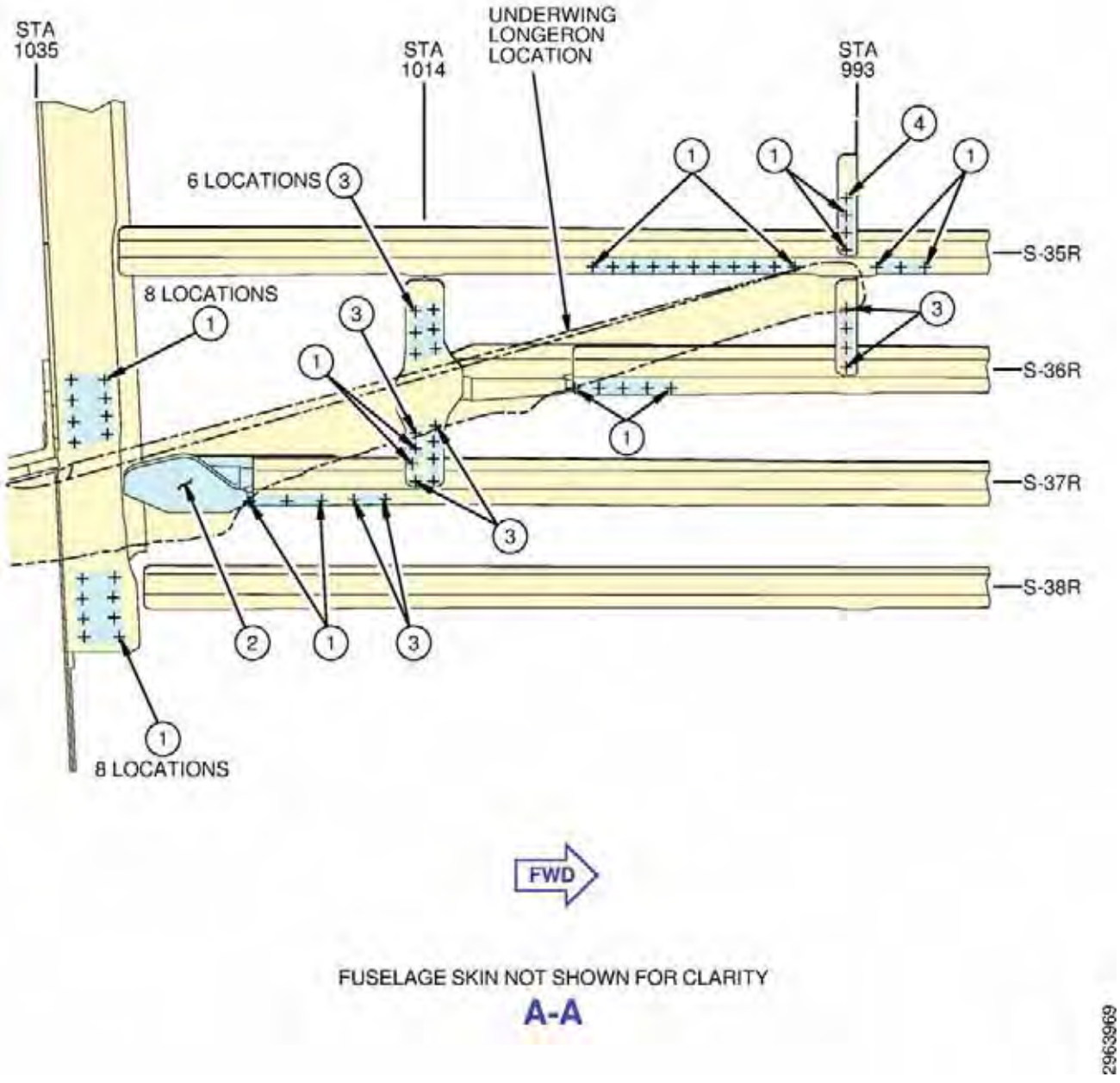


FIGURE 98: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND STRINGER S-37L END FITTING REMOVAL AND OPEN HOLE INSPECTION (SHEET 2 OF 3)

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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	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(a)
2	Remove	STRINGER END FITTING	-	-	-
3	Remove	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(b)
	Install (New)	WASHER	66-2955-58	18	(c)
4	Microshave	FASTENER	-	1	(d)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, complete the modification.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install the countersink repair washers.

(c) Install 66-2955-58 countersink repair washers, or make countersink repair washer from rivets and install. Refer to 777-200 SRM 51-40-08 as an accepted procedure. Micro-shave flush. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(d) Micro-shave the fastener head to be flush with the fuselage skin. Maintain a surface finish of 125 microinches RA or better. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

FIGURE 98: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND STRINGER S-37L END FITTING REMOVAL AND OPEN HOLE INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 3, Configuration 1, 5, 9, 13.

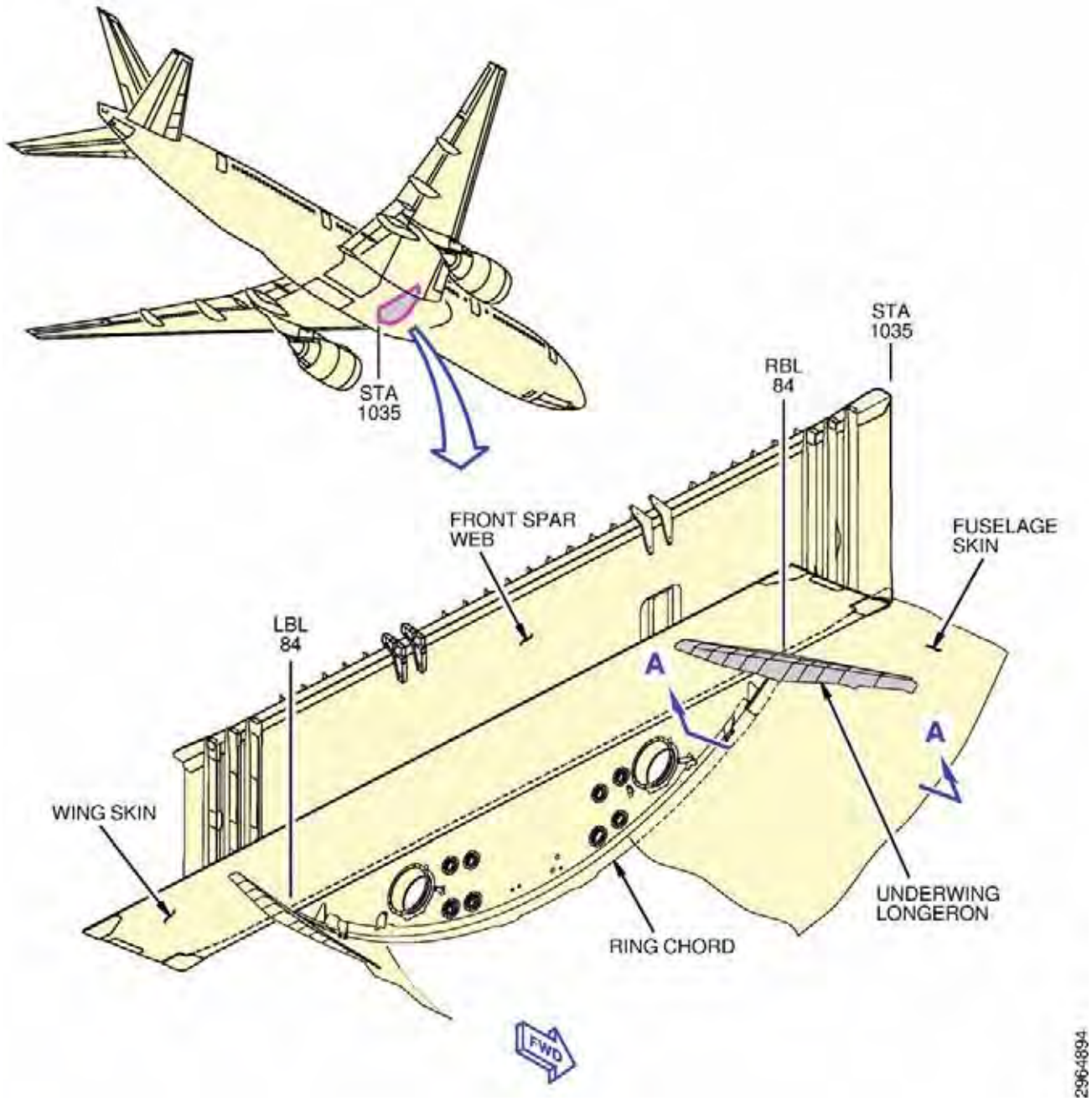


FIGURE 99: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
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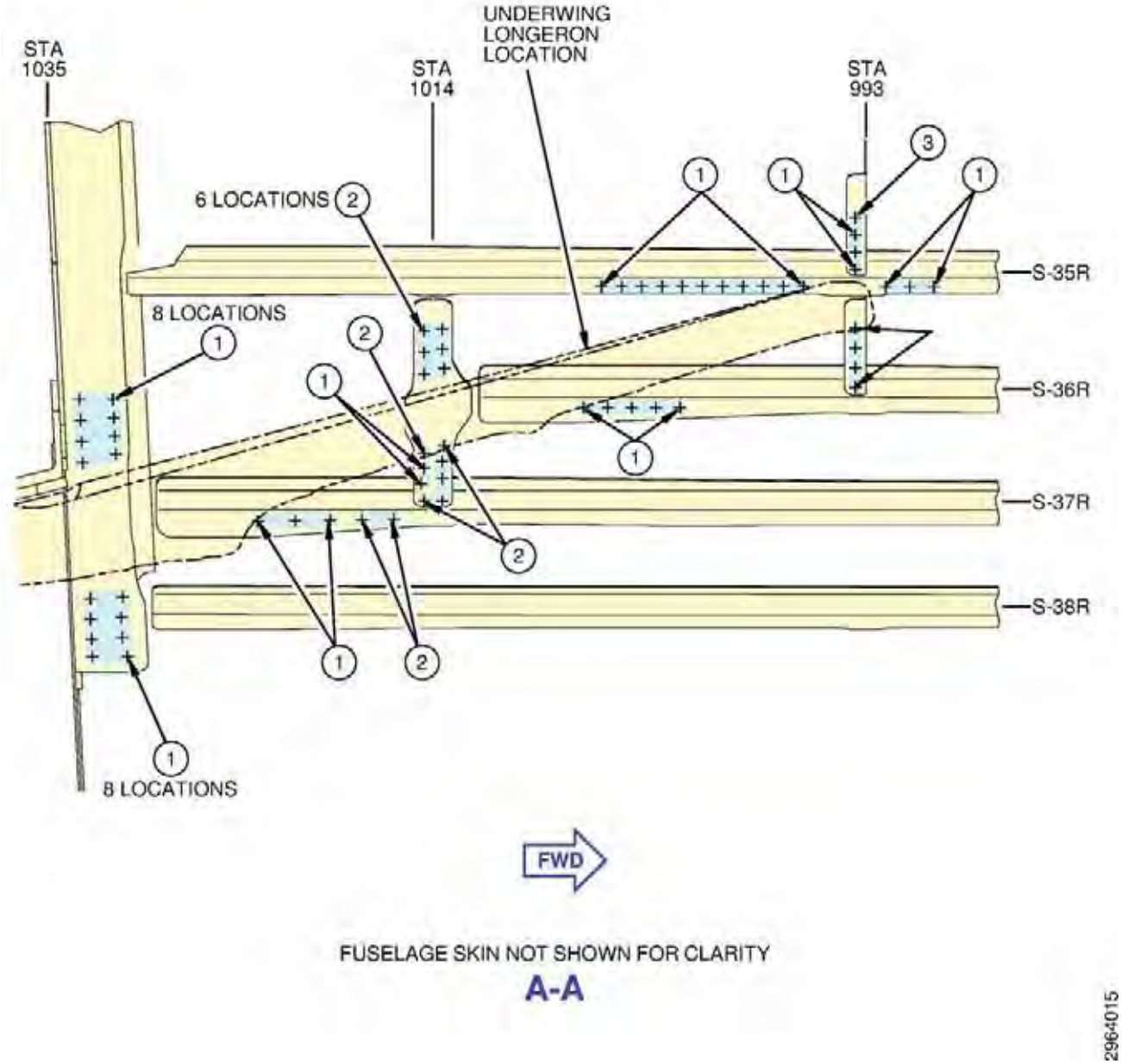


FIGURE 99: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 2 OF 3)

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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	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(a)
2	Remove	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(b)
	Install (New)	WASHER	66-2955-58	18	(c)
3	Microshave	FASTENER	-	1	(d)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, complete the modification.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install the countersink repair washers.

(c) Install 66-2955-58 countersink repair washers, or make countersink repair washer from rivets and install. Refer to 777-200 SRM 51-40-08 as an accepted procedure. Micro-shave flush. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(d) Micro-shave the fastener head to be flush with the fuselage skin. Maintain a surface finish of 125 microinches RA or better. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

FIGURE 99: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 3 OF 3)

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This Figure applies only to: Group 5, Configuration 1, 5, 9, 13.

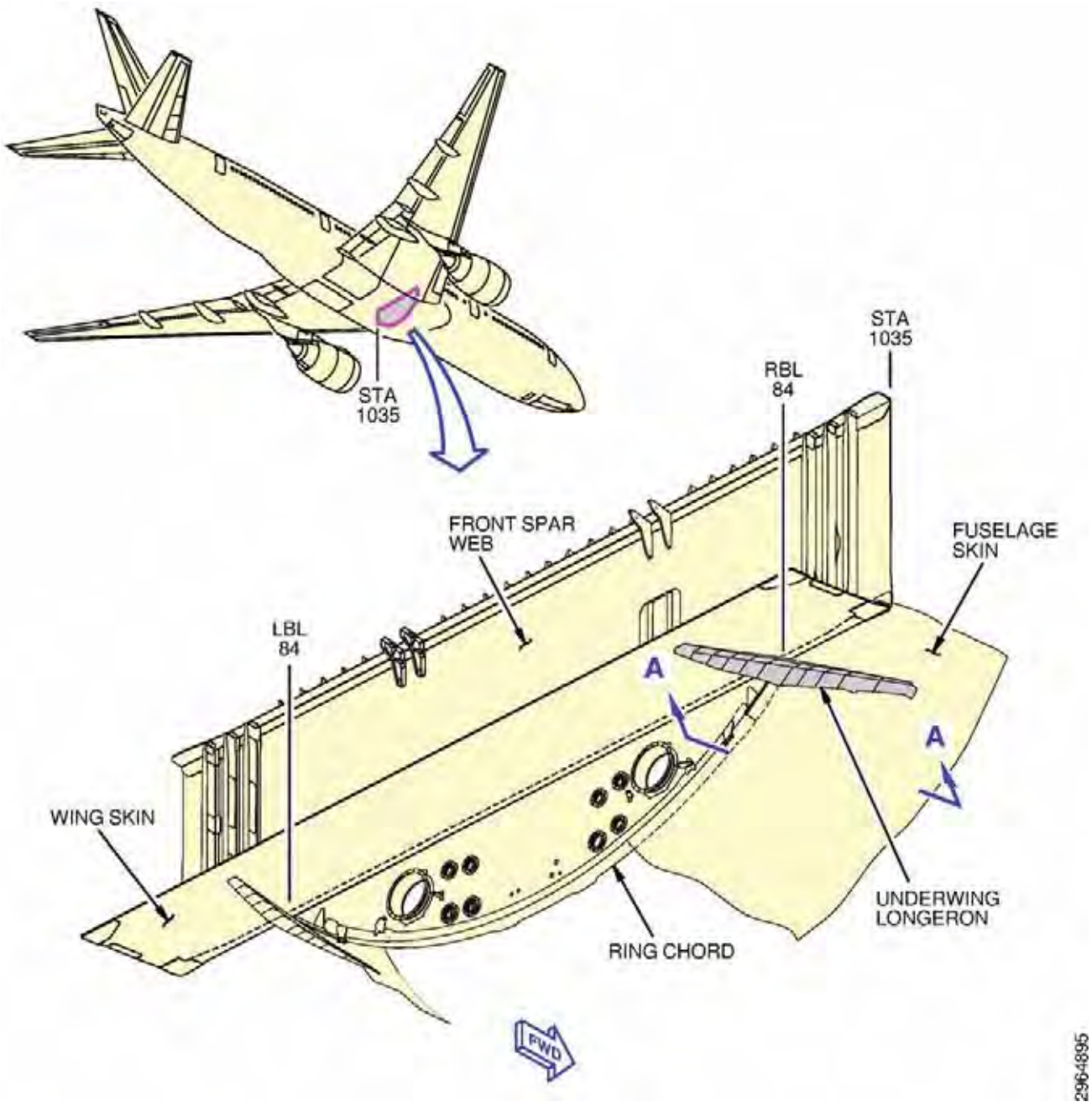


FIGURE 100: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 1 OF 3)

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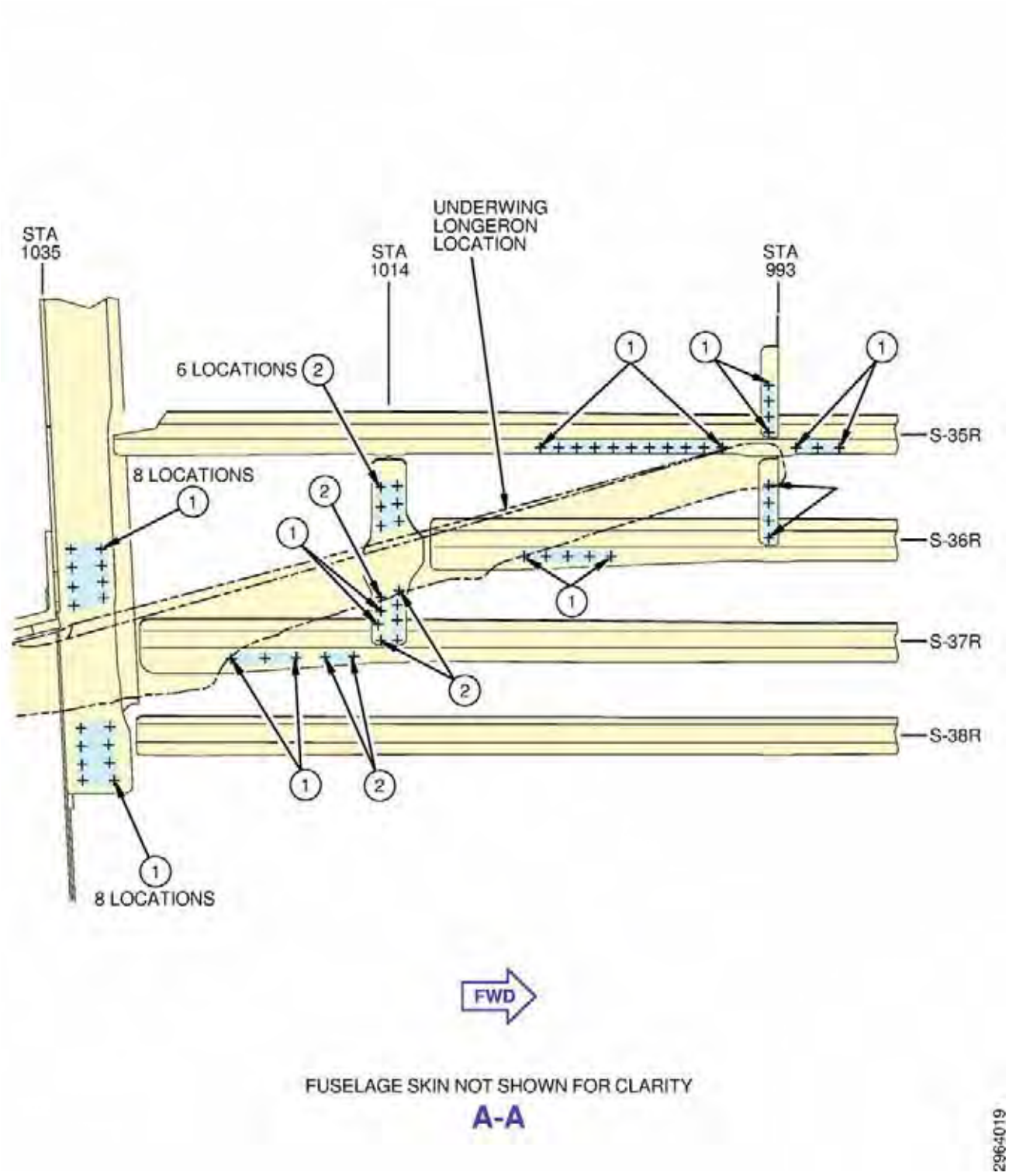


FIGURE 100: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 2 OF 3)

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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	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(a)
2	Remove	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(b)
	Install (New)	WASHER	66-2955-58	18	(c)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, complete the modification.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install the countersink repair washers.

(c) Install 66-2955-58 countersink repair washers, or make countersink repair washer from rivets and install. Refer to 777F SRM 51-40-08 as an accepted procedure. Micro-shave flush. Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

FIGURE 100: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 3 OF 3)

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ALERT **ALERT**

This Figure applies only to: Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13.

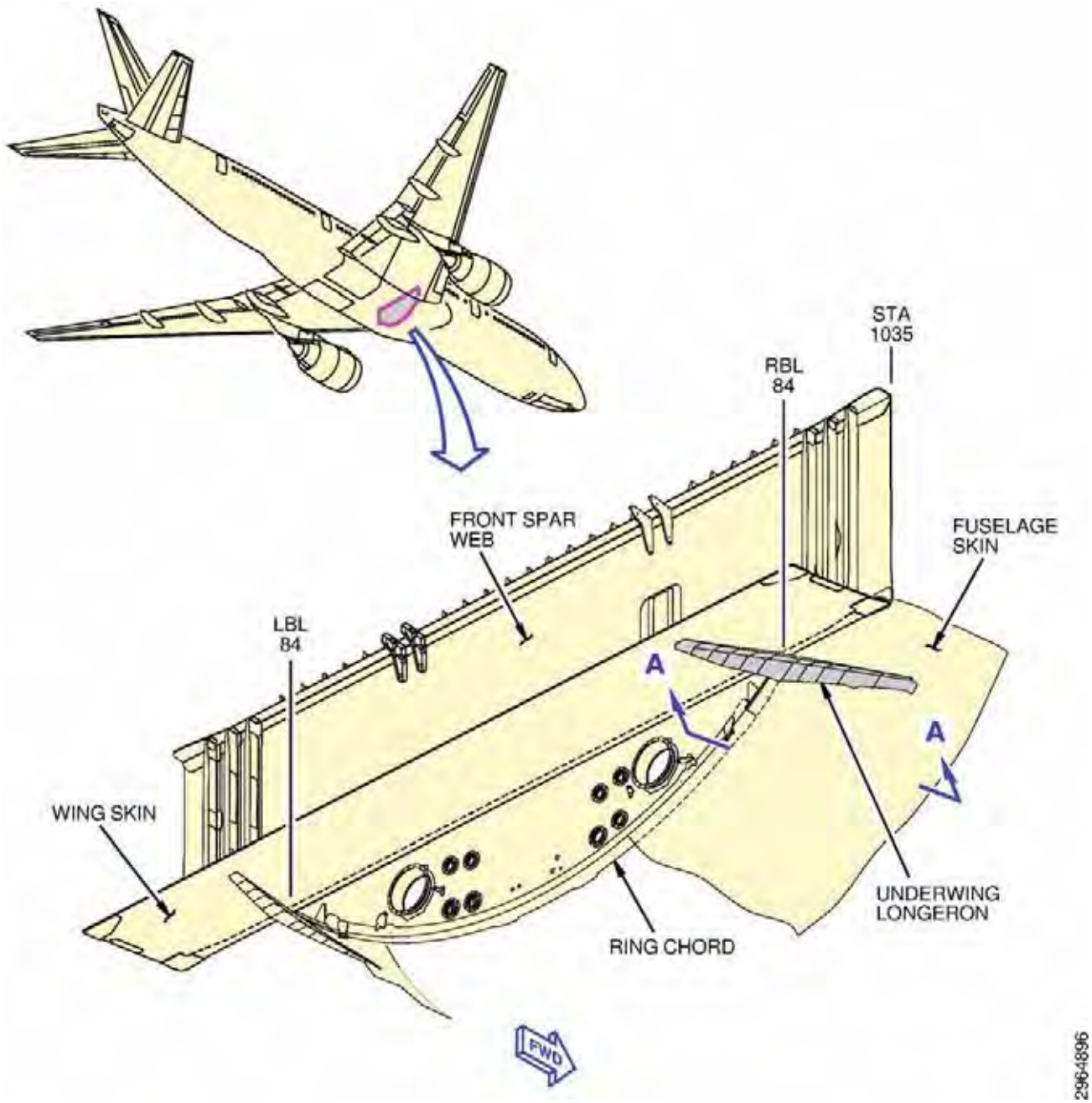


FIGURE 101: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 1 OF 3)

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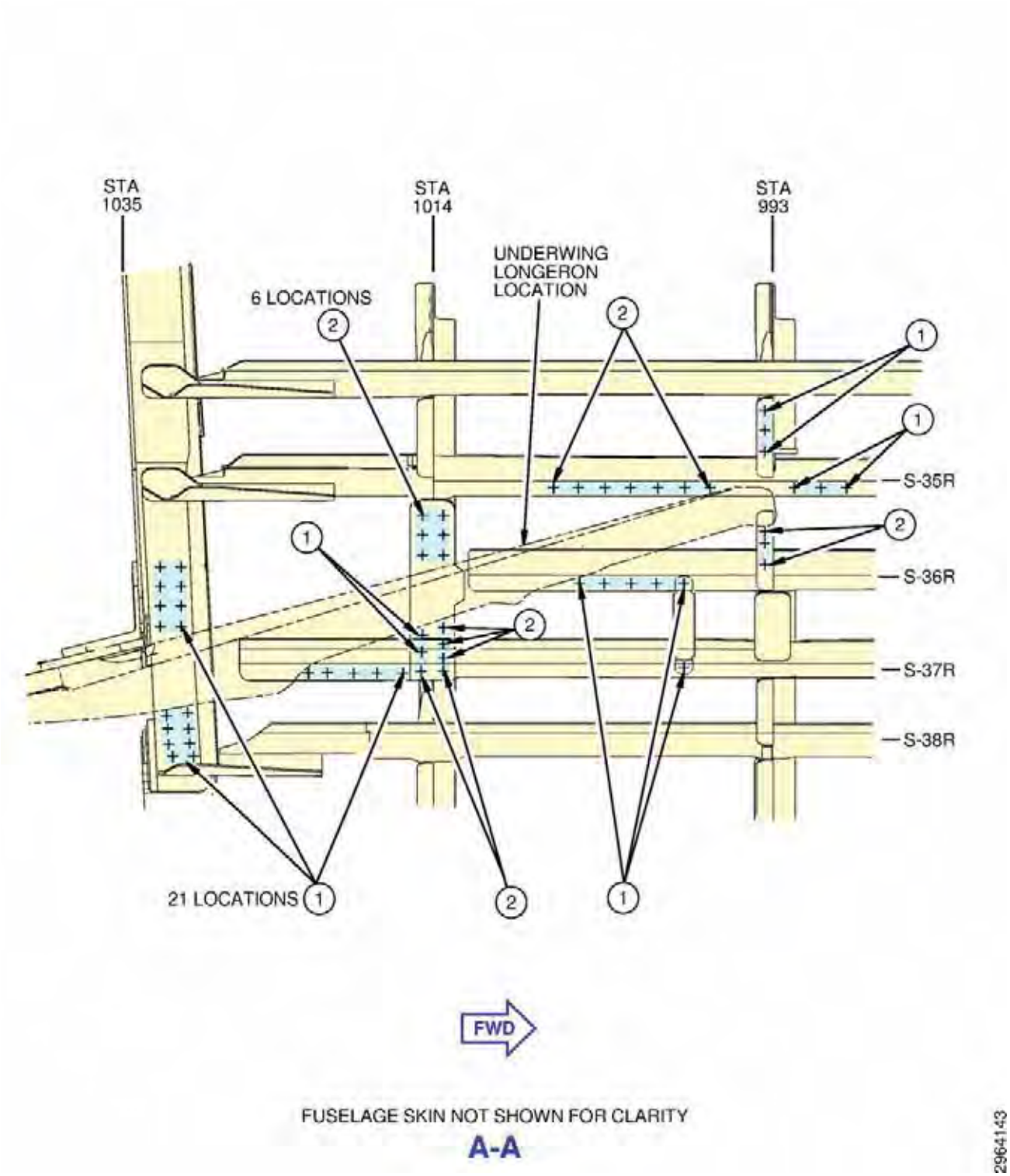


FIGURE 101: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 2 OF 3)

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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	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(a)
2	Remove	FASTENERS	-	-	-
	Inspect	OPEN HOLES	-	-	(b)
	Install (New)	WASHER	66-2955-58	21	(c)(d)(e)

(a) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, complete the modification.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install the countersink repair washers.

(c) Install 66-2955-58 countersink repair washers, or make countersink repair washer from rivets and install. Refer to 777-300 SRM 51-40-08 as an accepted procedure. Micro-shave flush.

(d) Apply TYPE 2, CLASS A chemical conversion coating. Refer to SOPM 20-43-03 as an accepted procedure.

(e) Apply two coats of BMS 10-11, TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

FIGURE 101: RIGHT SIDE FUSELAGE UNDERWING LONGERON FASTENER REMOVAL AND OPEN HOLE INSPECTION
(SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-2, 5-6, 9-10, 13-14; Group 3, Configuration 1-2, 5-6, 9-10, 13-14; Group 5, Configuration 1-2, 5-6, 9-10, 13-14; Group 6, Configuration 1, 3; Group 7, Configuration 1-2, 5-6, 9-10, 13-14; Group 8, Configuration 1-2, 5-6, 9-10, 13-14; Group 9, Configuration 1, 3.

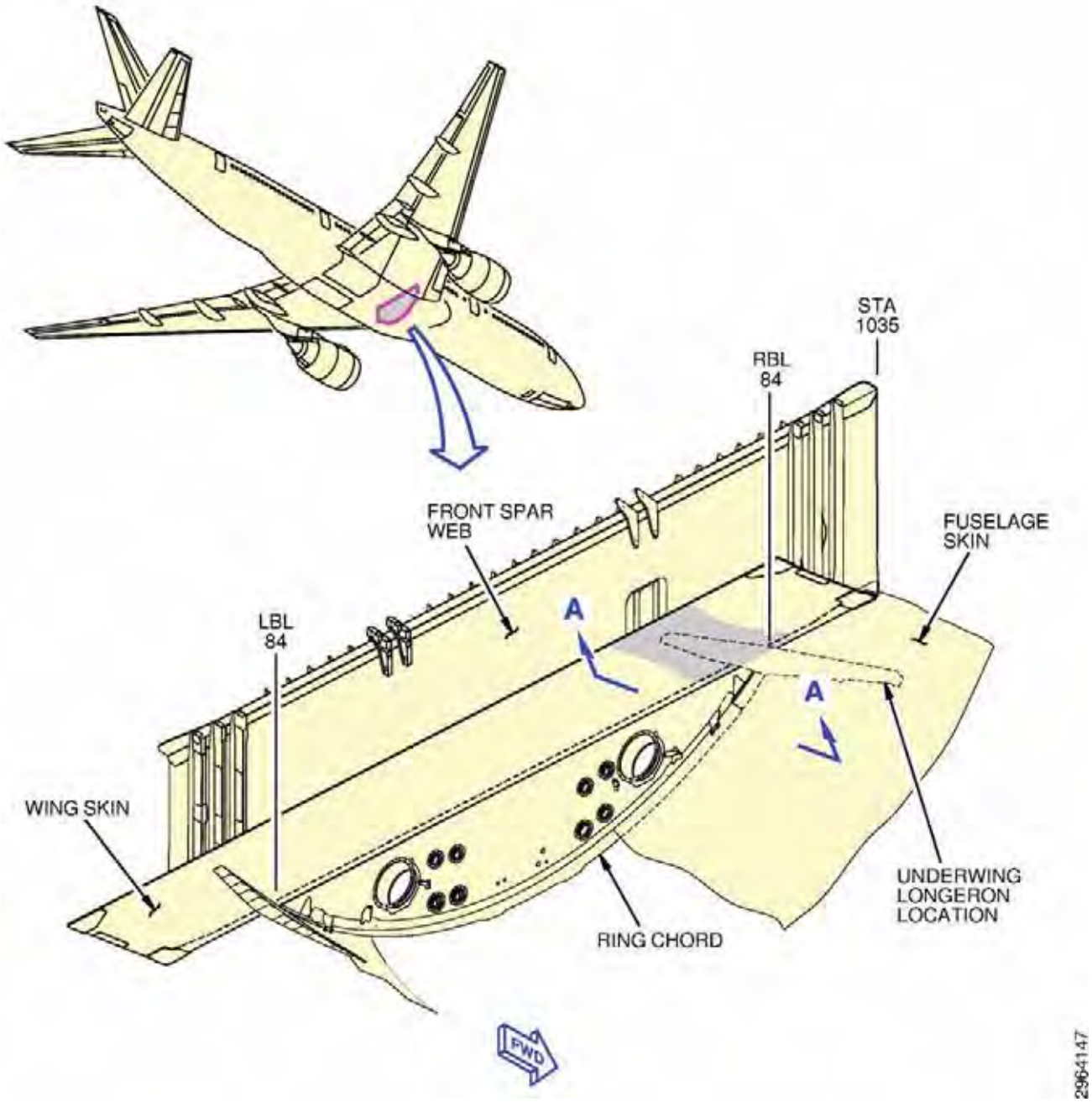
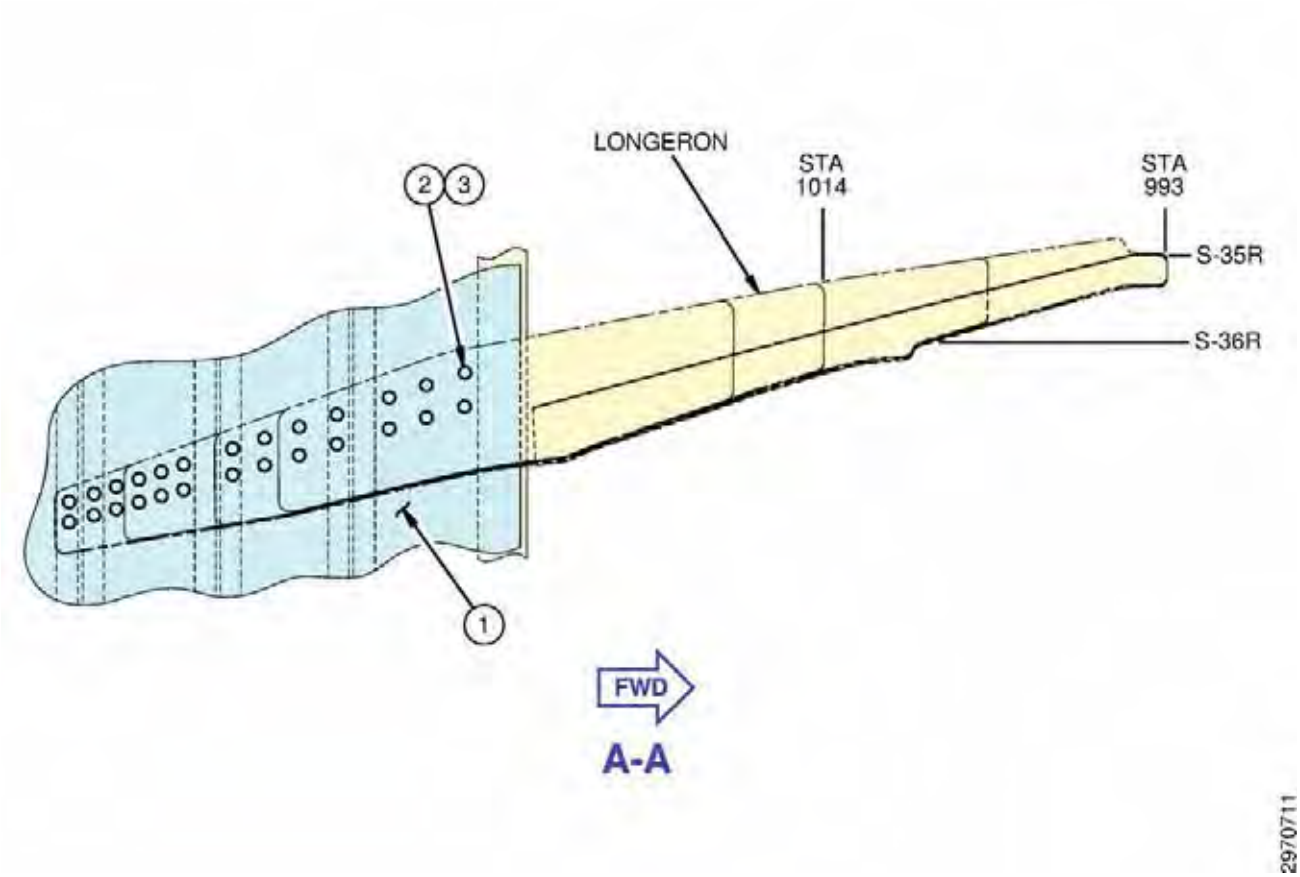


FIGURE 102: RIGHT SIDE WING BOTTOM SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 4)

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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	Inspect	WING SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	WING SKIN	-	-	(c)(d)

FIGURE 102: RIGHT SIDE WING BOTTOM SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(a)	Do a detailed inspection of the wing skin within 10 inches of the underwing longeron for any crack, scratch, gouge, or nick. 1. If any abrasion is found: (a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. (b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend as required to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. Flap or Roto Peen the blended surface. Refer to SOPM 20-10-03 as an accepted procedure, use intensity 0.004A-0.007A, coverage 2.0. Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure. Apply one coat of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure. 2. If any abrasion is found on the wing skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair. 3. If any crack, scratch, gouge or nick is found, contact The Boeing Company for repair instructions and do the repair.				
(b)	Do an open hole High Frequency Eddy Current (HFEC) inspection of the wing skin for any crack in all holes common to the underwing longeron and the wing skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack is found, contact The Boeing Company for repair instructions and do the repair.				

FIGURE 102: RIGHT SIDE WING BOTTOM SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(c) Do a surface High Frequency Eddy Current (HFEC) inspection of the external surface of the wing skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the wing skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack is found, contact The Boeing Company for repair instructions and do the repair.					
(d) If no crack is found, continue with next step.					

FIGURE 102: RIGHT SIDE WING BOTTOM SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 4)

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This Figure applies only to: Group 2, Configuration 1, 5, 9, 13.

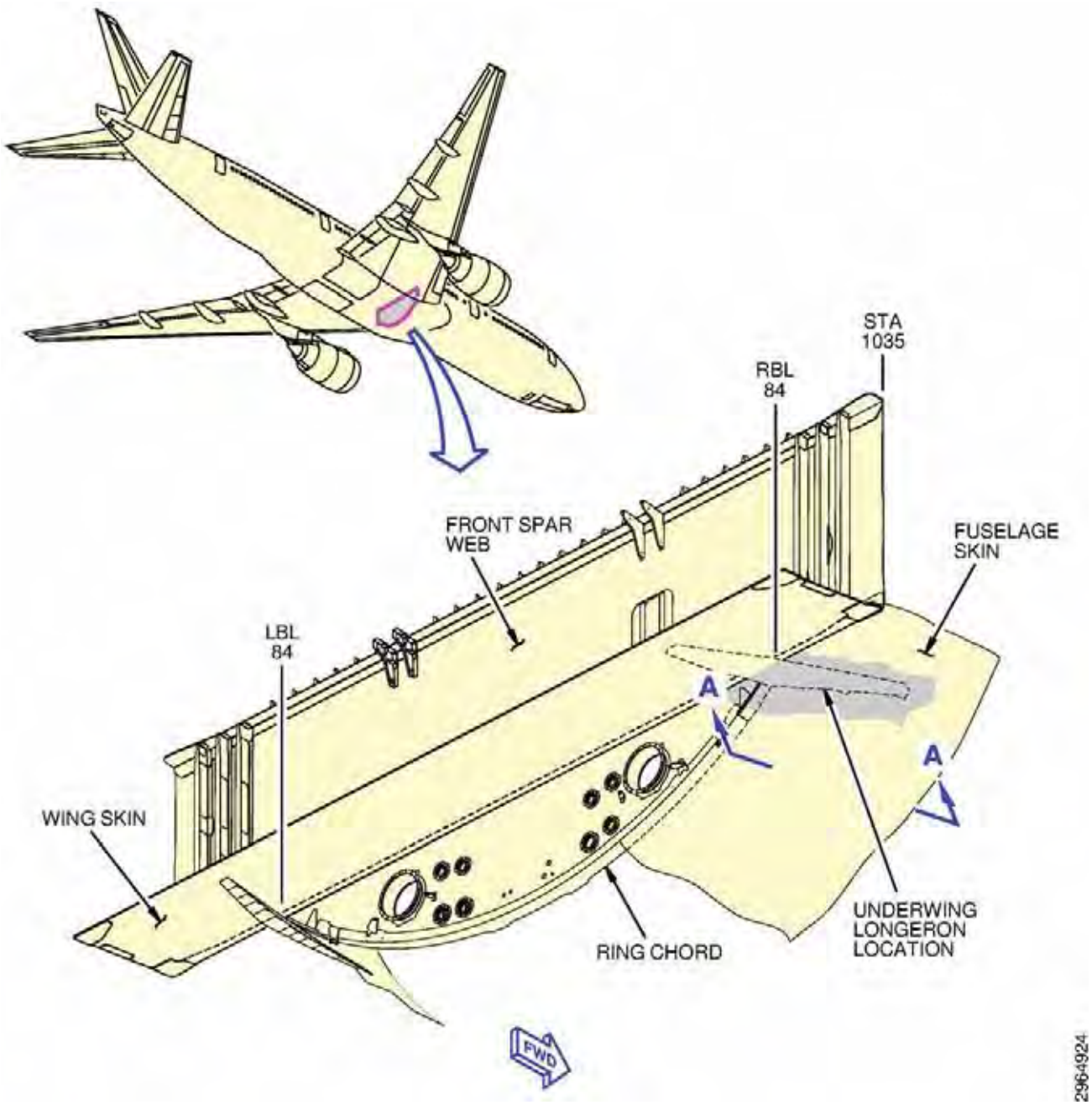


FIGURE 103: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 5)

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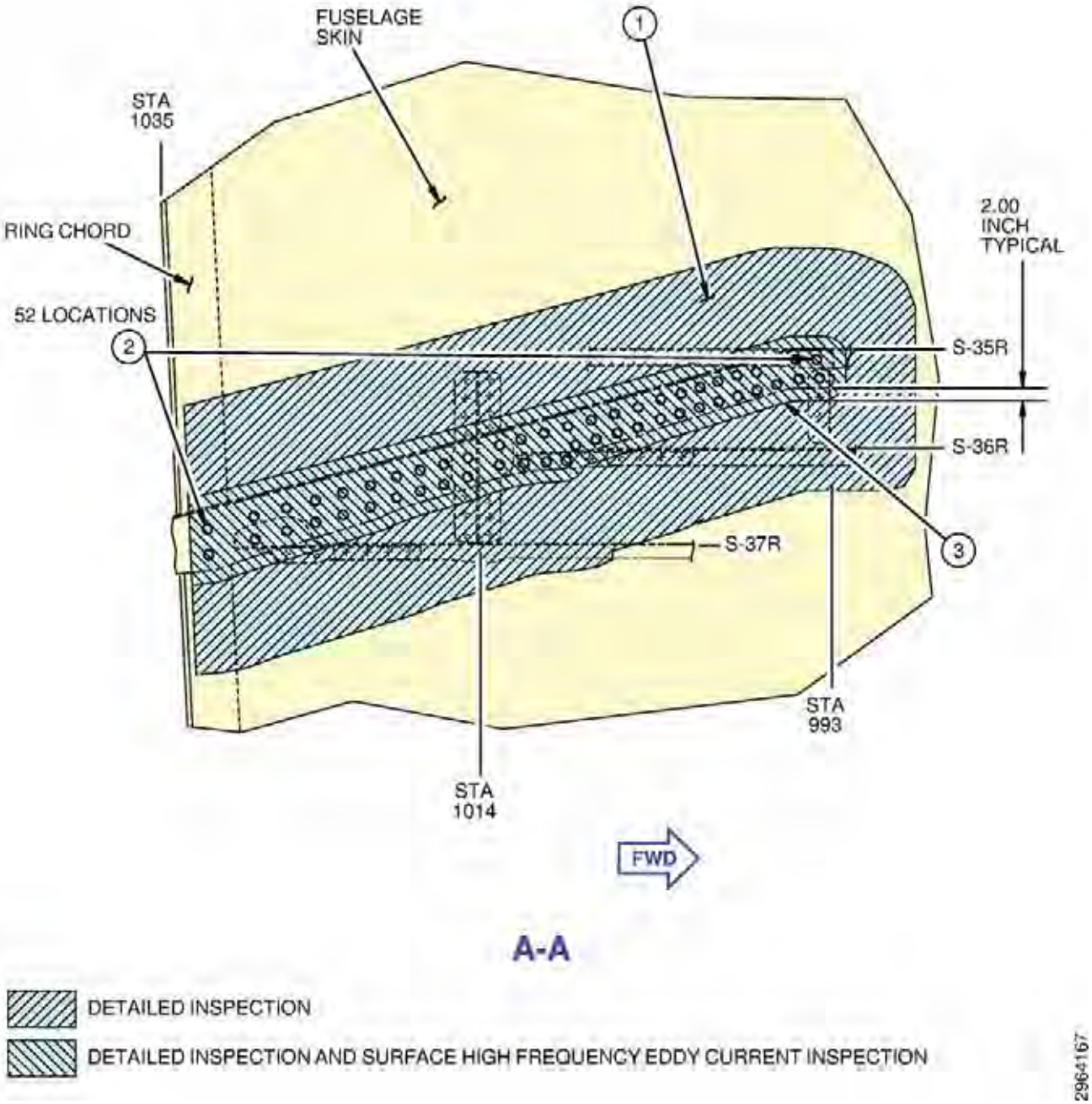


FIGURE 103: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 5)

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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	FUSELAGE SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	FUSELAGE SKIN	-	-	(c)(d)

FIGURE 103: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data

(a) Do a detailed inspection of the fuselage skin within 10 inches of the underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion.

1. If any abrasion is found:

(a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

(b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure.

Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.

2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the fuselage skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair.

3. If any abrasion, dent, scratch, gouge, nick or corrosion is found exceeds 0.005 inch depth on the fuselage skin within the inspection area but not under the underwing longeron, contact The Boeing Company for repair instructions and do the repair. Refer to 777-200 SRM 53-00-01 or 777F SRM 53-00-01 or 777-300 SRM 53-00-01 as an accepted procedure, if the repair can be accomplished without extending under the underwing longeron.

4. If any crack outside the trim area in drawing 675W0002, Sheet 5, View 1C14, is found, contact The Boeing Company for repair instructions and do the repair.

FIGURE 103: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack outside the trim area in drawing 675W0002, Sheet 5, View 1C14, is found, contact The Boeing Company for repair instructions and do the repair.					
(c) Do a surface High Frequency Eddy Current (HFEC) Inspection of the external surface of the fuselage skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack outside the trim area in drawing 675W0002, Sheet 5, View 1C14, is found, contact The Boeing Company for repair instructions and do the repair.					
(d) If no crack is found or if any crack is found inside the trim area in drawing 675W0002, Sheet 5, View 1C14, continue with modification.					

FIGURE 103: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 5 OF 5)

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This Figure applies only to: Group 3, Configuration 1, 5, 9, 13; Group 5, Configuration 1, 5, 9, 13.

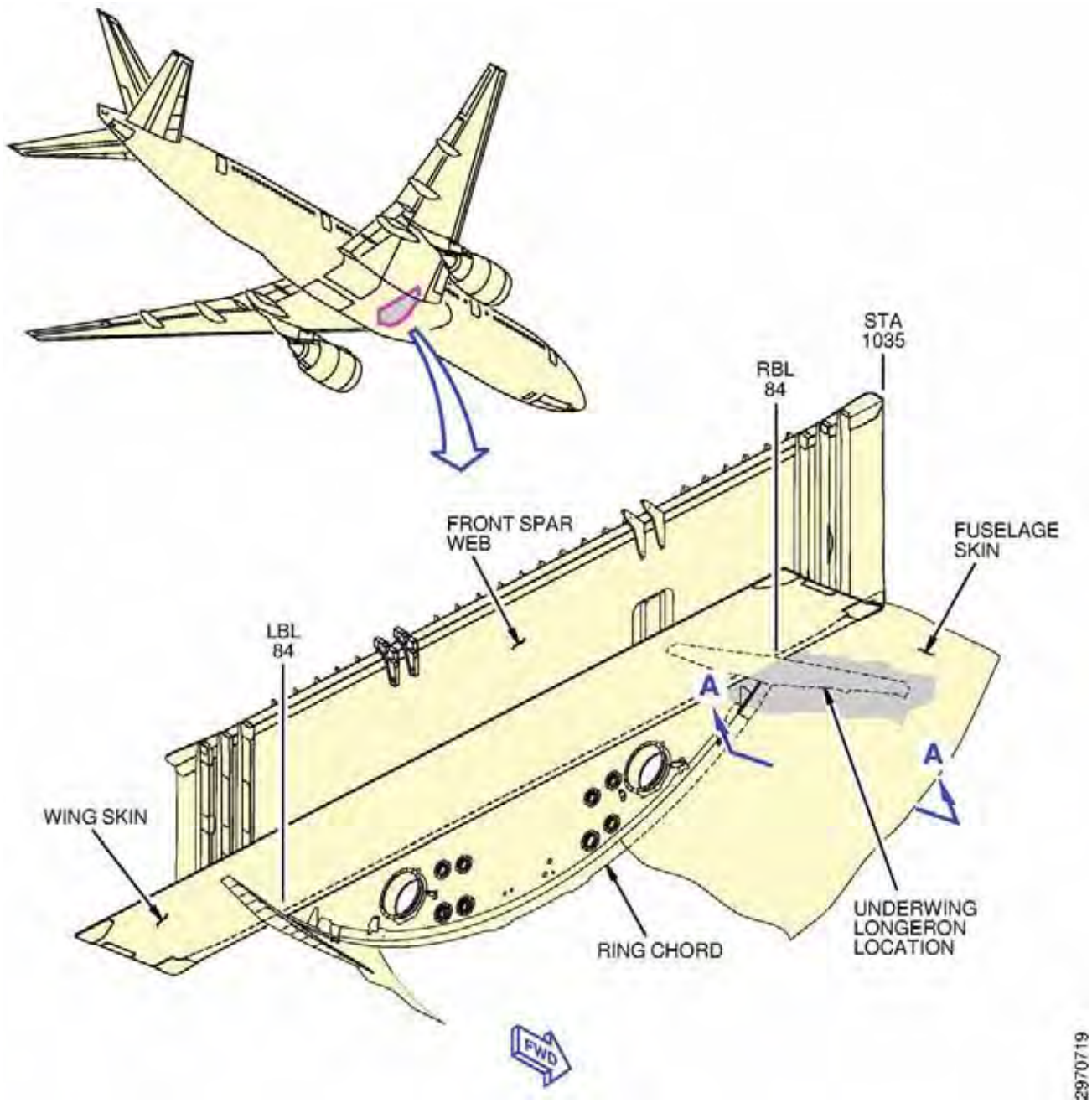


FIGURE 104: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 5)

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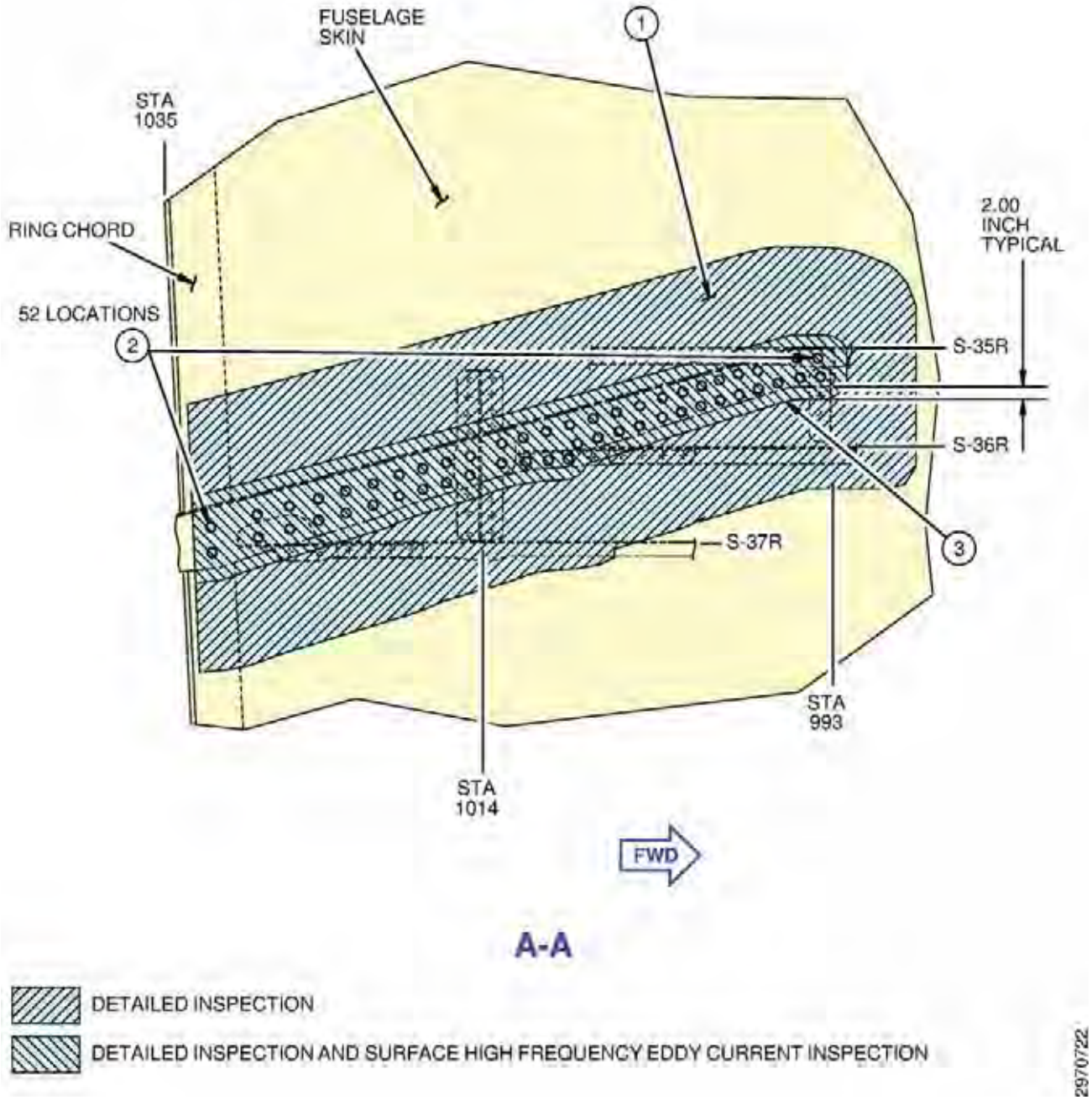


FIGURE 104: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 5)

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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	FUSELAGE SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	FUSELAGE SKIN	-	-	(c)(d)

FIGURE 104: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(a) Do a detailed inspection of the fuselage skin within 10 inches of the underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. 1. If any abrasion is found: (a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. (b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure. 2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the fuselage skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair. 3. If any abrasion, dent, scratch, gouge, nick or corrosion is found exceeds 0.005 inch depth on the fuselage skin within the inspection area but not under the underwing longeron, contact The Boeing Company for repair instructions and do the repair. Refer to 777-200 SRM 53-00-01 or 777F SRM 53-00-01 or 777-300 SRM 53-00-01 as an accepted procedure, if the repair can be accomplished without extending under the underwing longeron. 4. If any crack outside the trim area in drawing 675W0002, Sheet 7, View 1C14 is found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 104: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b)	Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack outside the trim area in drawing 675W0002, Sheet 7, View 1C14 is found, contact The Boeing Company for repair instructions and do the repair				
(c)	Do a surface High Frequency Eddy Current (HFEC) Inspection of the external surface of the fuselage skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack outside the trim area in drawing 675W0002, Sheet 7, View 1C14 is found, contact The Boeing Company for repair instructions and do the repair				
(d)	If no crack is found or if any crack is found inside the trim area in drawing 675W0002, Sheet 7, View 1C14, continue with modification.				

FIGURE 104: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 5 OF 5)

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This Figure applies only to: Group 7, Configuration 1, 5, 9, 13.

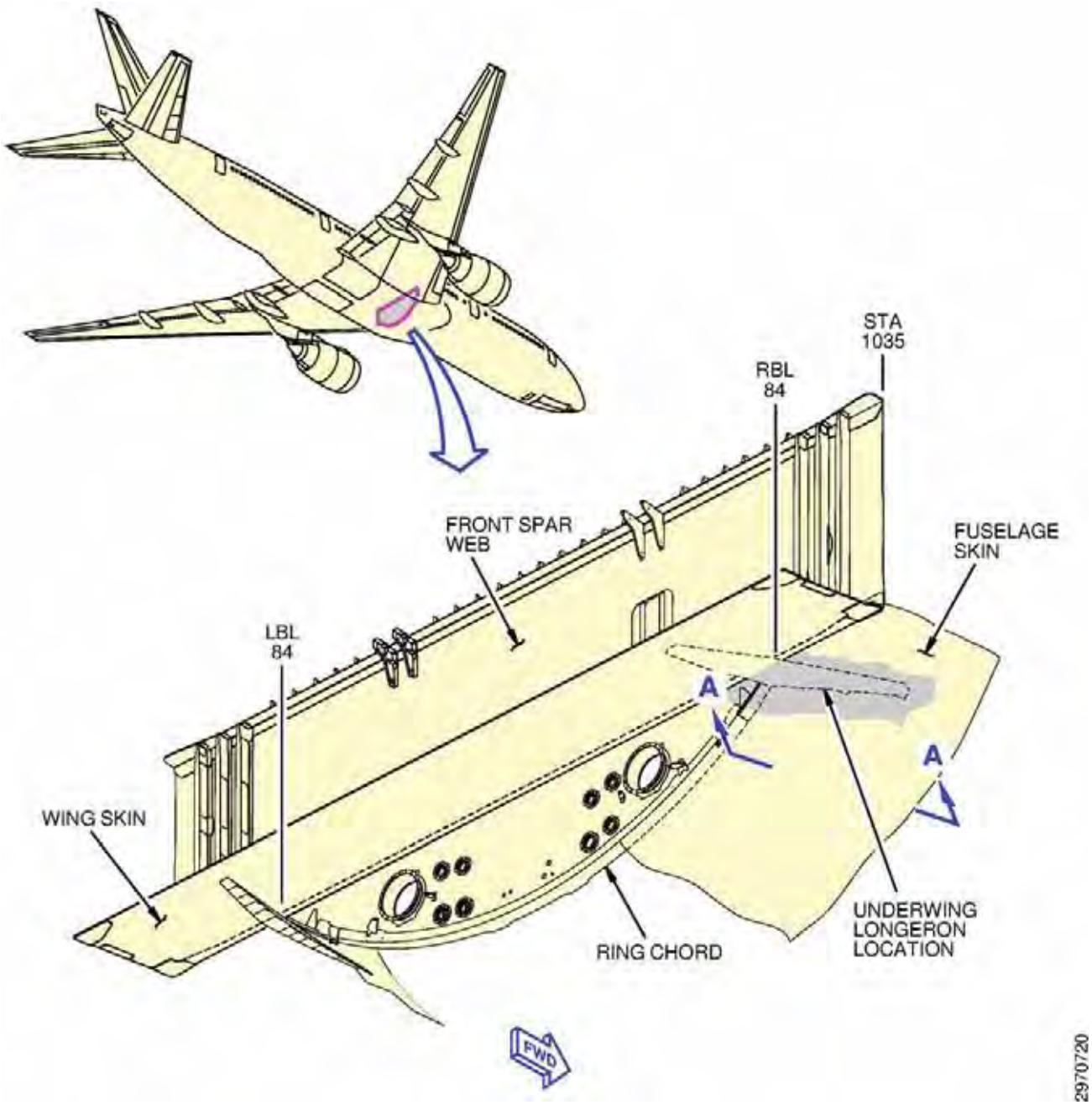


FIGURE 105: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 5)

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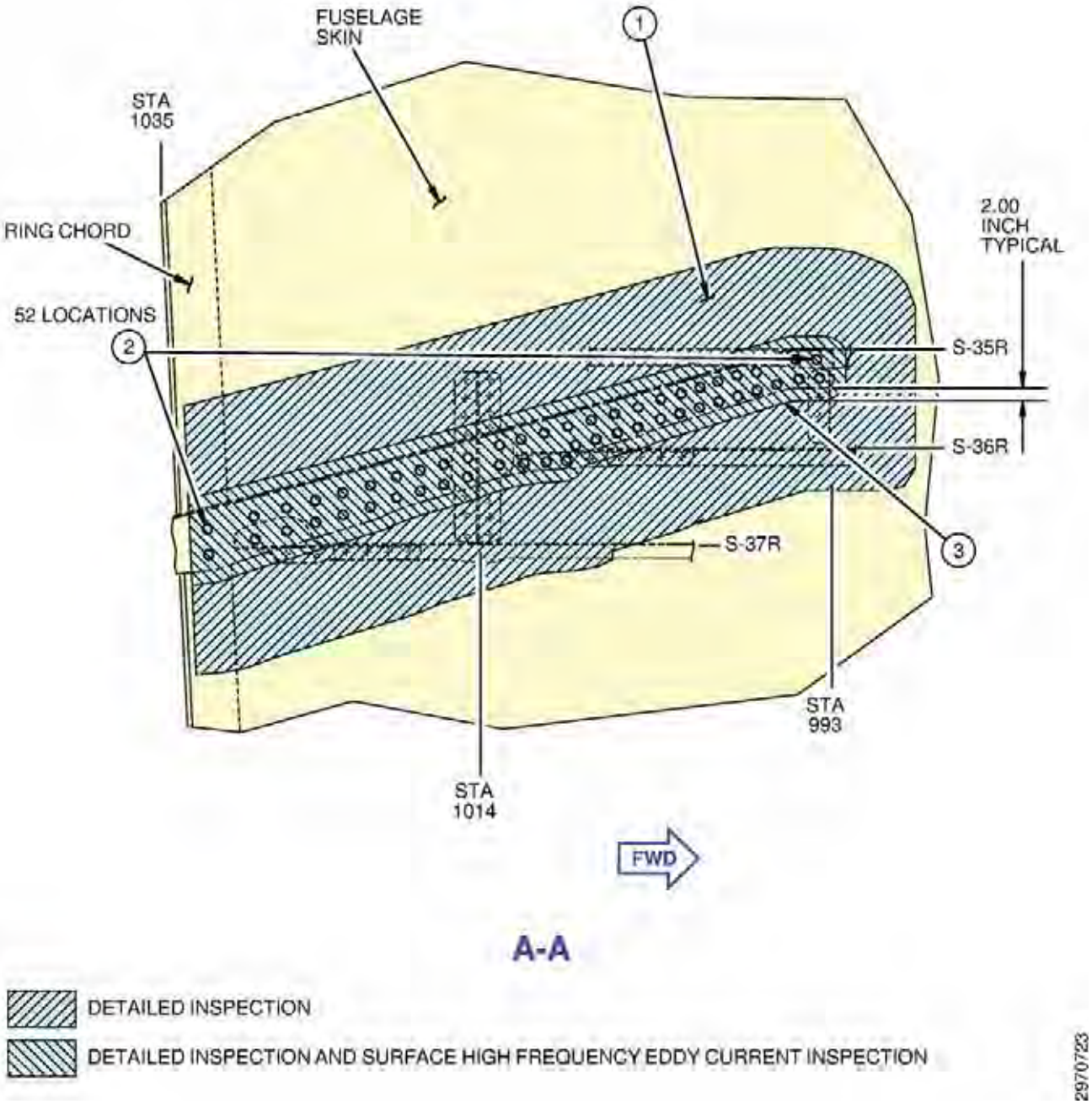


FIGURE 105: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 5)

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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	FUSELAGE SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	FUSELAGE SKIN	-	-	(c)(d)

FIGURE 105: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data

(a) Do a detailed inspection of the fuselage skin within 10 inches of the underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion.

1. If any abrasion is found:

(a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

(b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure.

Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.

2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the fuselage skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair.

3. If any abrasion, dent, scratch, gouge, nick or corrosion is found exceeds 0.005 inch depth on the fuselage skin within the inspection area but not under the underwing longeron, contact The Boeing Company for repair instructions and do the repair. Refer to 777-200 SRM 53-00-01 or 777F SRM 53-00-01 or 777-300 SRM 53-00-01 as an accepted procedure, if the repair can be accomplished without extending under the underwing longeron.

4. If any crack outside the trim area in drawing 675W0001, Sheet 1, View 1C15 is found, contact The Boeing Company for repair instructions and do the repair.

FIGURE 105: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b)	Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack outside the trim area in drawing 675W0001, Sheet 1, View 1C15 is found, contact The Boeing Company for repair instructions and do the repair.				
(c)	Do a surface High Frequency Eddy Current (HFEC) Inspection of the external surface of the fuselage skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack outside the trim area in drawing 675W0001, Sheet 1, View 1C15 is found, contact The Boeing Company for repair instructions and do the repair.				
(d)	If no crack is found or if any crack is found inside the trim area in drawing 675W0001, Sheet 1, View 1C15, continue with modification.				

FIGURE 105: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 5 OF 5)

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This Figure applies only to: Group 8, Configuration 1, 5, 9, 13.

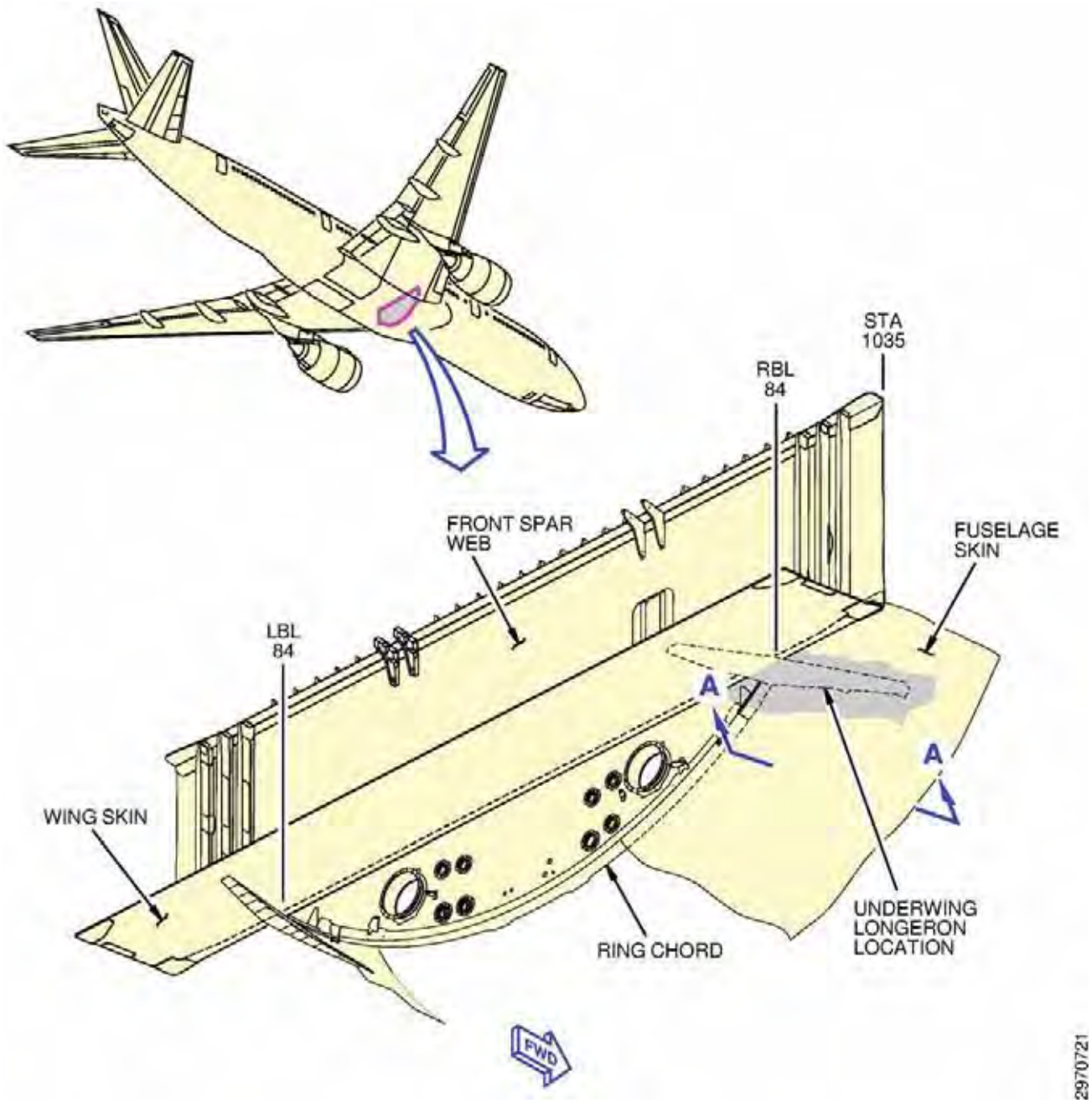


FIGURE 106: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 1 OF 5)

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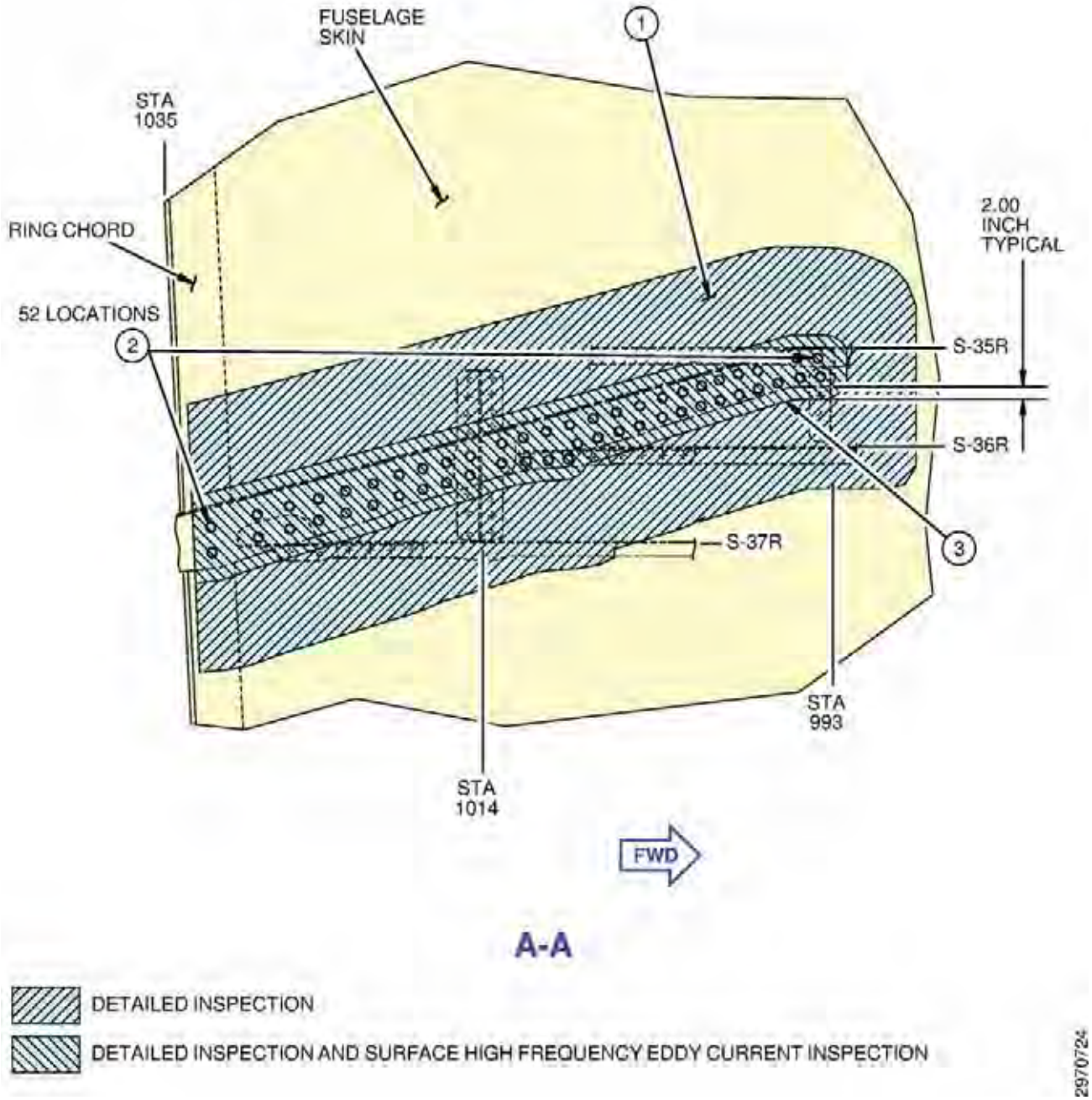


FIGURE 106: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 2 OF 5)

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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	FUSELAGE SKIN	-	-	(a)(d)
2	Inspect	OPEN HOLES	-	-	(b)(d)
3	Inspect	FUSELAGE SKIN	-	-	(c)(d)

FIGURE 106: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 3 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(a) Do a detailed inspection of the fuselage skin within 10 inches of the underwing longeron for any abrasion, dent, scratch, gouge, nick, crack or corrosion. 1. If any abrasion is found: (a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. (b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure. Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure. 2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the fuselage skin underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair. 3. If any abrasion, dent, scratch, gouge, nick or corrosion is found exceeds 0.005 inch depth on the fuselage skin within the inspection area but not under the underwing longeron, contact The Boeing Company for repair instructions and do the repair. Refer to 777-200 SRM 53-00-01 or 777F SRM 53-00-01 or 777-300 SRM 53-00-01 as an accepted procedure, if the repair can be accomplished without extending under the underwing longeron. 4. If any crack outside the trim area in drawing 675W0001 Sheet 1, View 2C15 is found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 106: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(b)	Do an open hole High Frequency Eddy Current (HFEC) inspection of the fuselage skin for any crack in all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-02. 1. If any crack outside the trim area in drawing 675W0001 Sheet 1, View 2C15 is found, contact The Boeing Company for repair instructions and do the repair.				
(c)	Do a surface High Frequency Eddy Current (HFEC) Inspection of the external surface of the fuselage skin for any crack within a 2 inch radius of all holes common to the underwing longeron and the fuselage skin in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any crack outside the trim area in drawing 675W0001 Sheet 1, View 2C15 is found, contact The Boeing Company for repair instructions and do the repair.				
(d)	If no crack is found or if any crack is found inside the trim area in drawing 675W0001, Sheet 1, View 1C15, continue with modification.				

FIGURE 106: RIGHT SIDE FUSELAGE SKIN AT UNDERWING LONGERON LOCATION INSPECTION (SHEET 5 OF 5)

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This Figure applies only to: Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 4, Configuration 1, 3; Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3; Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14; Group 9, Configuration 1, 3.

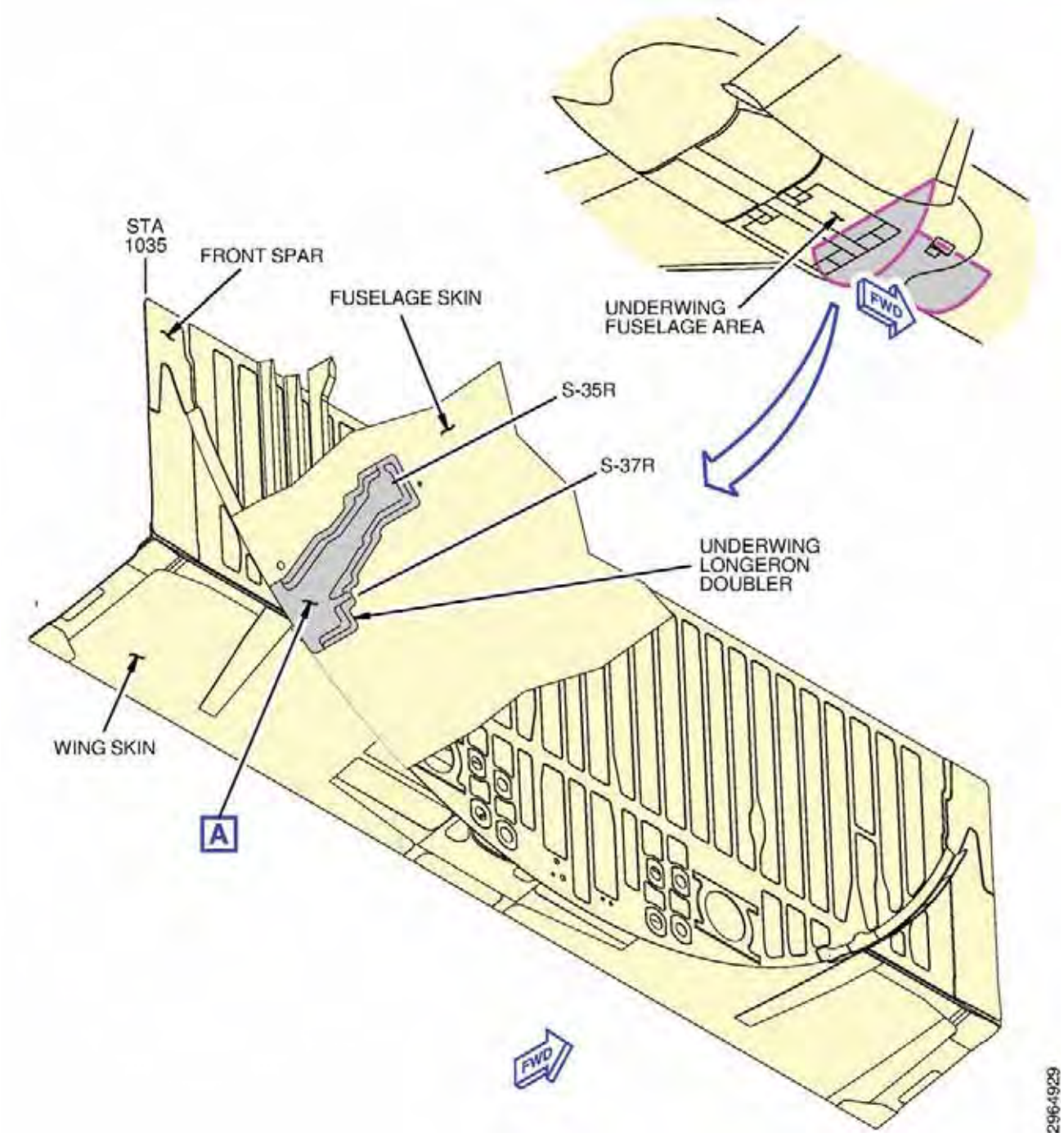


FIGURE 107: RIGHT SIDE UNDERWING LONGERON FUSELAGE SKIN DOUBLER INSPECTION (SHEET 1 OF 4)

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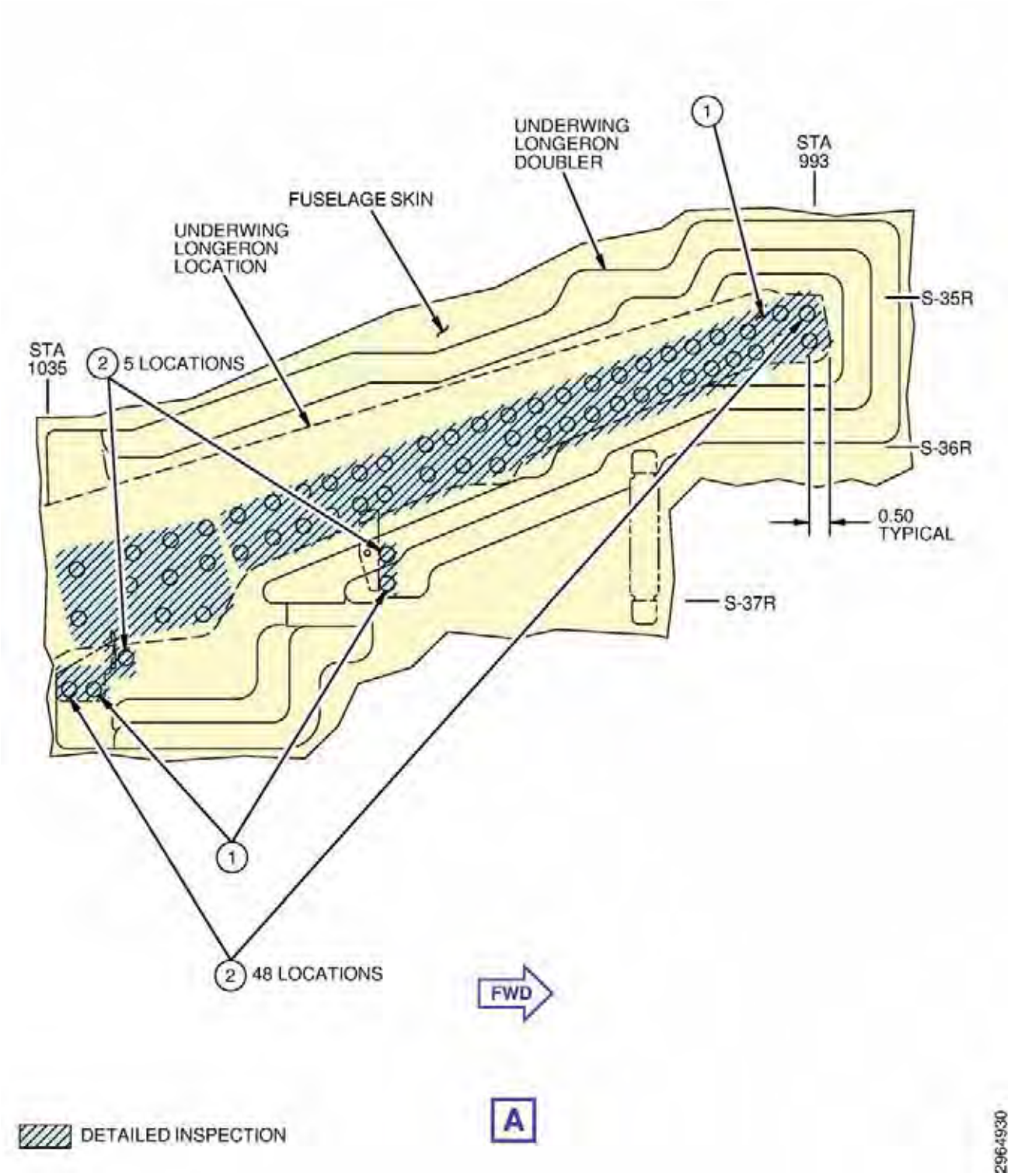


FIGURE 107: RIGHT SIDE UNDERWING LONGERON FUSELAGE SKIN DOUBLER INSPECTION (SHEET 2 OF 4)

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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	Inspect	DOUBLER, UNDER-WING LONGERON	-	-	(a)(c)
2	Inspect	OPEN HOLES	-	-	(b)(c)

(a) Do a detailed inspection of the underwing longeron doubler for any abrasion, dent, scratch, gouge, nick, corrosion, or crack:

1. If any abrasion is found:

(a) Blend any abrasion to remove all damage, do not exceed 0.005 inch depth. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio and 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

(b) If any blend extends within 0.35 inch of a fastener hole, extend the width of the blend to make sure the surface around the hole is flat to within 0.002 inch. The flat surface should extend a minimum of 0.050 inch from the edge of the hole all around the circumference of the hole. Maintain surface finish of 125 microinches RA or better. Blend with 50:1 minimum taper ratio with 1.0 inch minimum bottom radius. Refer to 777-200 SRM 51-10-02 or 777F SRM 51-10-02 or 777-300 SRM 51-10-02 as an accepted procedure.

Apply TYPE 2, CLASS A chemical conversion coating to all bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure.

Apply two coats of BMS 10-11 Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.

2. If any abrasion, dent, scratch, gouge, nick or corrosion is found on the underwing doubler underneath the underwing longeron and exceeds a depth of 0.005 inch, contact The Boeing Company for repair instructions and do the repair.

3. If any crack is found contact The Boeing Company for repair instructions and do the repair.

(b) Do an open hole High Frequency Eddy Current (HFEC) inspection of the underwing longeron doubler for any crack in all holes common to the underwing longeron and the underwing longeron doubler in accordance with 777 NDT Manual Part 6, 51-00-02.

1. If any crack is found, contact The Boeing Company for repair instructions and do the repair.

FIGURE 107: RIGHT SIDE UNDERWING LONGERON FUSELAGE SKIN DOUBLER INSPECTION (SHEET 3 OF 4)

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Step	Task	Name	Identification	Qty	More Data
(c) If no crack is found, continue with modification.					

FIGURE 107: RIGHT SIDE UNDERWING LONGERON FUSELAGE SKIN DOUBLER INSPECTION (SHEET 4 OF 4)

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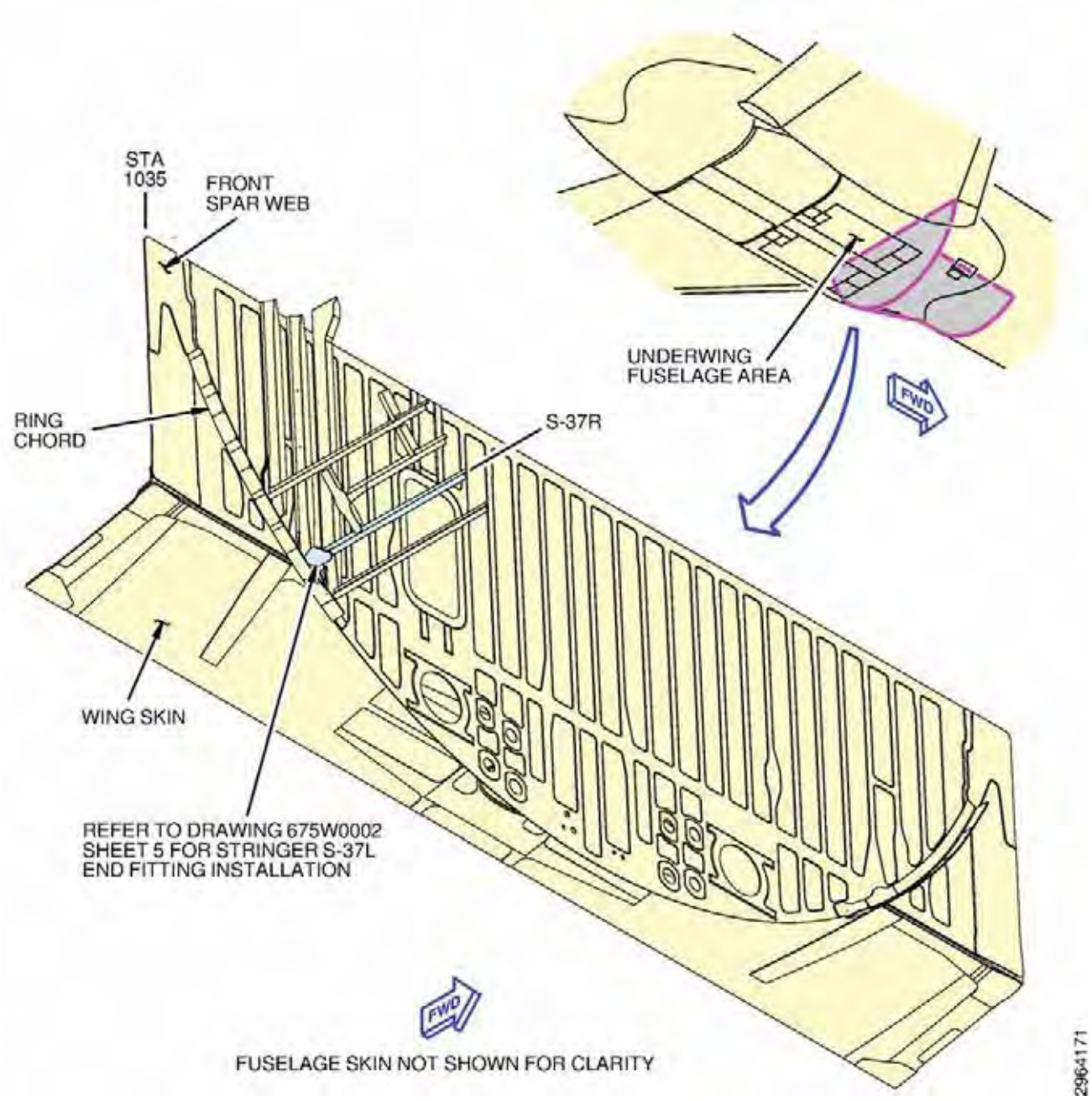


FIGURE 108: STRINGER S-37R END FITTING PREPARATION (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
CAUTION	PROTECT THE SKIN COMMON TO THE STRUCTURE FROM DAMAGE.				
1	Cut	STRINGER	-	-	Cut S-37R. Radius corner to 0.38 inch. (a)(b)(g)
2	Chamfer	STRINGER	-	-	(c)(g)(h)
3	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply chemical conversion coating to the bare edges of S-37R. Refer to SOPM 20-43-03 as an accepted procedure. (g)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply primer to the cut edges of S-37R. Refer to SOPM 20-41-02 as an accepted procedure. (g)
4	Locate	STRINGER END FITTING	675W0003-14	-	(d)(e)(g)(h)
5	Drill	STRINGER END FITTING	675W0003-14	-	Drill holes common to the stringer end fitting and S-37R. (f)(g)
6	Drill	STRINGER END FITTING	675W0003-14	-	Transfer fuselage skin hole locations to the stringer end fitting. (g)
7	Remove / Keep	STRINGER END FITTING	675W0003-14	-	Clean and break all sharp edges. (g)

(a) Maintain a surface finish of 125 microinches RA or better. Clean and break all sharp edges.

(b) Install a thin sheet of steel behind the stringer to prevent causing damage to the skin behind the stringer.

(c) Extend chamfer on S-37R 0.62 inch past the existing forward fastener hole location. Runout the chamfer with a radius of 0.25 - 0.75 inch.

FIGURE 108: STRINGER S-37R END FITTING PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
(d)	For gaps greater than 0.005 inch between the stringer end fitting and S-37R, shim using the BACS40R009B054F shim. Refer to SOPM 20-50-20 as an accepted procedure. The maximum shim thickness is 0.06 inch. The gap after shimming and before fastener installation may not exceed 0.005 inch. Apply BMS 10-11 TYPE I Primer to the shim. Refer to SOPM 20-41-02 as an accepted procedure.				
(e)	For gaps greater than 0.005 inch between the stringer end fitting and fuselage skin, shim using the BACS40R042C070F shim. Refer to SOPM 20-50-20 as an accepted procedure. The maximum shim thickness is 0.06 inch. The gap after shimming and before fastener installation may not exceed 0.005inch. Apply BMS 10-11 TYPE I Primer to the shim. Refer to SOPM 20-41-02 as an accepted procedure.				
(f)	Refer to drawing 675W0002, Zone 5G5, Table V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.				
(g)	Accomplish task in accordance with Drawing 675W0002, Sheet 5, View 1D26.				
(h)	Accomplish task in accordance with Drawing 675W0002, Sheet 5, View 1D16.				

FIGURE 108: STRINGER S-37R END FITTING PREPARATION (SHEET 3 OF 3)

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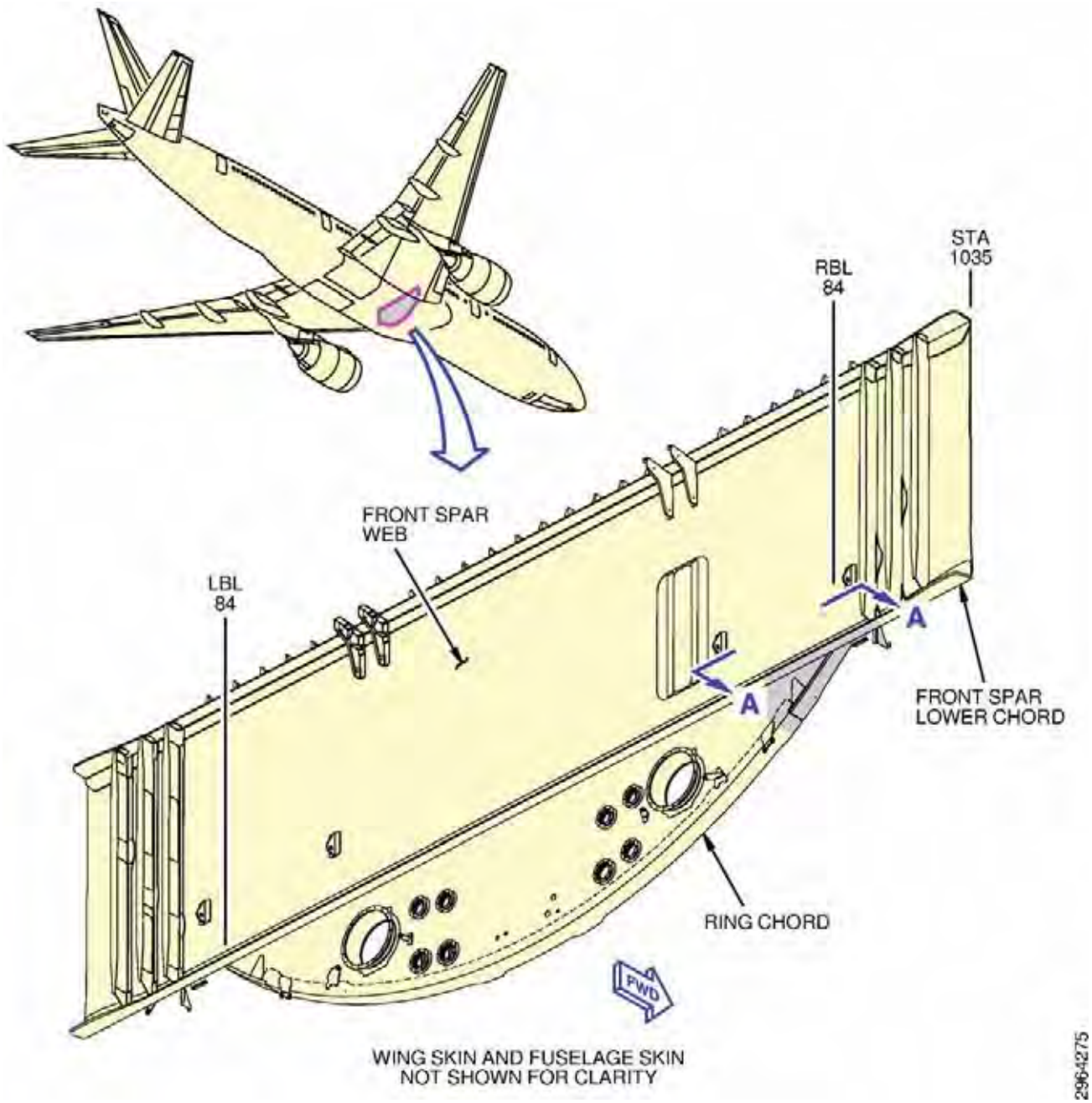


FIGURE 109: RIGHT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 1 OF 4)

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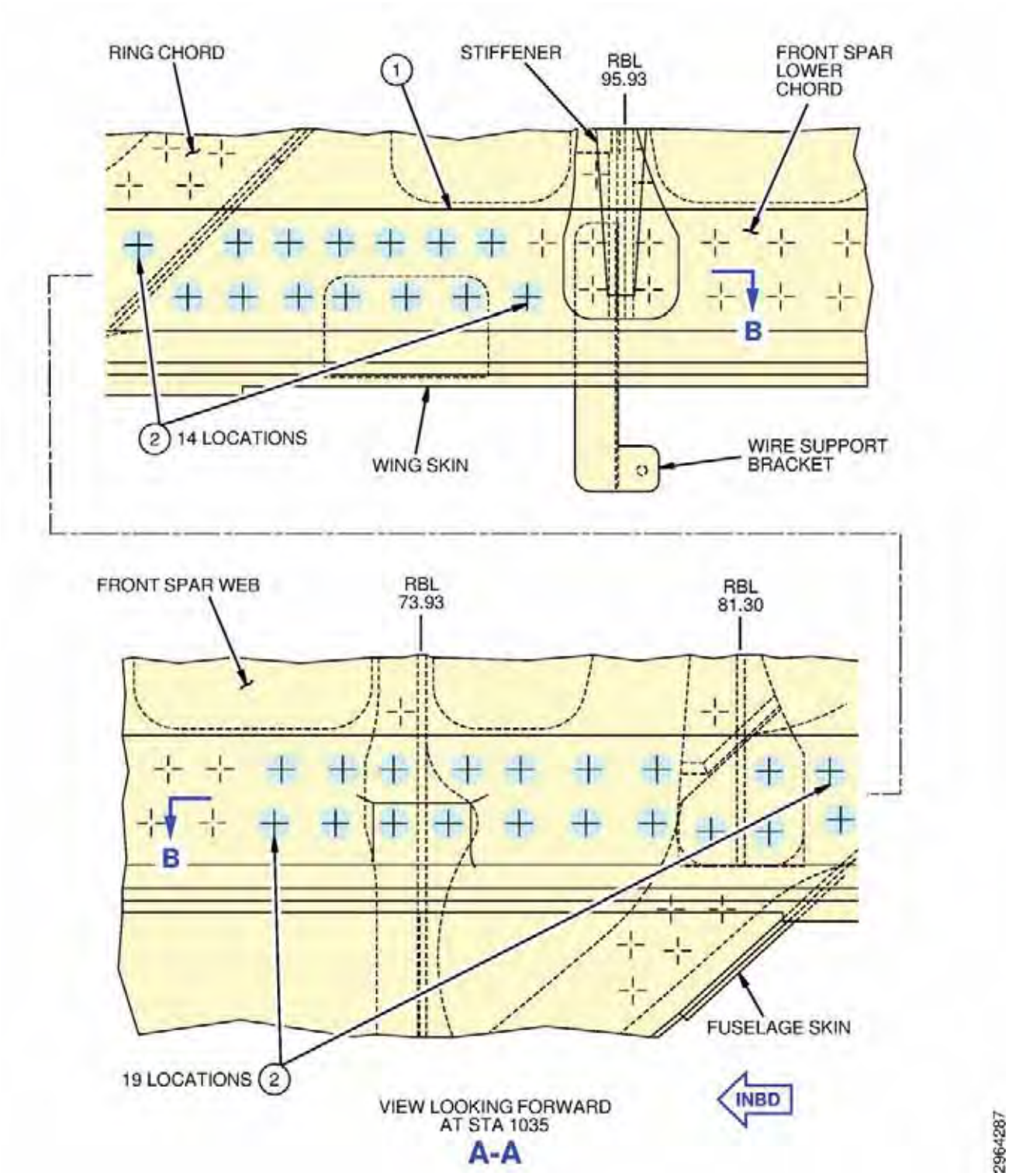


FIGURE 109: RIGHT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 2 OF 4)

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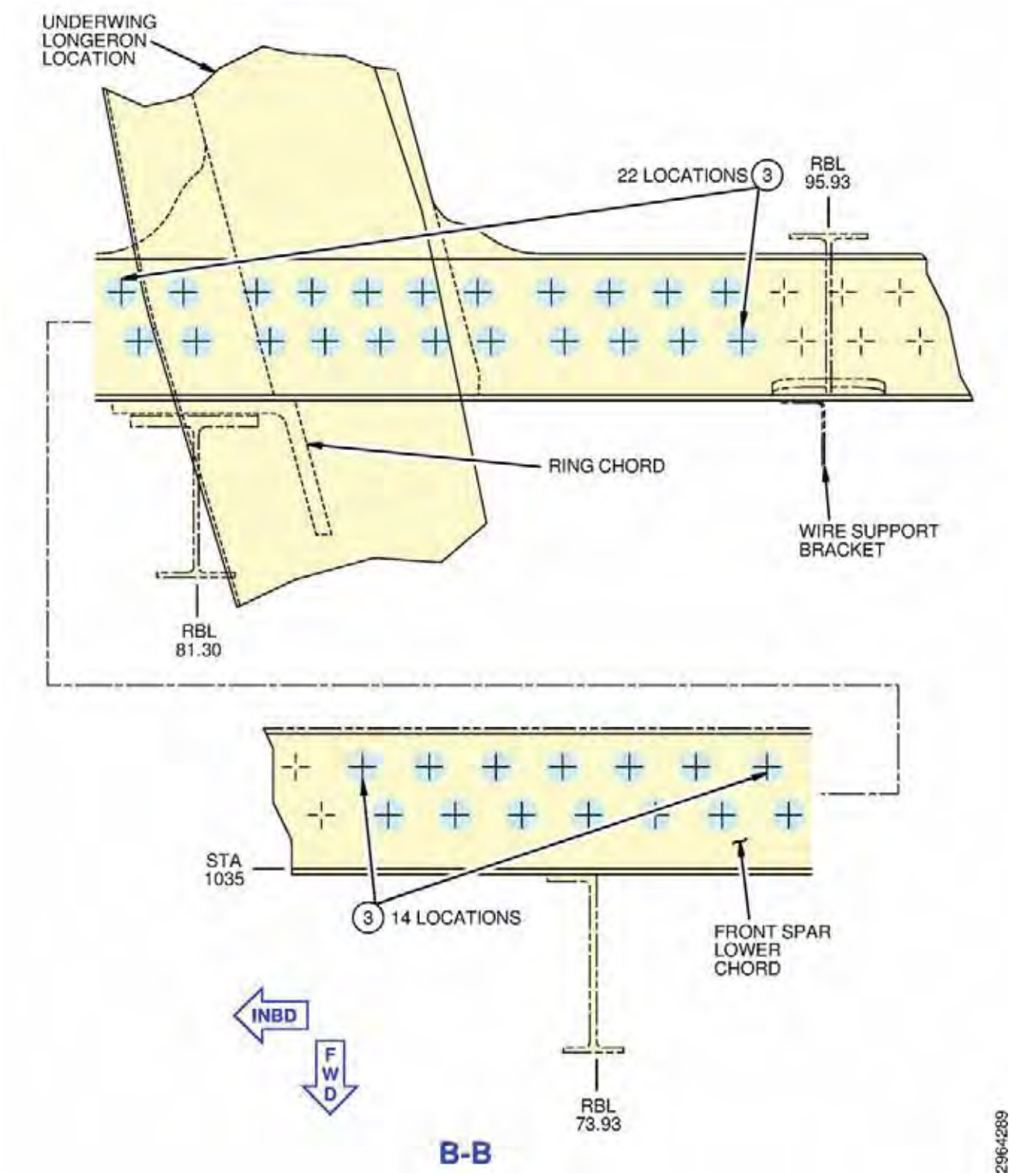


FIGURE 109: RIGHT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 3 OF 4)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	33	-
3	Remove	FASTENERS	-	36	-

(a) Use non-metallic tools to remove cap seals and fillet seal. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

FIGURE 109: RIGHT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 4 OF 4)

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This Figure applies only to: Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 4, Configuration 1, 3; Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3; Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14; Group 9, Configuration 1, 3.

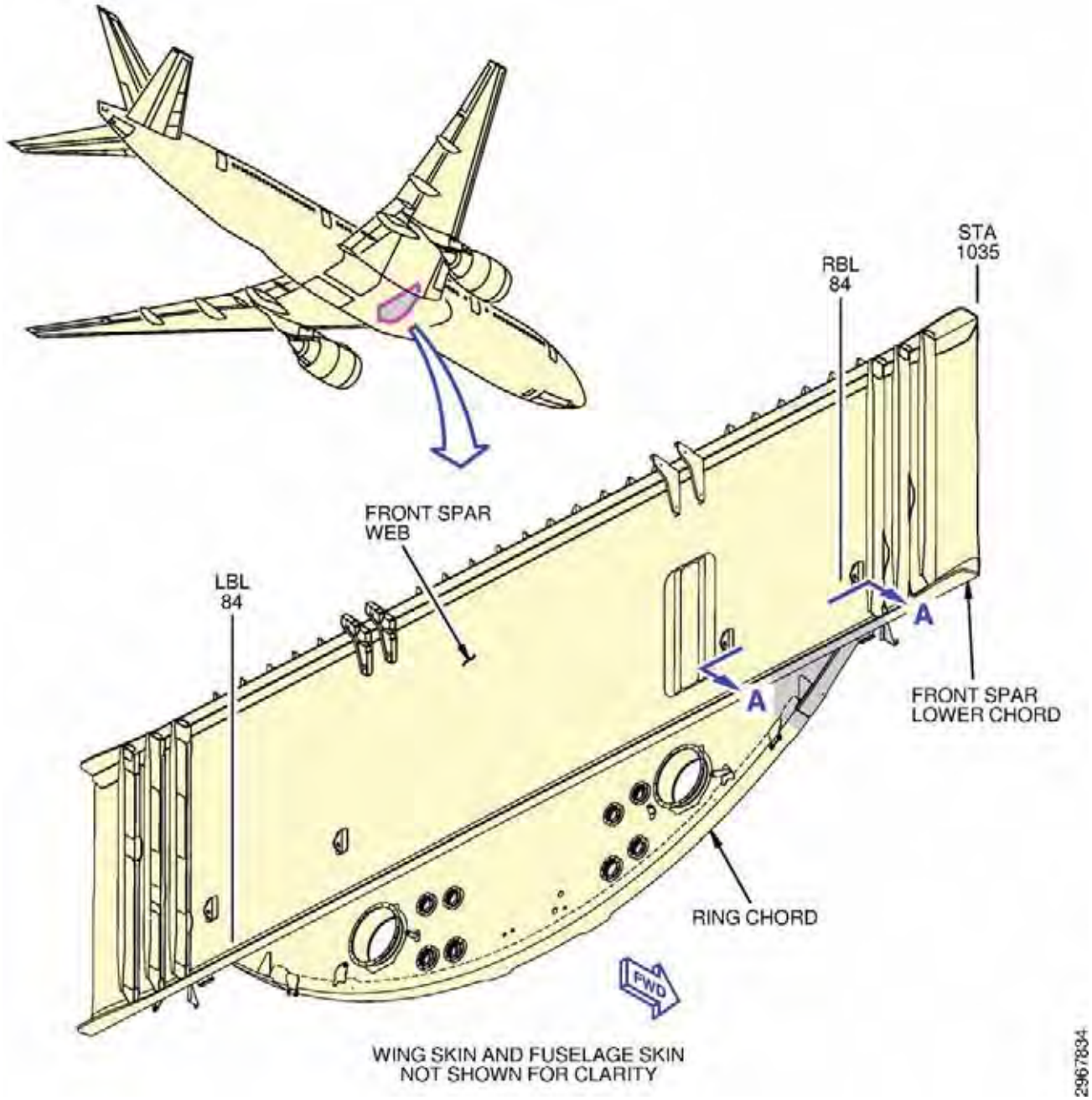


FIGURE 110: RIGHT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 1 OF 5)

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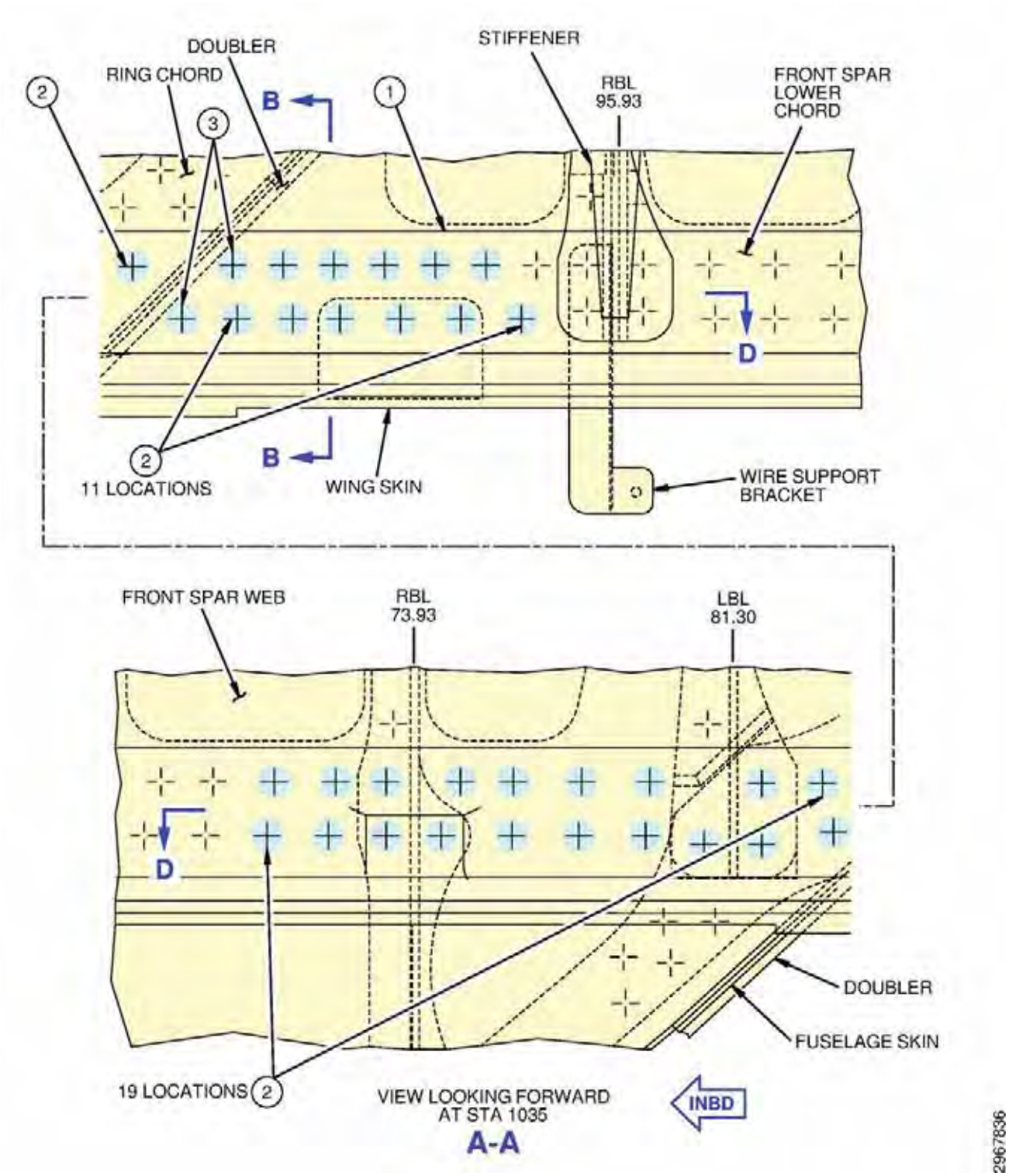


FIGURE 110: RIGHT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 2 OF 5)

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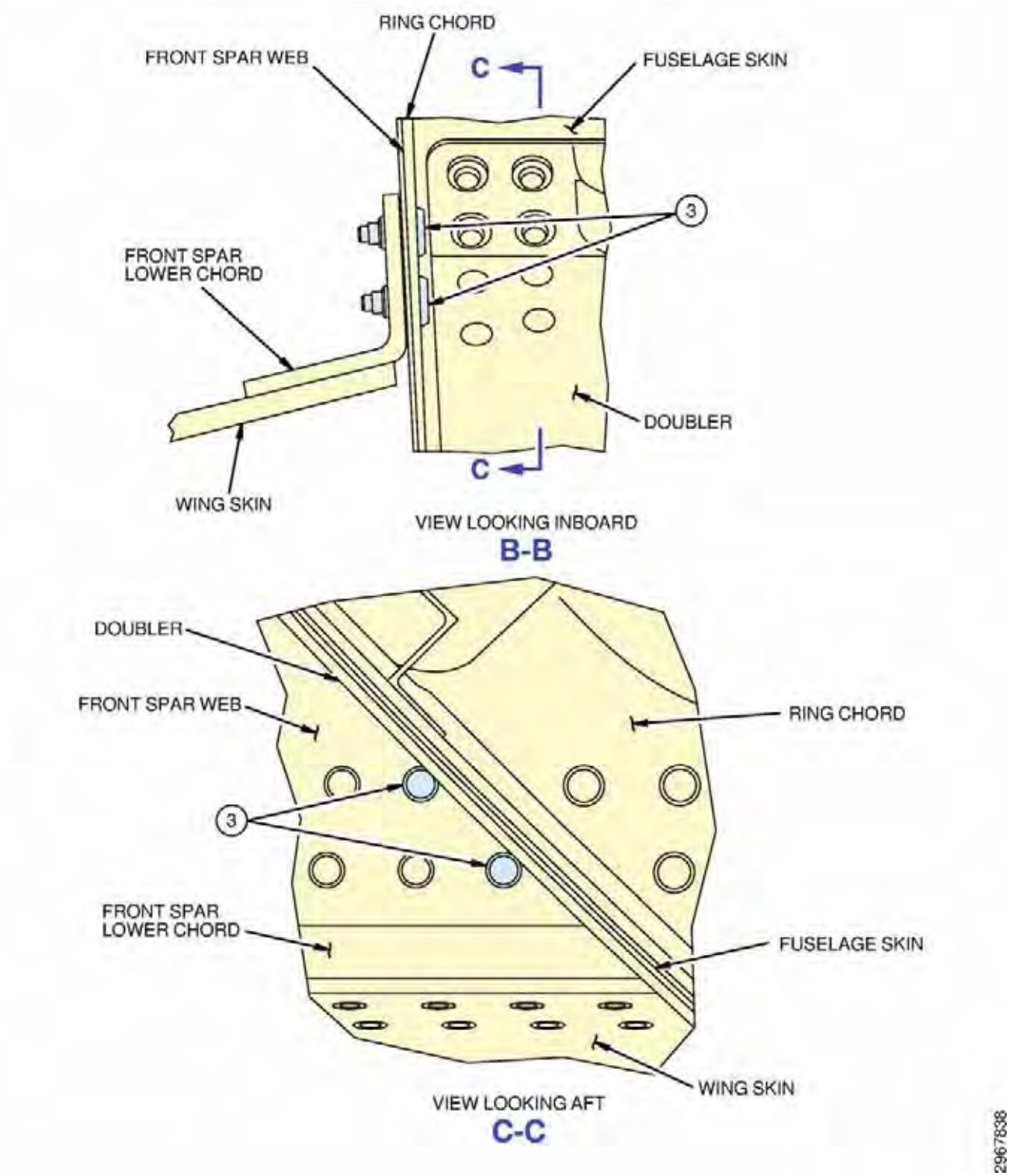


FIGURE 110: RIGHT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 3 OF 5)

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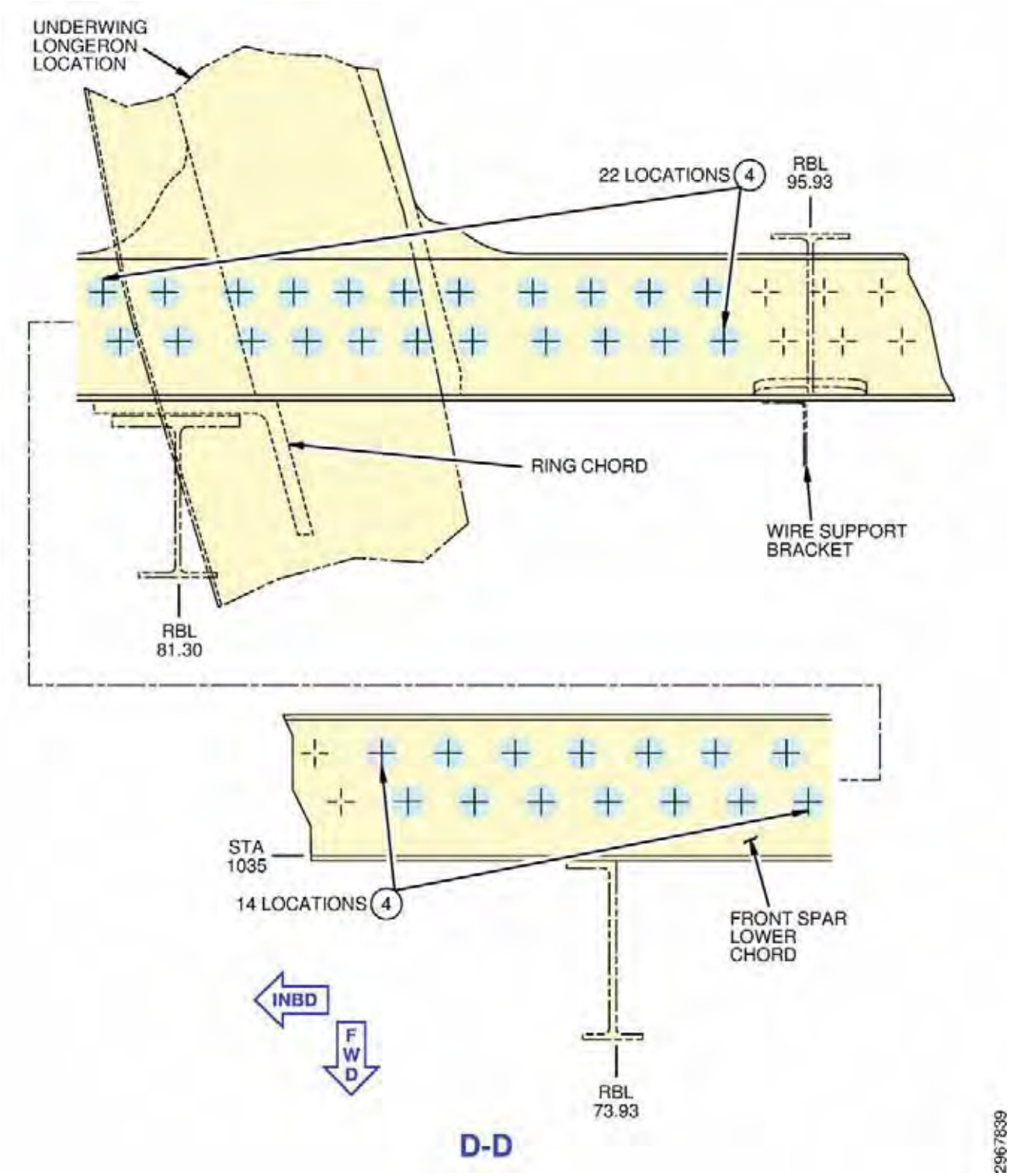


FIGURE 110: RIGHT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 4 OF 5)

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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	SEALANT	-	-	(a)
2	Remove	FASTENERS	-	31	-
CAUTION	STEP 3 FASTENER REMOVAL: THE BOLT HEADS WILL NOT PASS THE DOUBLER. BOLT HEADS MUST BE REMOVED.				
3	Remove	FASTENERS	-	2	(b)(c)(d)
4	Remove	FASTENERS	-	36	-

(a) Use non-metallic tools to remove cap seals and fillet seal. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Remove collars and partially remove the fastener. Make sure the fastener head does not damage the doubler.

(c) Cut head from fastener. Make sure not to damage surrounding structure.

(d) Remove remaining part of the fastener.

FIGURE 110: RIGHT SIDE FRONT SPAR LOWER CHORD FASTENER REMOVAL (SHEET 5 OF 5)

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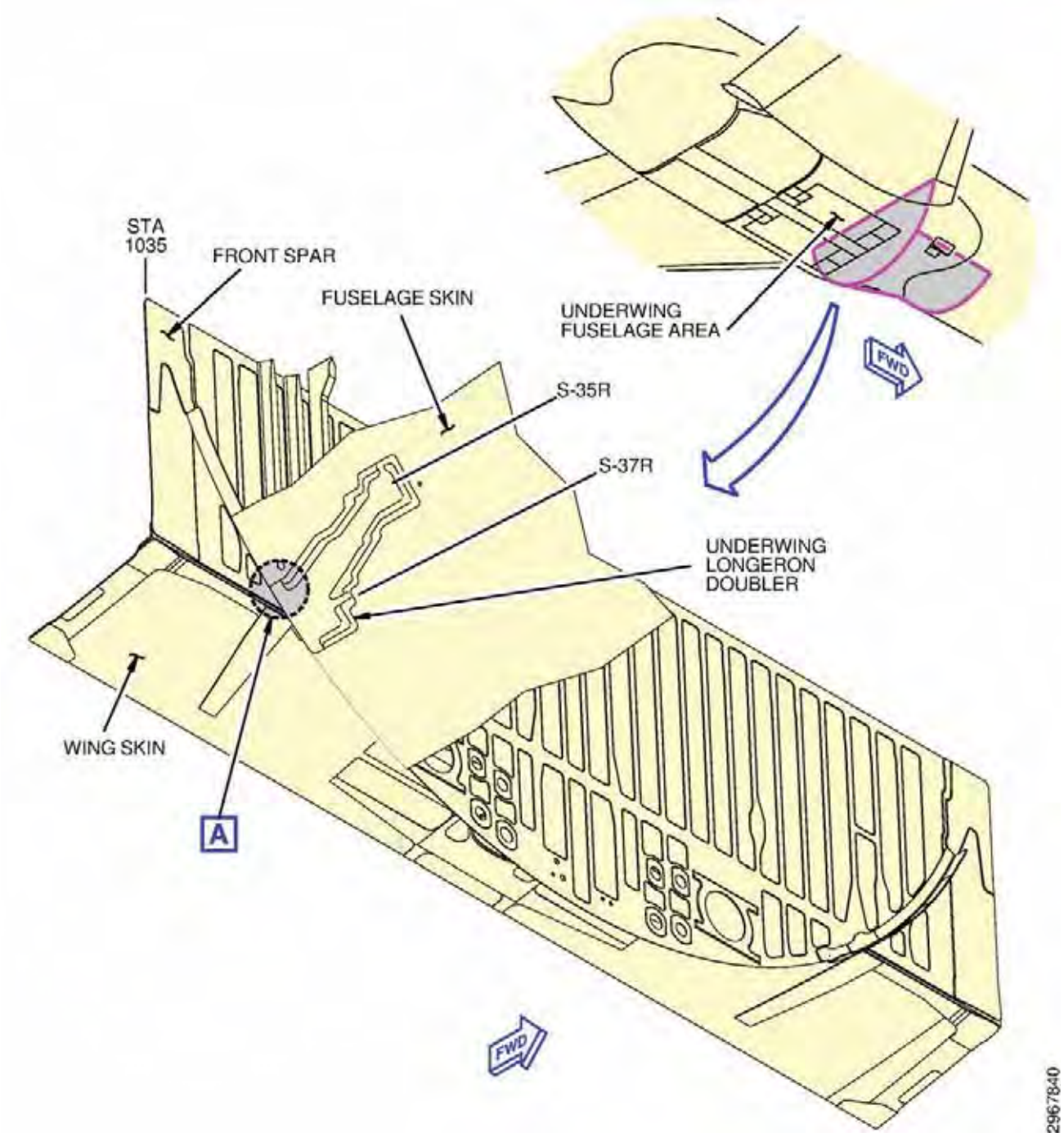


FIGURE 111: RIGHT SIDE DOUBLER AFT EDGE BLEND
(SHEET 1 OF 3)

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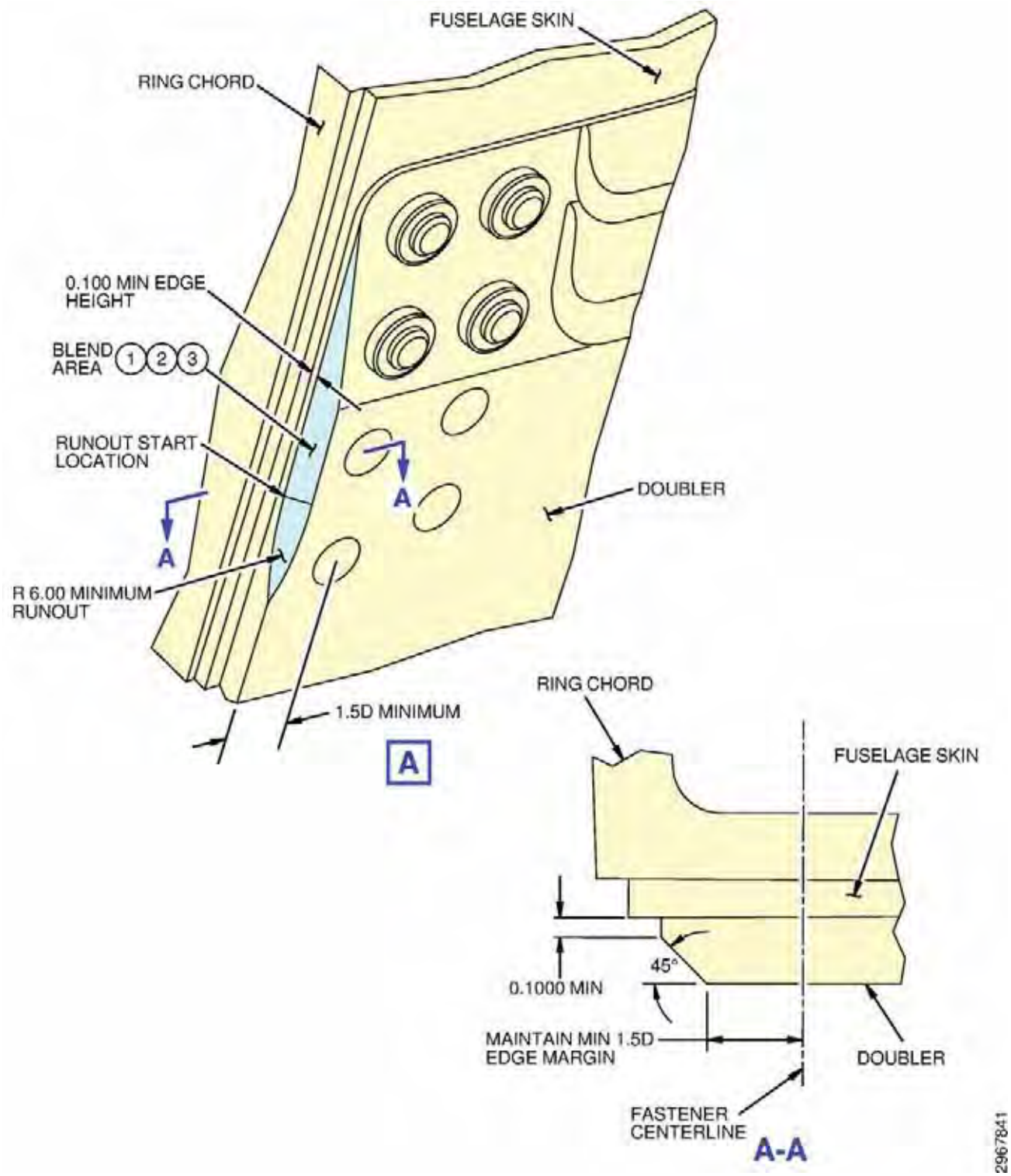


FIGURE 111: RIGHT SIDE DOUBLER AFT EDGE BLEND (SHEET 2 OF 3)

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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	Machine	DOUBLER, UNDER-WING LONGERON	-	-	(a)(b)(c)(d)
2	Apply	CHEMICAL CONVER-SION COATING	TYPE 2, CLASS A	-	(e)
3	Apply	PRIMER	BMS 10-11	-	(f)

(a) Use non-metallic tools to remove any sealant from area to be machined. Refer to SOPM 20-50-19 for a list of acceptable sealant removal tools.

(b) Make sure not to damage surrounding structure. Do a straight chamfer from the Runout start location. Use a thin steel plate to protect the front spar web. Machine the minimum amount of material needed for clearance to remove and install front spar lower chord fasteners. If there is sufficient clearance to remove and install front spar lower chord fasteners, it is not required to machine the doubler.

(c) Make sure a minimum of 1.5D edge margin from all fastener centers is maintained.

(d) Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(e) Apply one coat of chemical conversion coating to bare metal surfaces of the doubler. Refer to SOPM 20-43-03 as an accepted procedure.

(f) Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

FIGURE 111: RIGHT SIDE DOUBLER AFT EDGE BLEND
(SHEET 3 OF 3)

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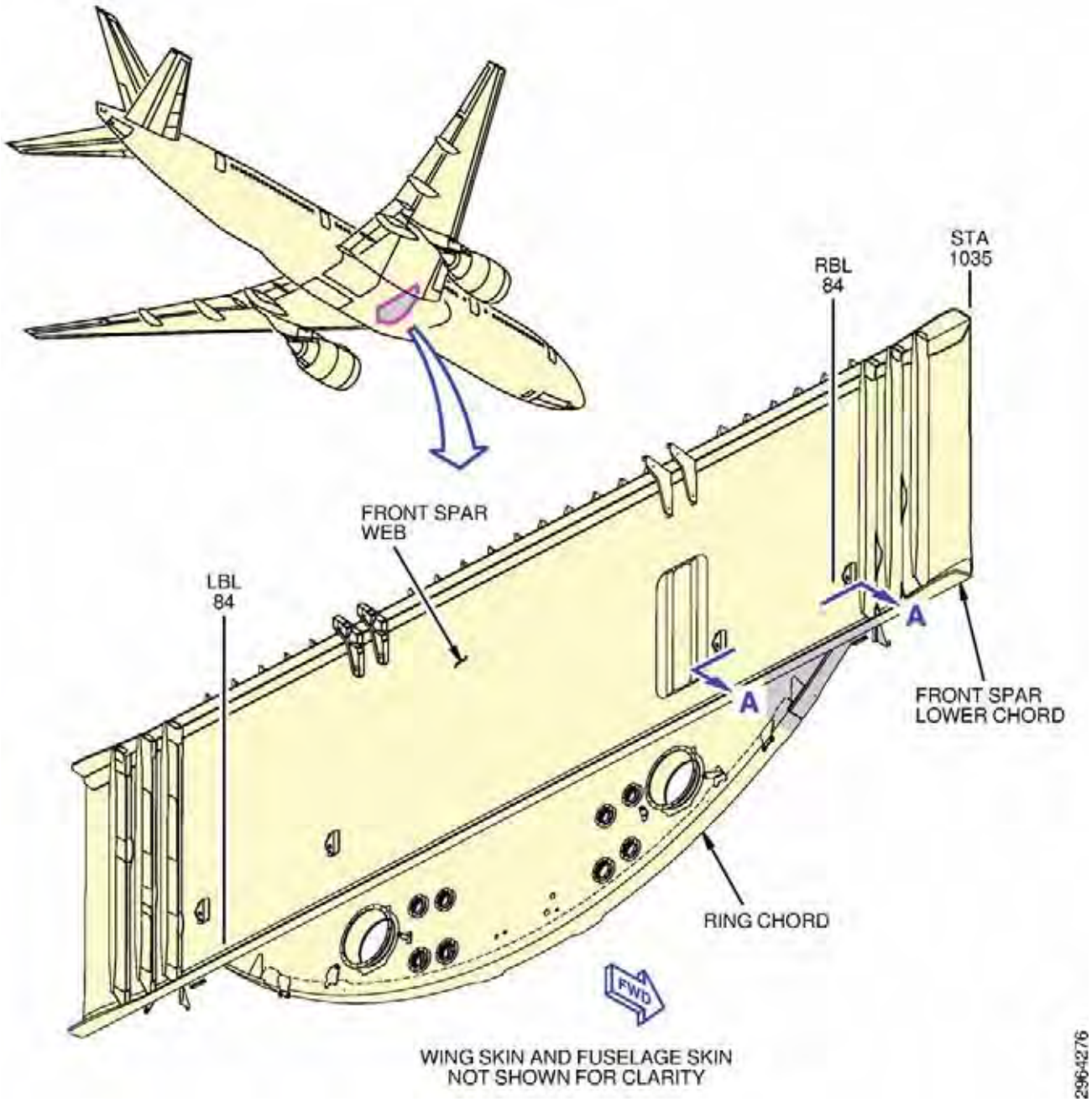


FIGURE 112: RIGHT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 1 OF 5)

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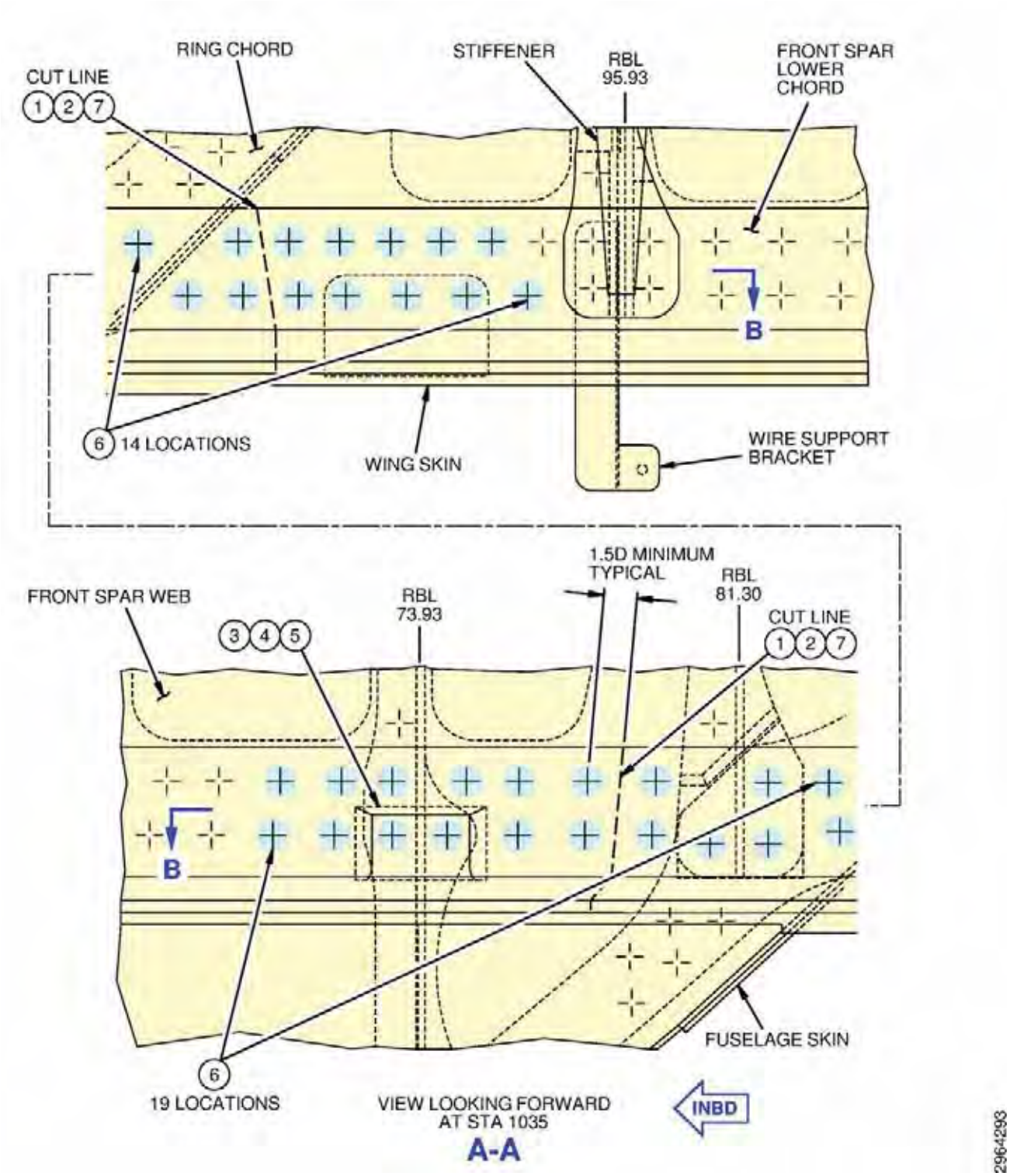


FIGURE 112: RIGHT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 2 OF 5)

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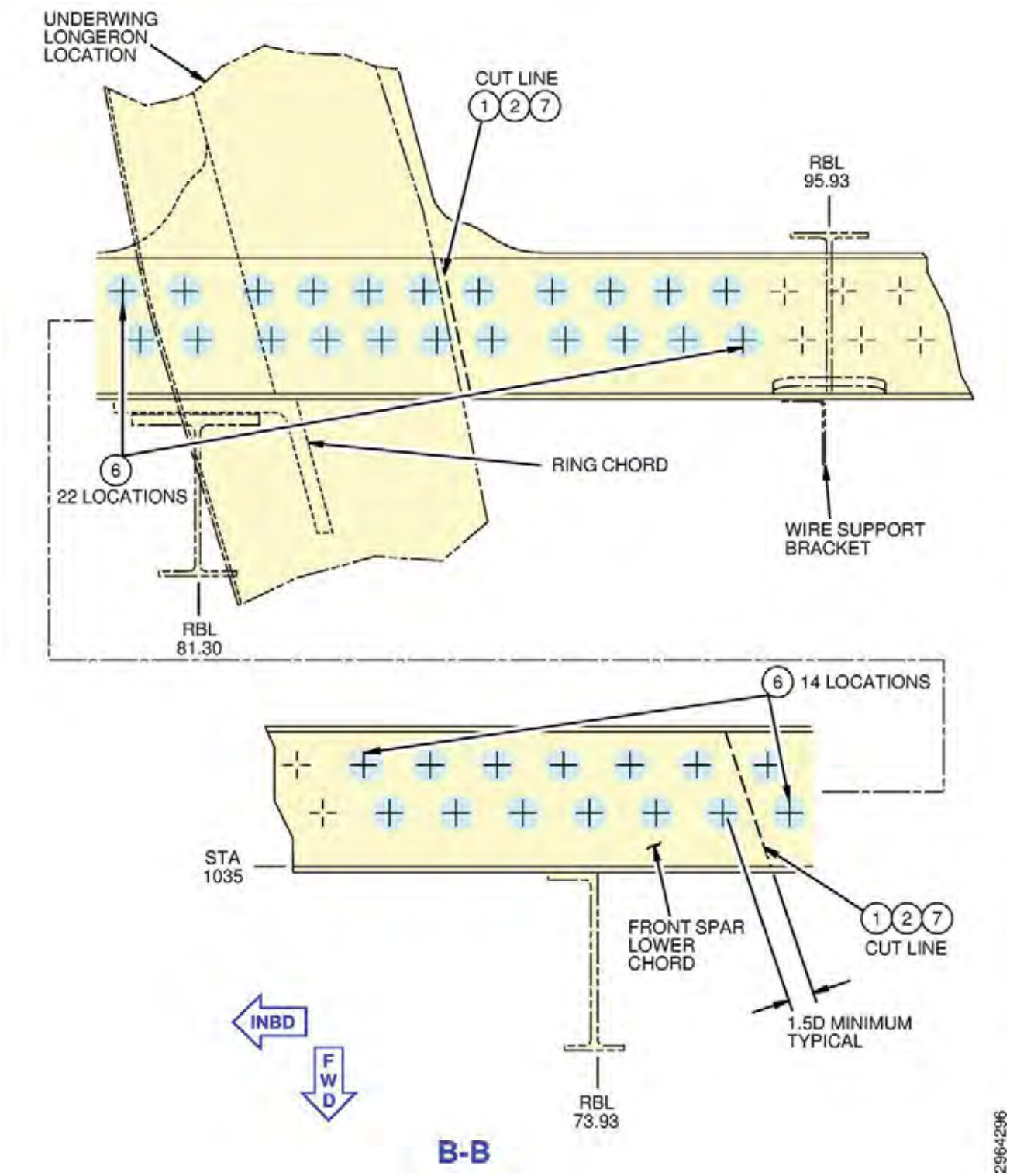


FIGURE 112: RIGHT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 3 OF 5)

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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	Cut	FRONT SPAR LOWER CHORD	-	-	(a)(b)(c)
2	Remove	FRONT SPAR LOWER CHORD SEGMENT	-	-	-
3	Machine	FRONT SPAR LOWER CHORD	-	-	(d)
4	Shot Peen	FRONT SPAR LOWER CHORD	-	-	(e)
5	Clean	FRONT SPAR LOWER CHORD	-	-	(f)
6	Inspect	OPEN HOLES	-	69	(g)
7	Inspect	FRONT SPAR LOWER CHORD	-	-	(h)(i)

(a) Make sure to use a stainless steel sheet between the front spar web or center wing lower skin and the front spar lower chord when you cut the front spar lower chord to prevent the damage to the front spar web and center wing lower skin.

(b) Cut front spar lower chord make sure a minimum of 1.5D edge margin at all fasteners adjacent to cutlines.

(c) Make sure the cut edges of the initial parts have a surface smoothness of 32 microinches RA or smoother. Refer to 777-200 SRM 51-20-13 or 777-300 SRM 51-20-13 or 777F SRM 51-20-13 as an accepted procedure.

(d) Machine the front spar lower chord pad up at RBL 73.93 flush with adjacent surface within +0.005 inch to - 0.005 inch.

(e) Rotary or shot peen the machined surface. Use a 0.012A to 0.017A shot peening intensity. Refer to SOPM 20-10-03 as an accepted procedure.

(f) Remove any sealant or dirt from the front spar lower chord. Refer to SOPM 20-30-03 as an accepted procedure.

(g) Do an open hole High Frequency Eddy Current (HFEC) inspection of all open holes common to the wing skin, front spar and remaining front spar lower chord for any crack in accordance with 777 NDT Manual Part 6, 51-00-02.

1. If any crack is found contact The Boeing Company for repair instructions and do the repair.

2. If no crack is found continue with next step.

FIGURE 112: RIGHT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(h) Do a detailed inspection of the repair area to make sure there is no other damage. 1. If any damage is found contact The Boeing Company for repair instructions and do the repair. 2. If no damage is found continue with next step.					
(i) Do a High Frequency Eddy Current (HFEC) inspection along the cut edges to make sure that there is no more damage in accordance with 777 NDT Manual Part 6, 51-00-01. 1. If any damage is found contact The Boeing Company for repair instructions and do the repair. 2. If no damage is found continue with next step.					

FIGURE 112: RIGHT SIDE FRONT SPAR LOWER CHORD PREPARATION (SHEET 5 OF 5)

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This Figure applies only to: Group 2, Configuration 1-2, 5-6, 9-10, 13-14; Group 3, Configuration 1-2, 5-6, 9-10, 13-14; Group 4, Configuration 1, 3; Group 7, Configuration 1-2, 5-6, 9-10, 13-14; Group 8, Configuration 1-2, 5-6, 9-10, 13-14; Group 9, Configuration 1, 3.

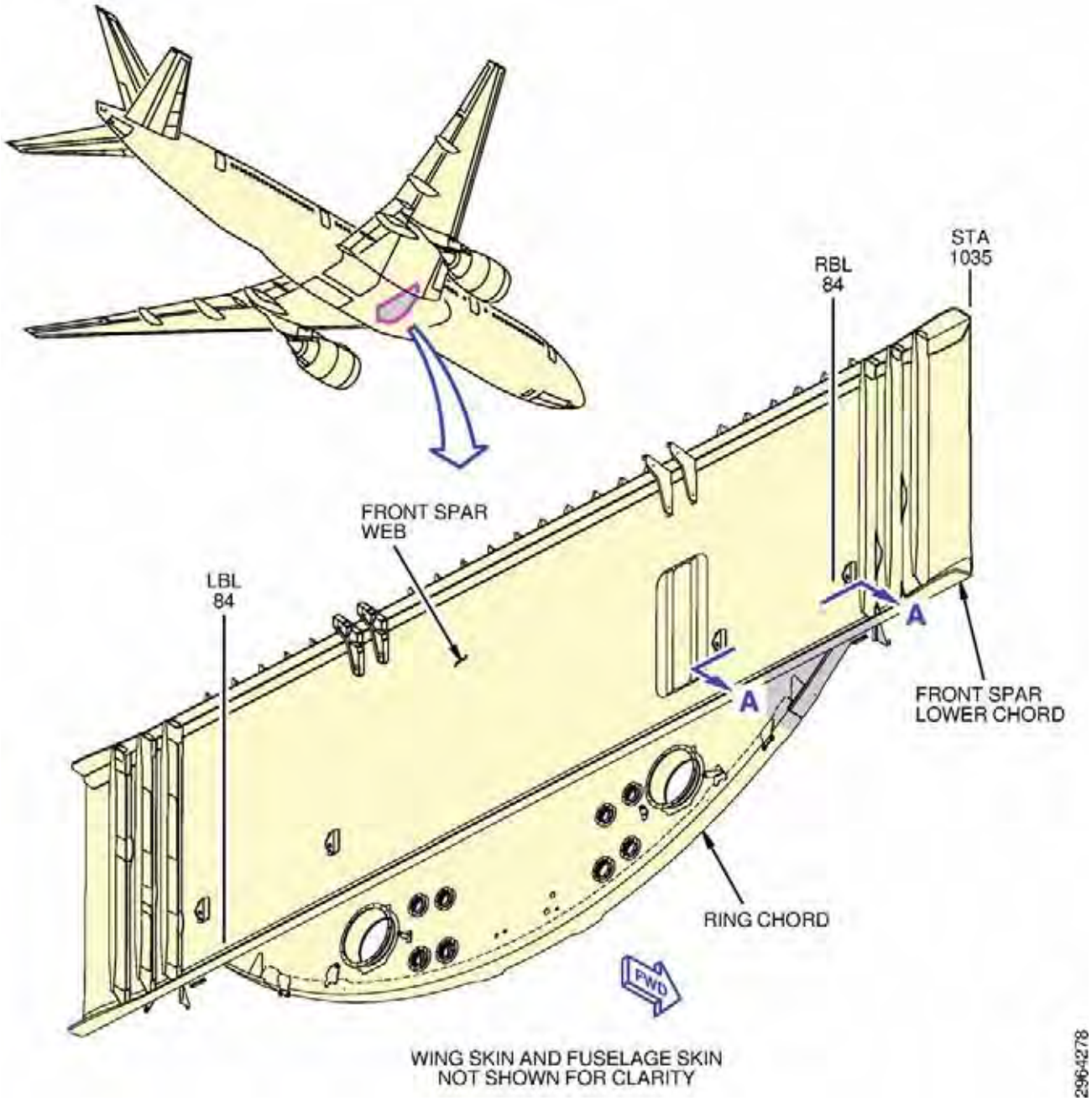


FIGURE 113: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 1 OF 5)

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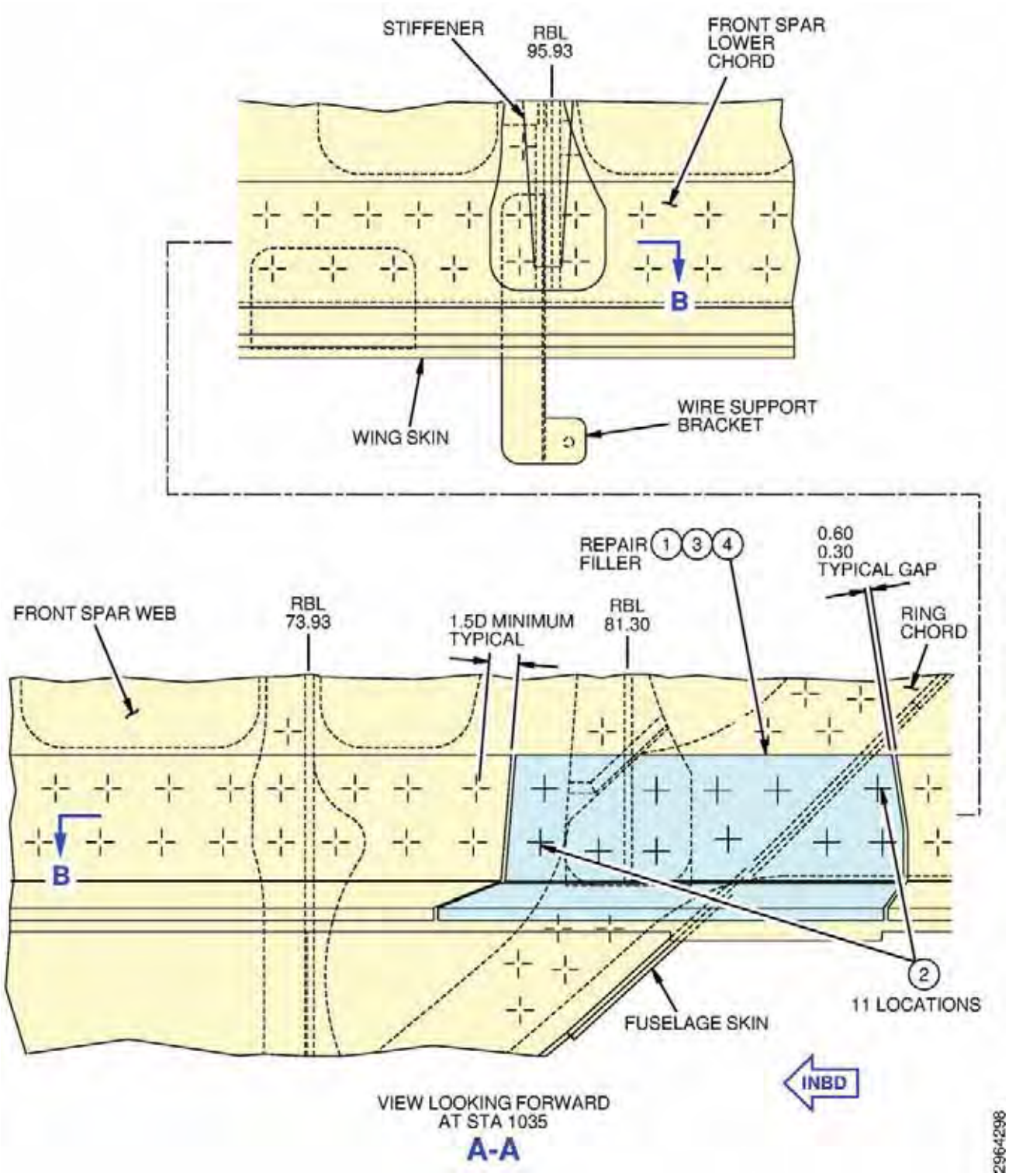


FIGURE 113: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 2 OF 5)

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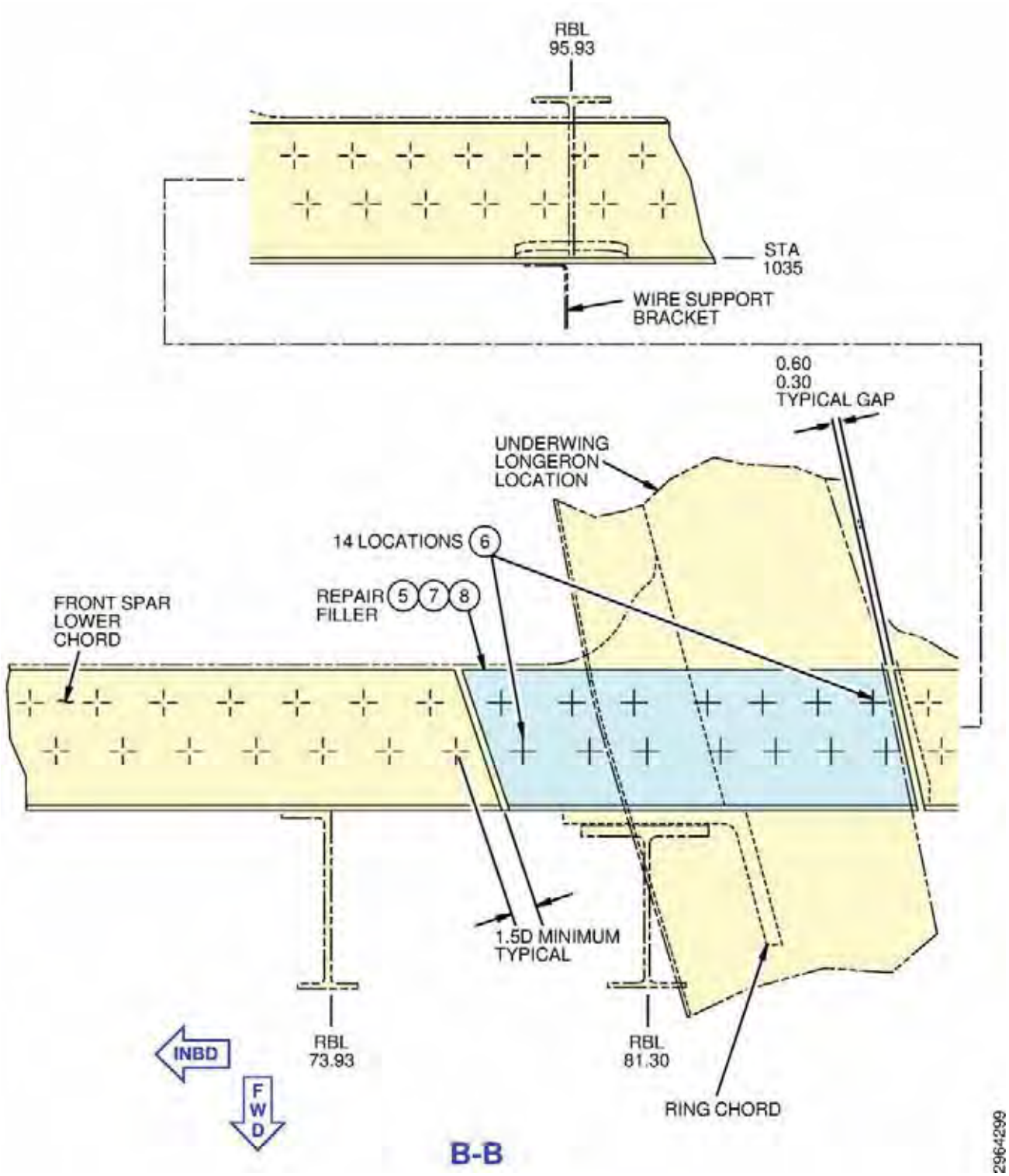


FIGURE 113: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 3 OF 5)

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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	Make	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(a)
	Measure	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(b)
2	Drill	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(c)(d)
3	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(f)
4	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(g)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(h)
5	Make	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(a)
	Measure	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(b)
6	Drill	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(c)(e)
7	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(f)

FIGURE 113: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(g)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(h)
(a) Trim repair fillers to match front spar lower chord cutout as shown.					
(b) Keep a 0.060 to 0.030 inch gap between filler and front spar lower chord.					
(c) Make sure a minimum of 1.5D edge margin for fasteners adjacent to cutlines and a minimum of 1.7D edge margin for all other locations.					
(d) Match drill holes in the repair filler using through the front spar web, ring chord, and stiffener.					
(e) Match drill holes in the repair filler through wing skin.					
(f) Remove all nicks, scratches, gouges, burrs and sharp edges from the repair parts and the bare surfaces of the initial parts. Refer to 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02 or 777F SRM 51-10-02 as an accepted procedure.					
(g) Apply chemical conversion coating, Type 2, Class A or Class C to the cut edges and bare surfaces of the repair parts and to the cut edges of the initial parts. Refer to SOPM 20-43-03 as an acceptable procedure. Refer to 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01 or 777F SRM 51-20-01 as an accepted procedure.					
(h) Apply one layer of BMS 10-20, Type II protective coating to the cut edges and bare surfaces of the repair parts and the cut edges of the initial parts. Refer to 777 AMM 28-11-00 as an accepted procedure.					

FIGURE 113: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 5 OF 5)

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This Figure applies only to: Group 5, Configuration 1-2, 5-6, 9-10, 13-14; Group 6, Configuration 1, 3.

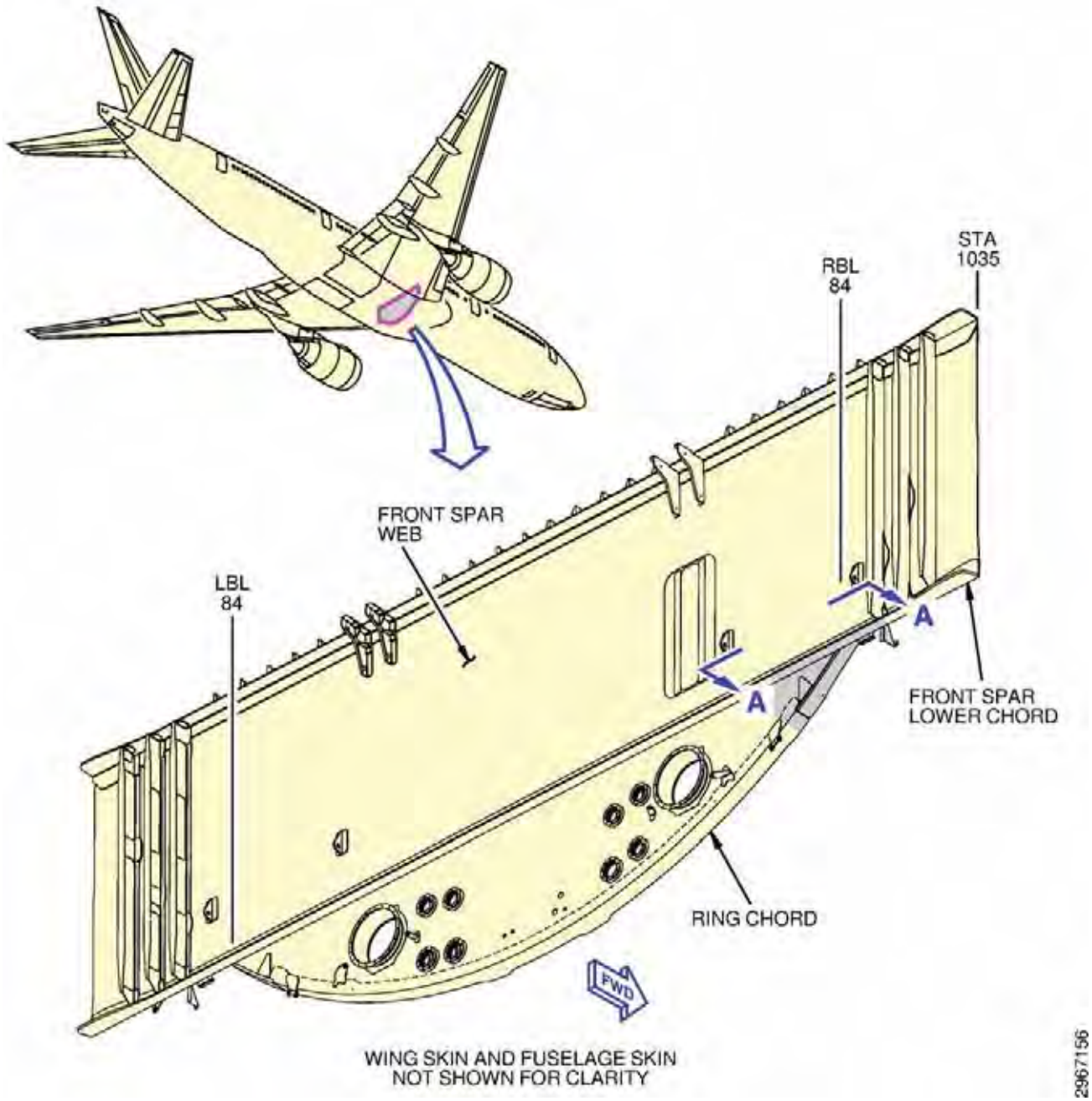


FIGURE 114: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 1 OF 5)

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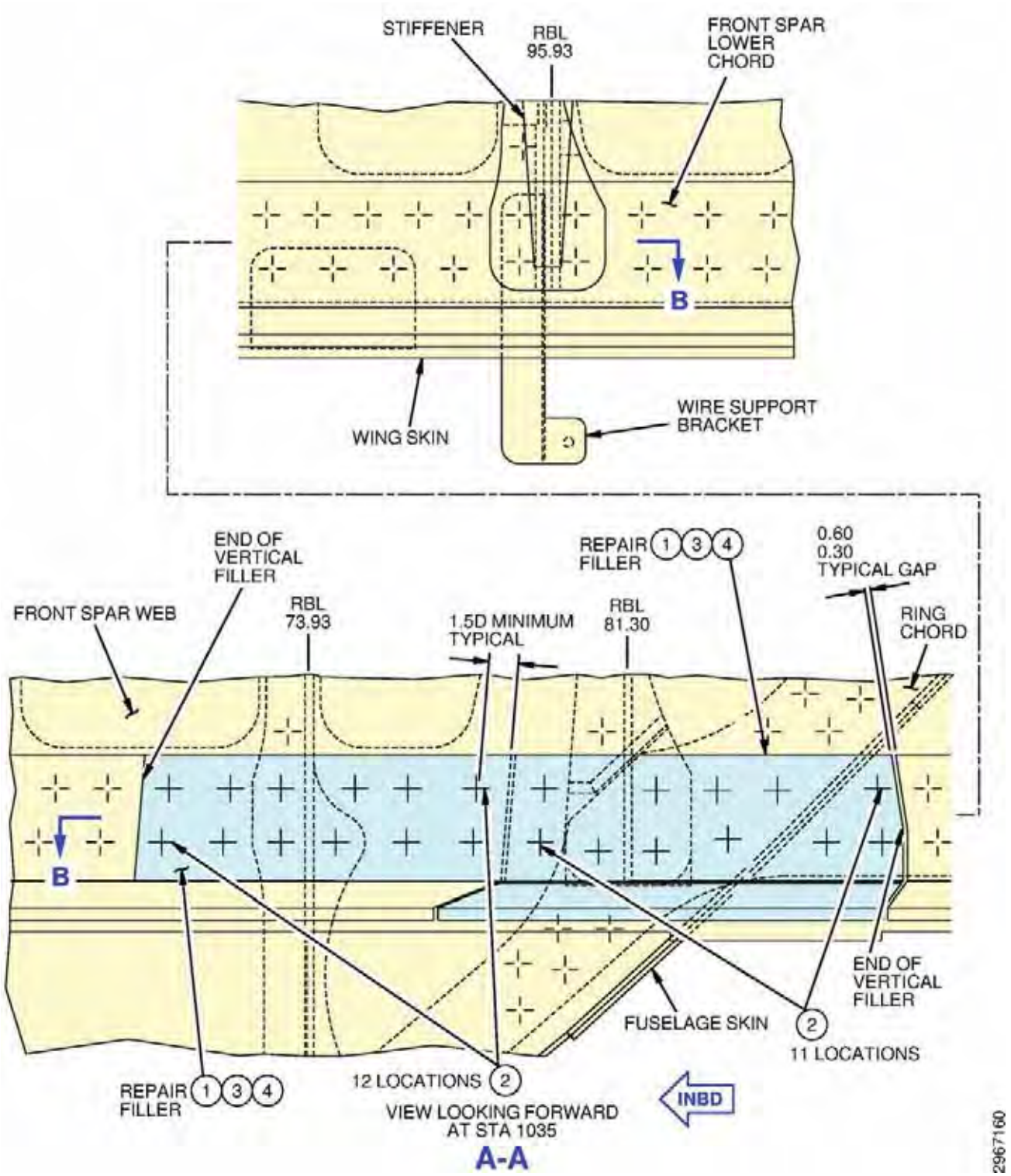


FIGURE 114: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 2 OF 5)

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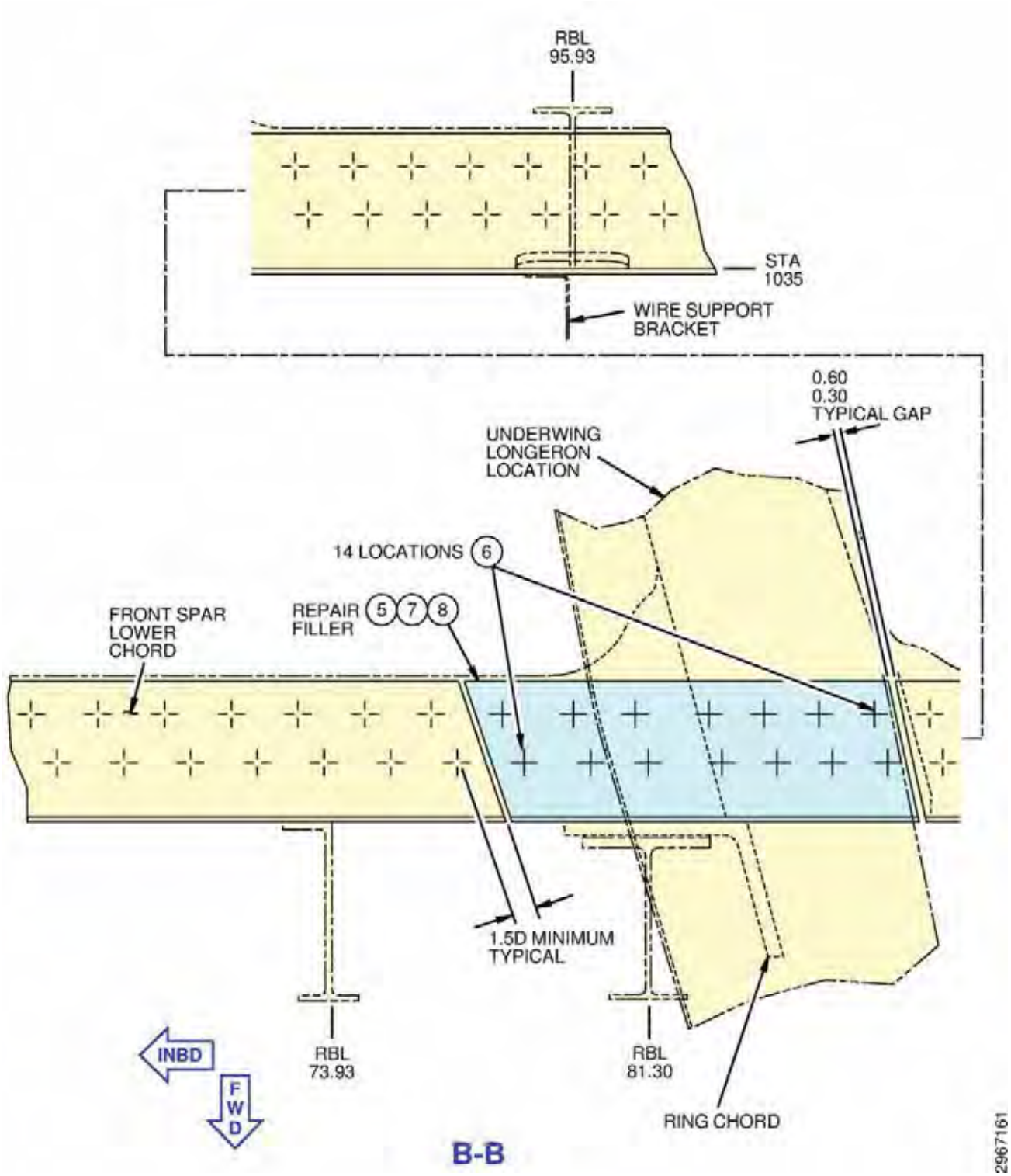


FIGURE 114: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 3 OF 5)

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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	Make	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(a)
	Measure	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(b)
	Make	FILLER (VERTICAL)	691W0017-3	-	
	Measure	FILLER (VERTICAL)	691W0017-3	-	
2	Drill	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(c)(d)
	Drill	FILLER (VERTICAL)	691W0017-3	-	(c)(d)
3	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(f)
	Remove / Keep	FILLER (VERTICAL)	691W0017-3	-	(f)
4	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(g)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(h)
5	Make	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(a)
	Measure	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(b)
6	Drill	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(c)(e)

FIGURE 114: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
7	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(f)
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(g)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(h)

(a) Trim repair fillers to match front spar lower chord cutout as shown.

(b) Keep a 0.060 to 0.030 inch gap between filler and front spar lower chord.

(c) Make sure a minimum of 1.5D edge margin for fasteners adjacent to cutlines and a minimum of 1.7D edge margin for all other locations.

(d) Match drill holes in the repair filler through the front spar web, ring chord, and stiffener.

(e) Match drill holes in the repair filler through wing skin.

(f) Remove all nicks, scratches, gouges, burrs and sharp edges from the repair parts and the bare surfaces of the initial parts. Refer to 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02 or 777F SRM 51-10-02 as an accepted procedure.

(g) Apply chemical conversion coating, Type 2, Class A or Class C to the cut edges and bare surfaces of the repair parts and to the cut edges of the initial parts. Refer to SOPM 20-43-03 as an acceptable procedure. Refer to 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01 or 777F SRM 51-20-01 as an accepted procedure.

(h) Apply one layer of BMS 10-20, Type II protective coating to the cut edges and bare surfaces of the repair parts and the cut edges of the initial parts. Refer to 777 AMM 28-11-00 as an accepted procedure.

FIGURE 114: RIGHT SIDE FRONT SPAR LOWER CHORD FILLERS PREPARATION (SHEET 5 OF 5)

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This Figure applies only to: Group 2, Configuration 1, 5, 9, 13; Group 3, Configuration 1, 5, 9, 13; Group 5, Configuration 1, 5, 9, 13; Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13.

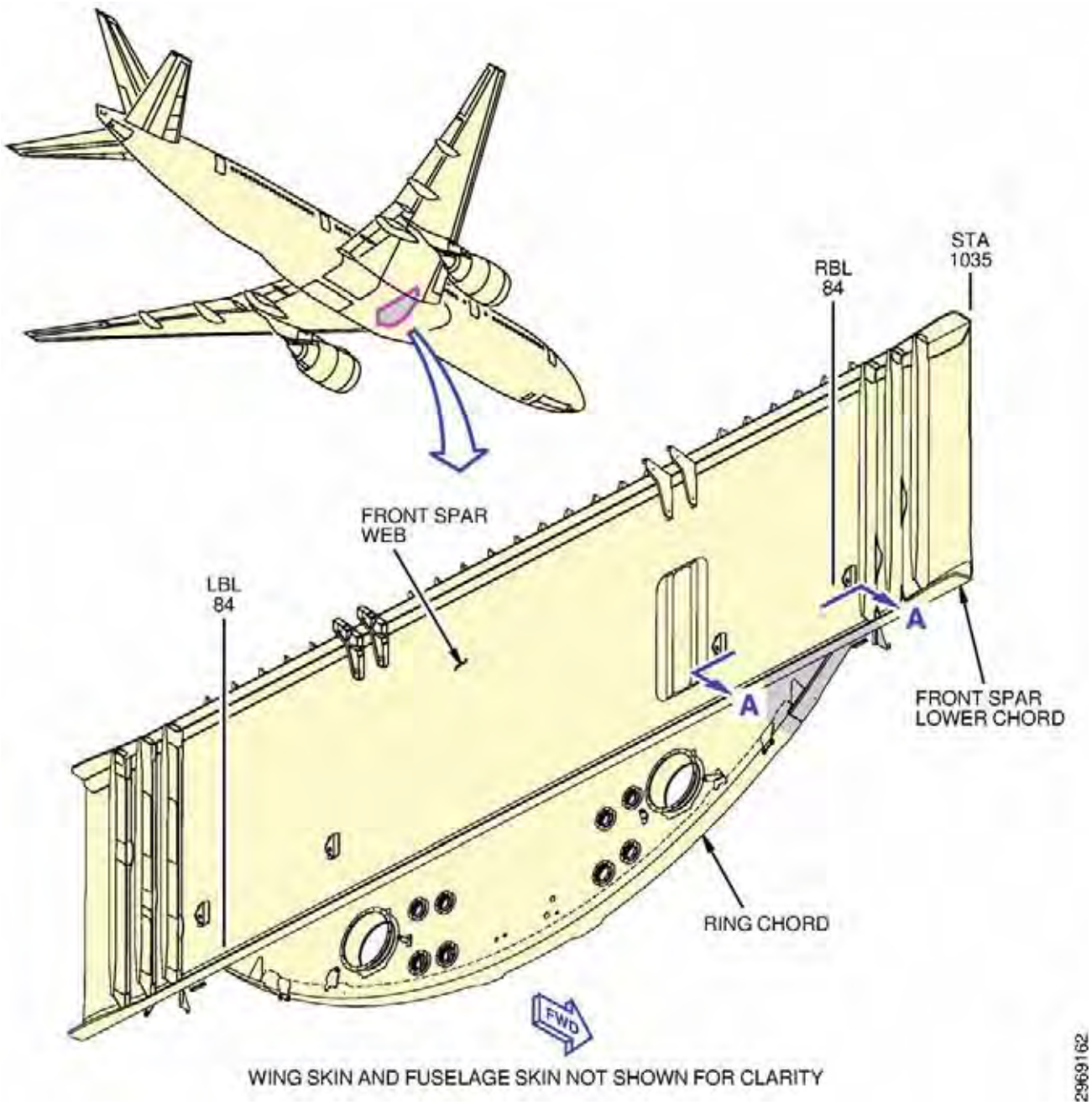


FIGURE 115: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 1 OF 5)

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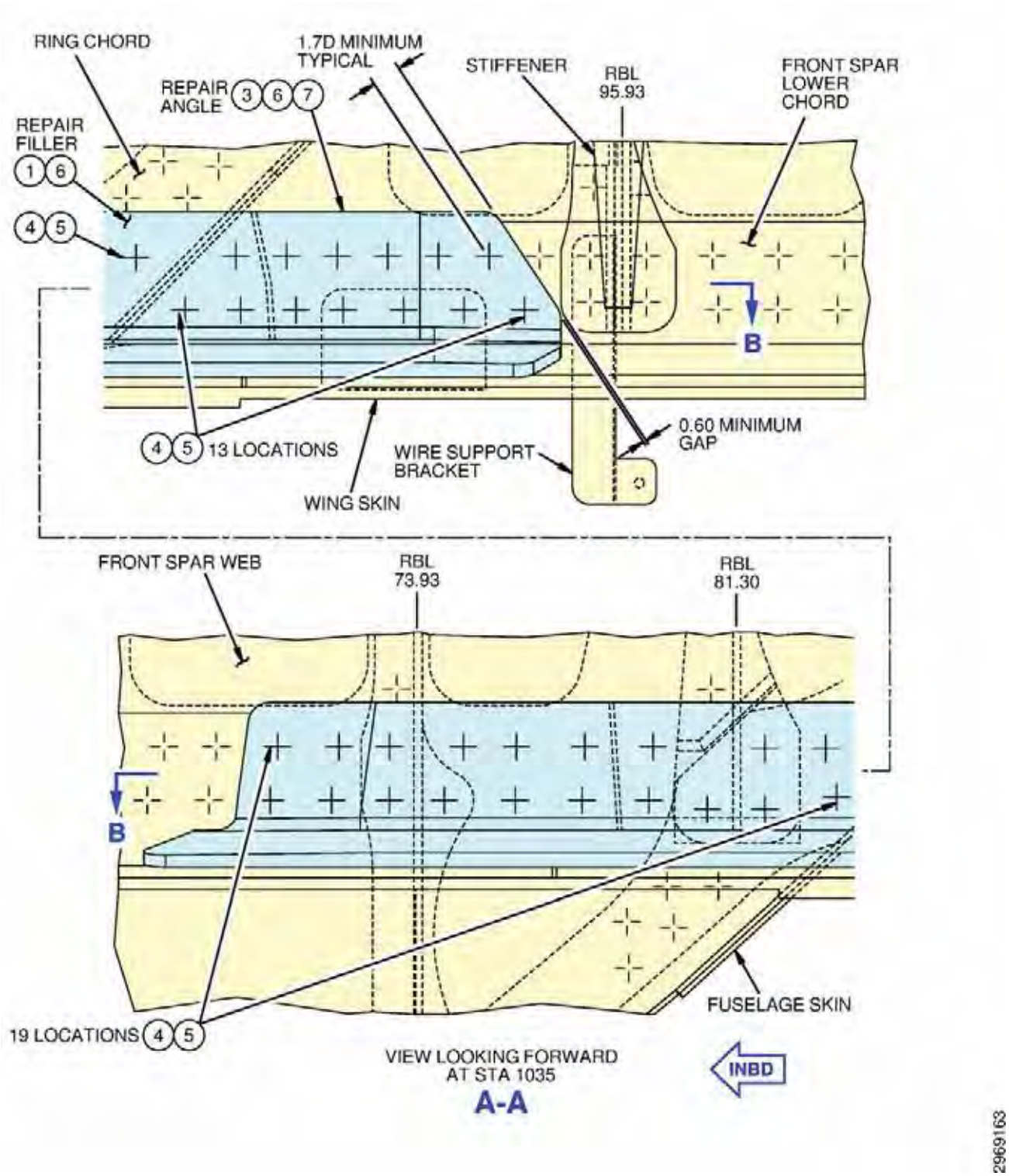


FIGURE 115: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 2 OF 5)

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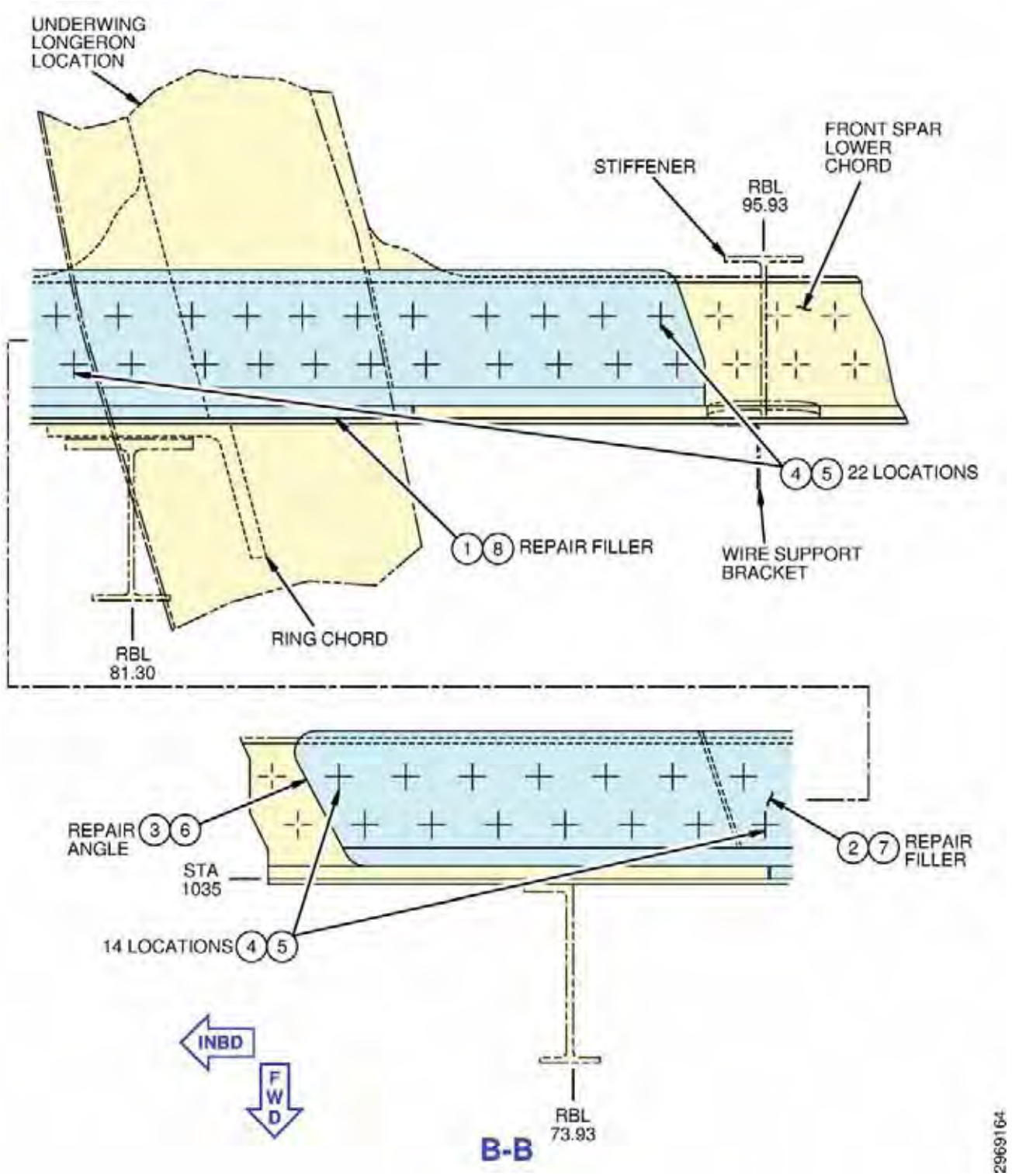


FIGURE 115: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 3 OF 5)

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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 (Temporary)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	-
	Install (Temporary)	FILLER (VERTICAL)	691W0017-3	-	(a)
2	Install (Temporary)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	-
3	Locate	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	-	(b)
	Measure	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	-	(c)
4	Drill	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	-	(d)(e)
5	ColdWork	OPEN HOLES	-	-	(f)
	Ream	OPEN HOLES	-	-	(f)
6	Remove / Keep	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	-	(g)
	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(g)
	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(g)
	Remove / Keep	FILLER (VERTICAL)	691W0017-3	-	

FIGURE 115: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
7	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(h)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(i)

(a) Install filler for 777F airplanes only.

(b) Keep a 0.060 inch minimum gap between repair angle and stiffener.

(c) Measure the gap between the repair angle and the front spar lower chord repair fillers. The gap may not exceed 0.005 inch with the application of the fit up forces. If the gap exceeds 0.005 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

(d) Match drill holes in the repair angle through front spar lower chord.

(e) Make sure a minimum of 1.5D edge margin for fasteners adjacent to cutlines and a minimum of 1.7D edge margin for all other locations.

(f) Drill the fastener holes. For the holes being cold worked, drill to the correct cold work starting hole size. Refer to 777-200 SRM 51-40-09 or 777-300 SRM 51-40-09 or 777F SRM 51-40-09 as an accepted procedure.

1. For holes through repair parts, front spar lower chord, and front spar web drill the hole through all structure to 0.328 - 0.331 class 1 cold work and ream the fastener hole size to 0.3402 - 0.3422 DIA.

2. For holes through repair parts, front spar lower chord, front spar web, and ring chord drill the hole through all structure to 0.375 - 0.378. Class 1 cold work the repair angle only and ream the fastener hole size to 0.3871 - 0.3891 DIA.

3. For holes through repair parts, front spar lower chord, front spar web, stiffener and ring chord drill the hole through all structure to 0.375 - 0.378. Class 1 cold work the repair angle only and ream the fastener hole size to 0.3871 - 0.3891 DIA.

4. For holes through repair parts and wing skin drill the hole through all structure to 0.313 - 0.316 and ream the fastener hole size to 0.3232 - 0.3252 DIA.

(g) Remove all nicks, scratches, gouges, burrs and sharp edges from the repair parts and the bare surfaces of the initial parts. Refer to 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02 or 777F SRM 51-10-02 as an accepted procedure.

(h) Apply chemical conversion coating Refer to SOPM 20-43-03, Type 2, Class A or Class C to the cut edges and bare surfaces of the repair parts and to the cut edges of the initial parts. Refer to 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01 or 777F SRM 51-20-01 as an accepted procedure.

(i) Apply one layer of BMS 10-20, Type II protective coating to the cut edges and bare surfaces of the repair parts and the cut edges of the initial parts. Refer to 777 AMM 28-11-00 as an accepted procedure.

FIGURE 115: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 5 OF 5)

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This Figure applies only to: Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 4, Configuration 1, 3; Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3; Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14; Group 9, Configuration 1, 3.

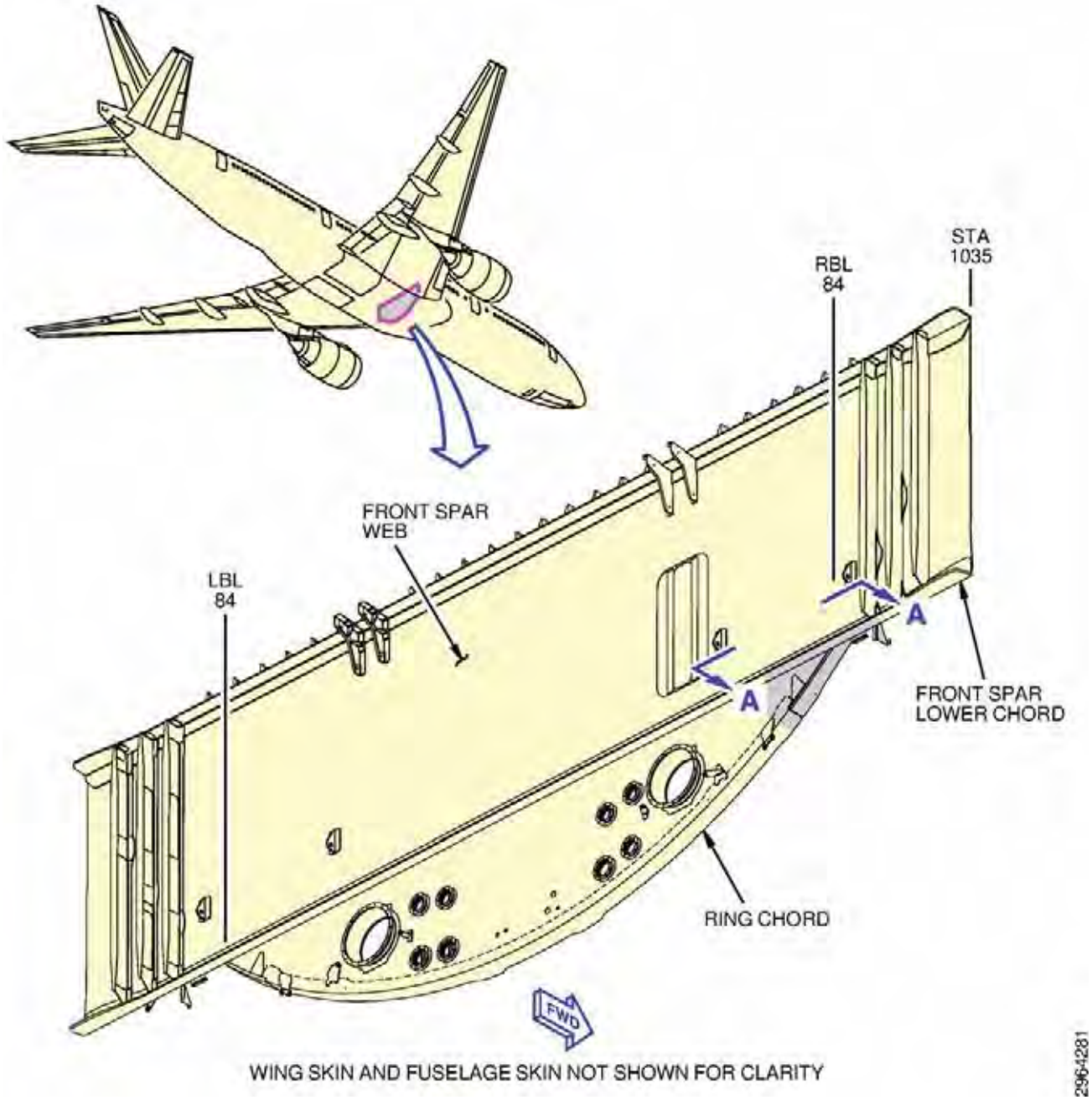


FIGURE 116: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 1 OF 6)

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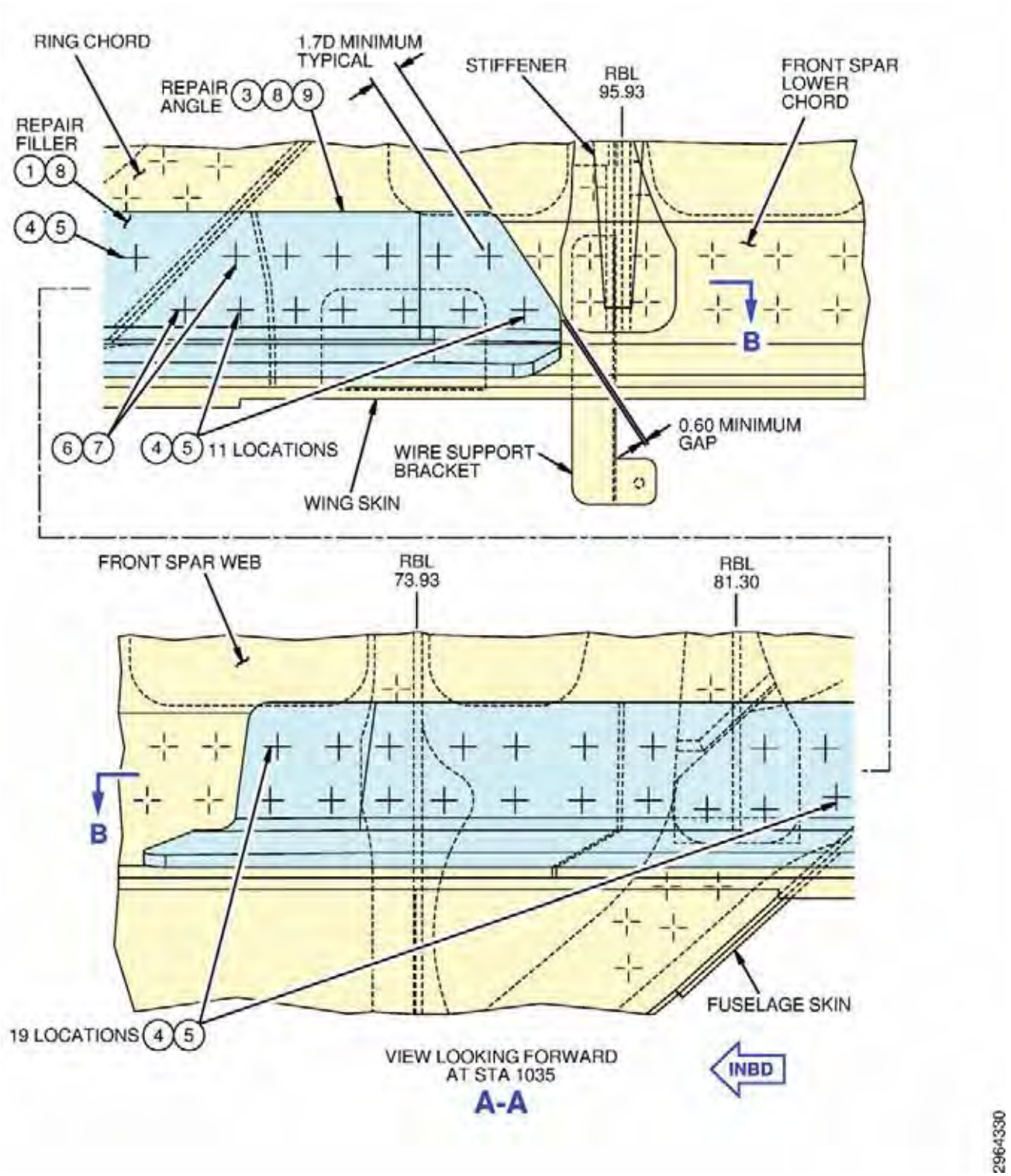


FIGURE 116: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 2 OF 6)

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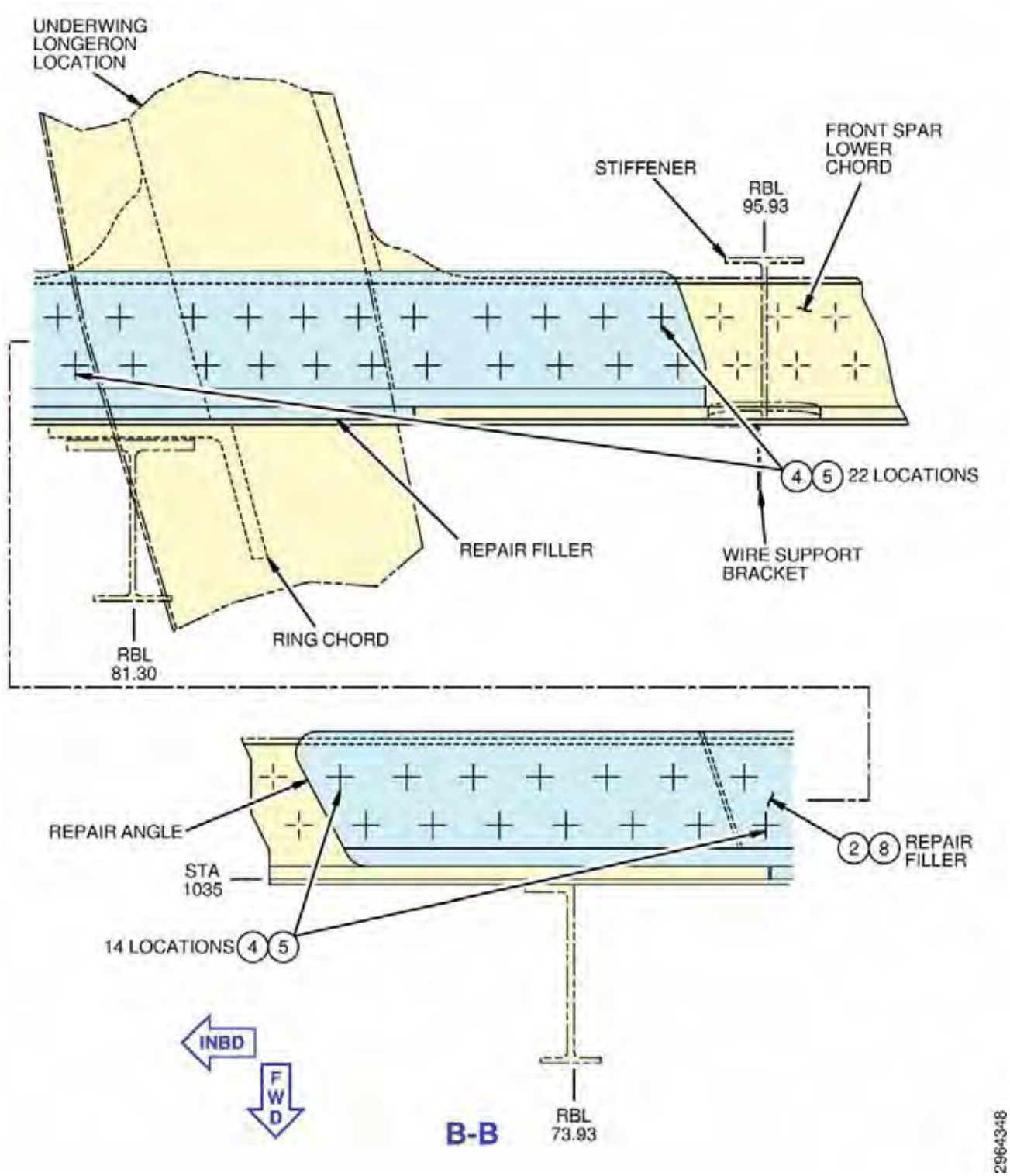


FIGURE 116: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 3 OF 6)

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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 (Temporary)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	-
	Install (Temporary)	FILLER (VERTICAL)	691W0017-3	-	(a)
2	Install (Temporary)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	-
3	Locate	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	-	(b)
	Measure	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	-	(c)
4	Drill	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	-	(d)(e)
5	ColdWork	OPEN HOLES	-	-	(f)
	Ream	OPEN HOLES	-	-	(f)
6	Drill	OPEN HOLES	-	-	(d)(e)
7	ColdWork	OPEN HOLES	-	-	(g)
	Ream	OPEN HOLES	-	-	(g)

FIGURE 116: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Remove / Keep	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	-	(h)
	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	-	(h)
	Remove / Keep	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	-	(h)
	Remove / Keep	FILLER (VERTICAL)	691W0017-3	-	
9	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	(i)
	Apply	CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS	BMS 10-20	-	(j)

(a) Install filler for 777F airplanes only.

(b) Keep a 0.060 inch minimum gap between repair angle and stiffener.

(c) Measure the gap between the repair angle and the front spar lower chord repair fillers. The gap may not exceed 0.005 inch with the application of the fit up forces. If the gap exceeds 0.005 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

(d) Match drill holes in the repair angle through front spar lower chord.

(e) Make sure a minimum of 1.5D edge margin for fasteners adjacent to cutlines and a minimum of 1.7D edge margin for all other locations.

FIGURE 116: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 5 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(f)	Drill the fastener holes. For the holes being cold worked, drill to the correct cold work starting hole size. Refer to 777-200 SRM 51-40-09 or 777-300 SRM 51-40-09 or 777F SRM 51-40-09 as an accepted procedure. 1. For holes through repair parts, front spar lower chord, and front spar web drill the hole through all structure to 0.328 - 0.331 class 1 cold work and ream the fastener hole size to 0.3402 - 0.3422 DIA. 2. For holes through repair parts, front spar lower chord, front spar web, and ring chord drill the hole through all structure to 0.375 - 0.378. Class 1 cold work the repair angle only and ream the fastener hole size to 0.3871 - 0.3891 DIA. 3. For holes through repair parts, front spar lower chord, front spar web, stiffener and ring chord drill the hole through all structure to 0.375 - 0.378. Class 1 cold work the repair angle only and ream the fastener hole size to 0.3871 - 0.3891 DIA. 4. For holes through repair parts and wing skin drill the hole through all structure to 0.313 - 0.316 and ream the fastener hole size to 0.3232 - 0.3252 DIA.				
(g)	Drill the fastener holes. For the holes being cold worked, drill to the correct cold work starting hole size. Refer to 777-200 SRM 51-40-09 or 777-300 SRM 51-40-09 or 777F SRM 51-40-09 as an accepted procedure. 1. For holes through repair parts, front spar lower chord, and front spar web drill the hole through all structure to 0.328 - 0.331. Class 1 cold work and ream the fastener hole size to 0.3432 -0.3442 DIA.				
(h)	Remove all nicks, scratches, gouges, burrs and sharp edges from the repair parts and the bare surfaces of the initial parts. Refer to 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02 or 777F SRM 51-10-02 as an accepted procedure.				
(i)	Apply chemical conversion coating Refer to SOPM 20-43-03, Type 2, Class A or Class C to the cut edges and bare surfaces of the repair parts and to the cut edges of the initial parts. Refer to 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01 or 777F SRM 51-20-01 as an accepted procedure.				
(j)	Apply one layer of BMS 10-20, Type II protective coating to the cut edges and bare surfaces of the repair parts and the cut edges of the initial parts. Refer to 777 AMM 28-11-00 as an accepted procedure.				

FIGURE 116: RIGHT SIDE FRONT SPAR LOWER CHORD REPAIR ANGLE PREPARATION (SHEET 6 OF 6)

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This Figure applies only to: Group 2, Configuration 1, 5, 9, 13; Group 3, Configuration 1, 5, 9, 13; Group 7, Configuration 1, 5, 9, 13; Group 8, Configuration 1, 5, 9, 13.

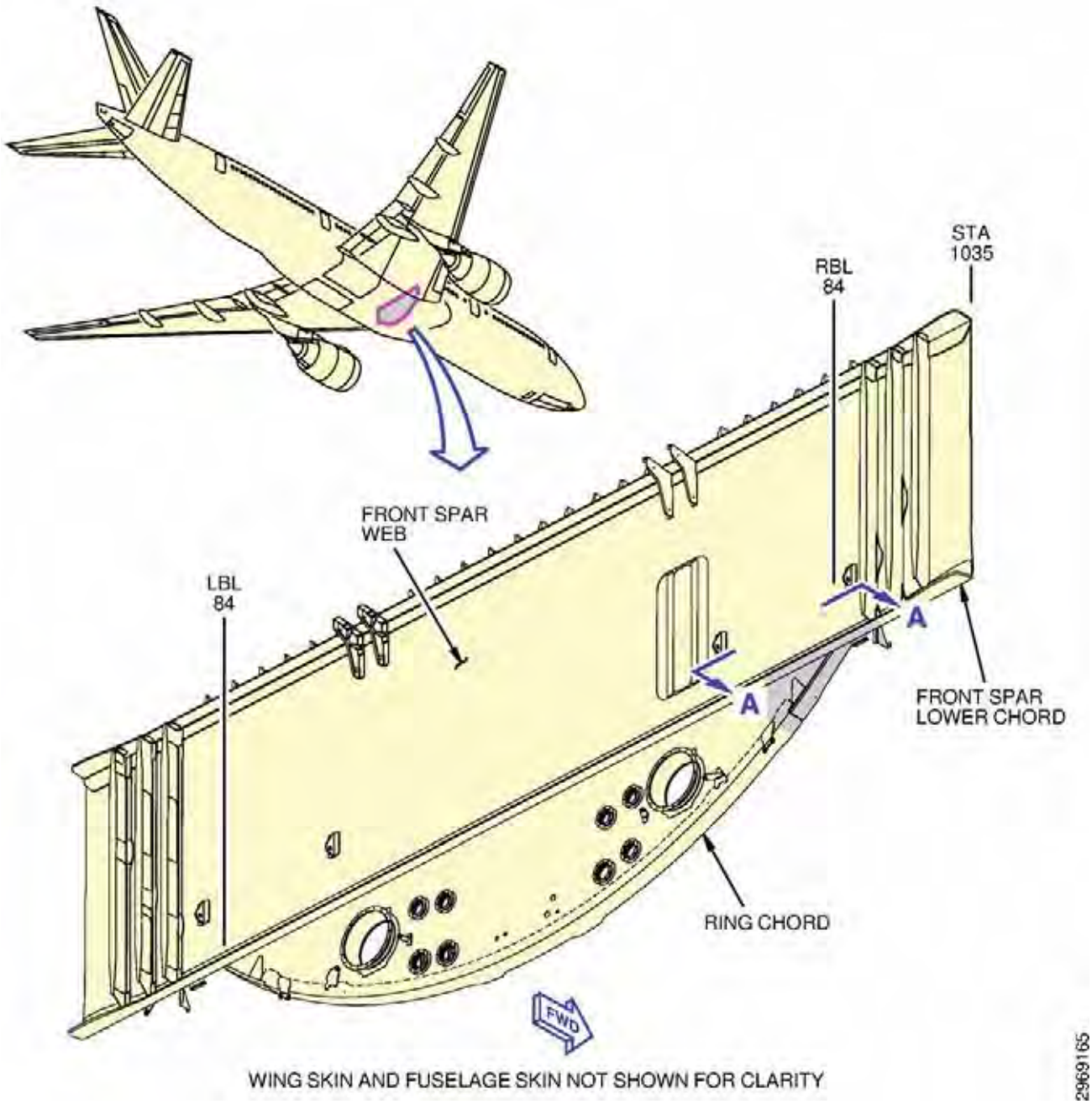


FIGURE 117: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 1 OF 7)

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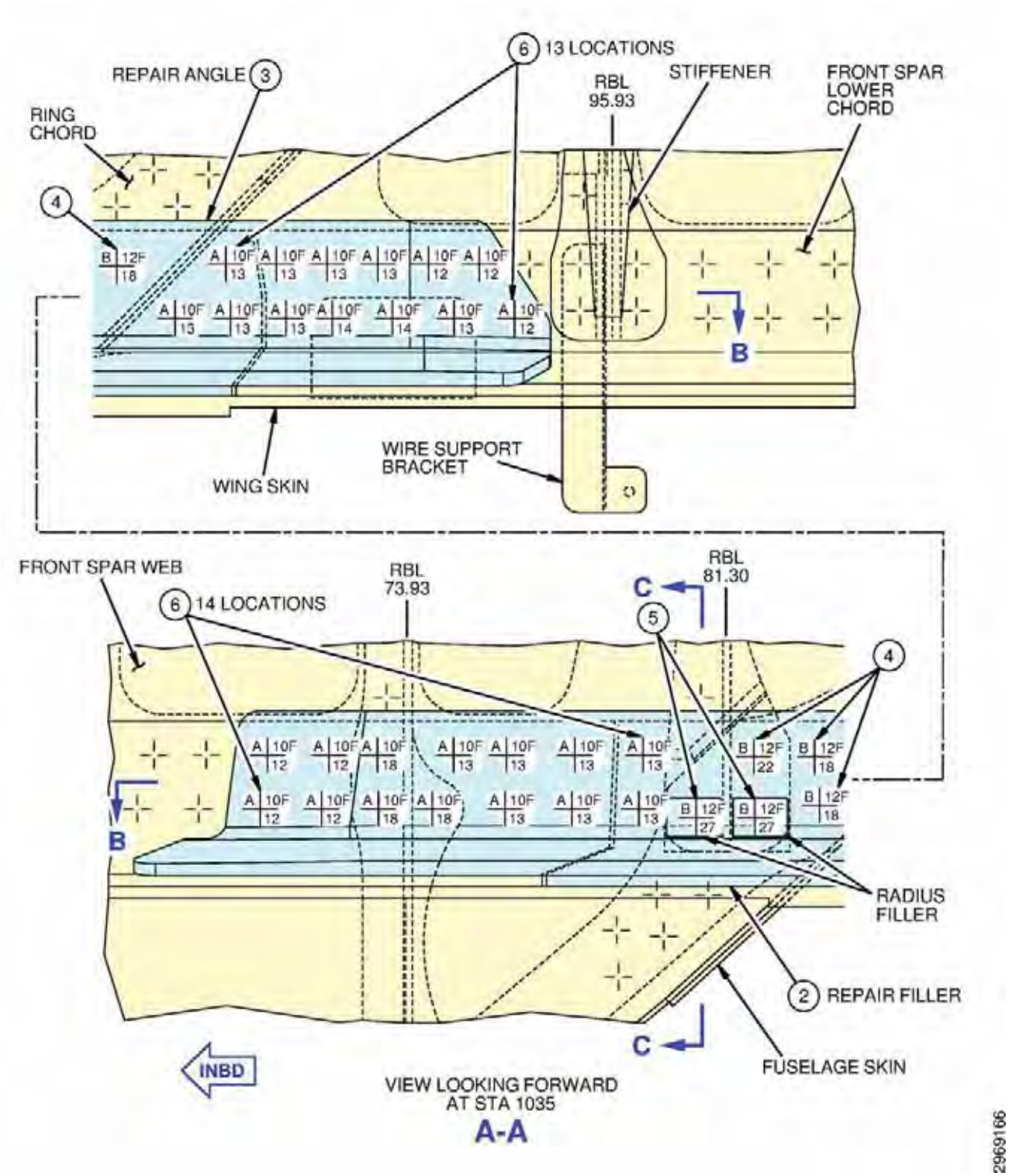


FIGURE 117: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 2 OF 7)

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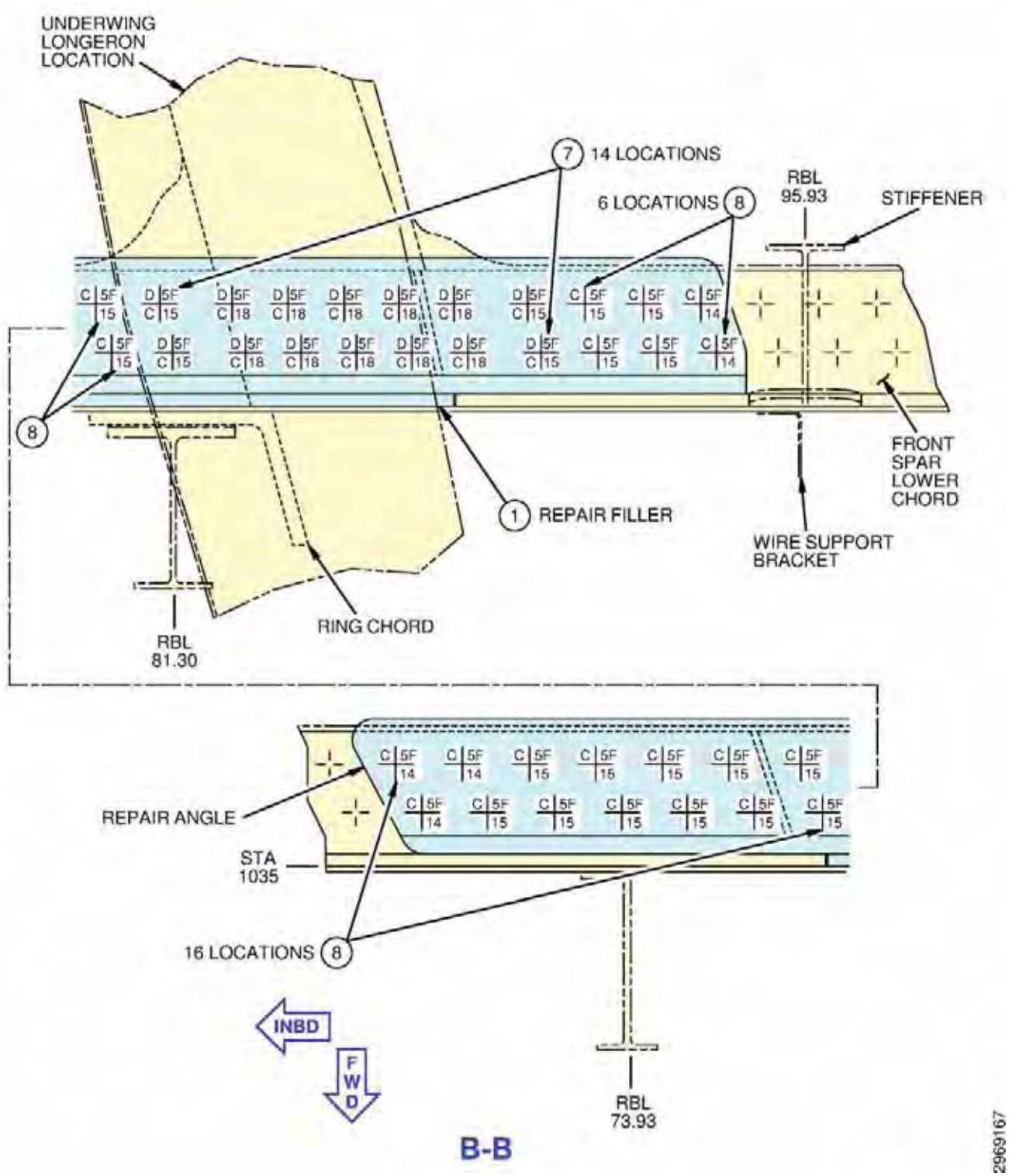


FIGURE 117: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 3 OF 7)

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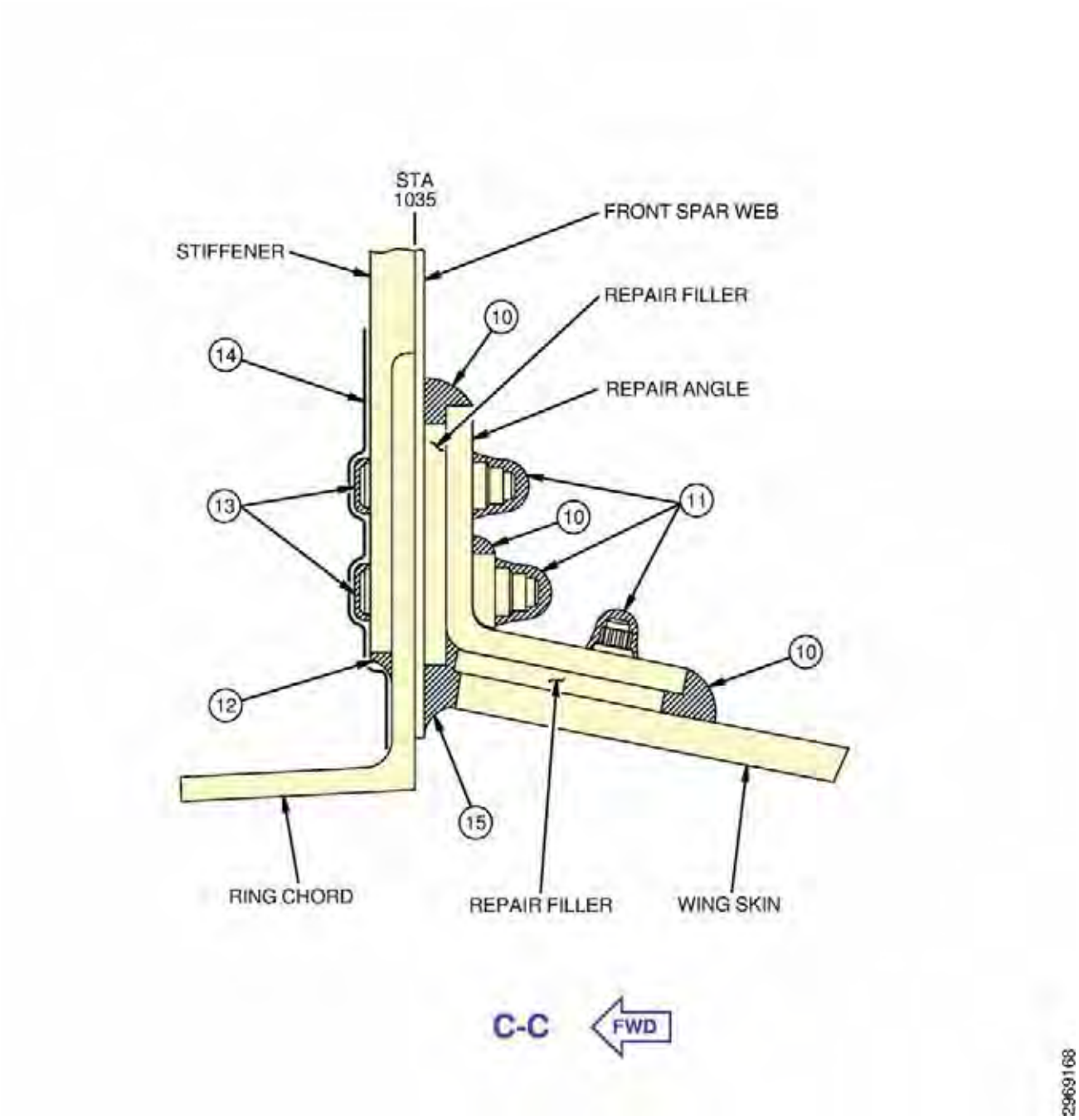


FIGURE 117: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 4 OF 7)

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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	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	1	(a)
2	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	1	(a)
3	Install (New)	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	1	(a)
4	Install (New)	FASTENERS	-	4	(b)
5	Install (New)	RADIUS FILLER	691W0017-5	2	-
	Install (New)	FASTENERS	-	2	(b)
6	Install (New)	FASTENERS	-	25	(b)
7	Install (New)	FASTENERS	-	14	(b)(c)(d)
8	Install (New)	FASTENERS	-	24	(b)
9	Install (New)	FASTENERS	-	2	(b)
10	Apply	SEALANT	BMS 5-45	-	(e)
11	Apply	SEALANT	BMS 5-45	-	(f)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(g)
13	Apply	SEALANT	BMS 5-45	-	(h)
14	Apply	SEALANT	BMS 5-81	-	(i)
15	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(j)

(a) Apply BMS 5-45 faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Refer to fastener code table for fastener installation.

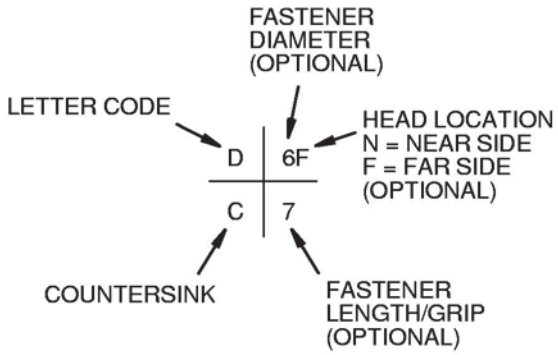
(c) Countersink holes if required for new fasteners. Refer to 777-200 SRM 51-40-08 or 777-300 SRM 51-40-08 as an accepted procedure.

FIGURE 117: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 5 OF 7)

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Step	Task	Name	Identification	Qty	More Data
(d)	For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.				
(e)	Apply fillet seal with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(f)	Apply cap and fillet seal to the fasteners, over the collars and threads inside the fuel tank with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(g)	Restore transition seal for secondary fuel barrier application using BMS 5-142, Type II sealant. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(h)	Fillet seal / cover fasteners heads with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply BMS 5-81 Type II secondary fuel barrier sealant. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply corrosion injection seal BMS 5-142 (optional BMS 5-45), Type II. Refer to SOPM 20-50-19 as an accepted procedure.				

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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()Y	BOLT	-	0.3402 - 0.3422	(a)(b)
	BACC30AC10K	COLLAR	-		
B	BACB30NX12K()X	BOLT	-	0.3871 - 0.3891	(a)(c)
	BACC30BH12K	COLLAR	-		
C	BACB30WR5K()LX	BOLT	-	0.3232 - 0.3252	(a)(d)(e)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		

FIGURE 117: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 6 OF 7)

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Code	Name	Identification	Qty	Hole Dia	More Data
D	BACB30WQ5K()LX	BOLT	-	0.3232 - 0.3252	(a)(d)(e)(f)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
(a) Install fasteners wet with BMS 5-95 sealant. Refer to SOPM 20-50-19 as an accepted procedure.					
(b) As required, install BACW10BP52DP extra washers to adjust grip length.					
(c) As required, install BACW10BP61DP extra washers to adjust grip length.					
(d) Install with washer under nut.					
(e) Use either BACW10AW5AS or BACW10AW5AST as required for fastener grip length.					
(f) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.					

FIGURE 117: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 7 OF 7)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 4, Configuration 1, 3; Group 7, Configuration 2, 6, 10, 14; Group 8, Configuration 2, 6, 10, 14; Group 9, Configuration 1, 3.

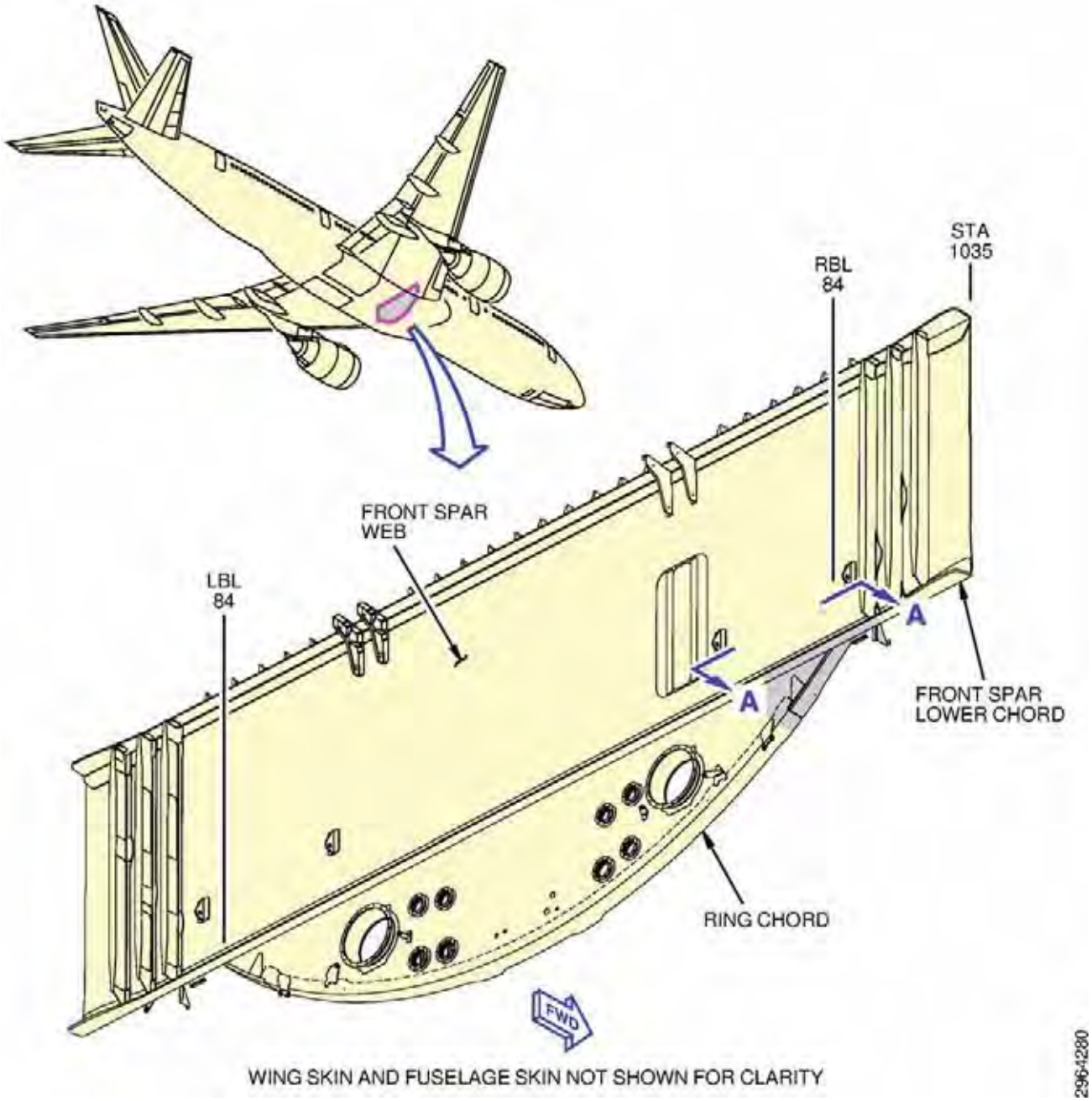


FIGURE 118: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 1 OF 7)

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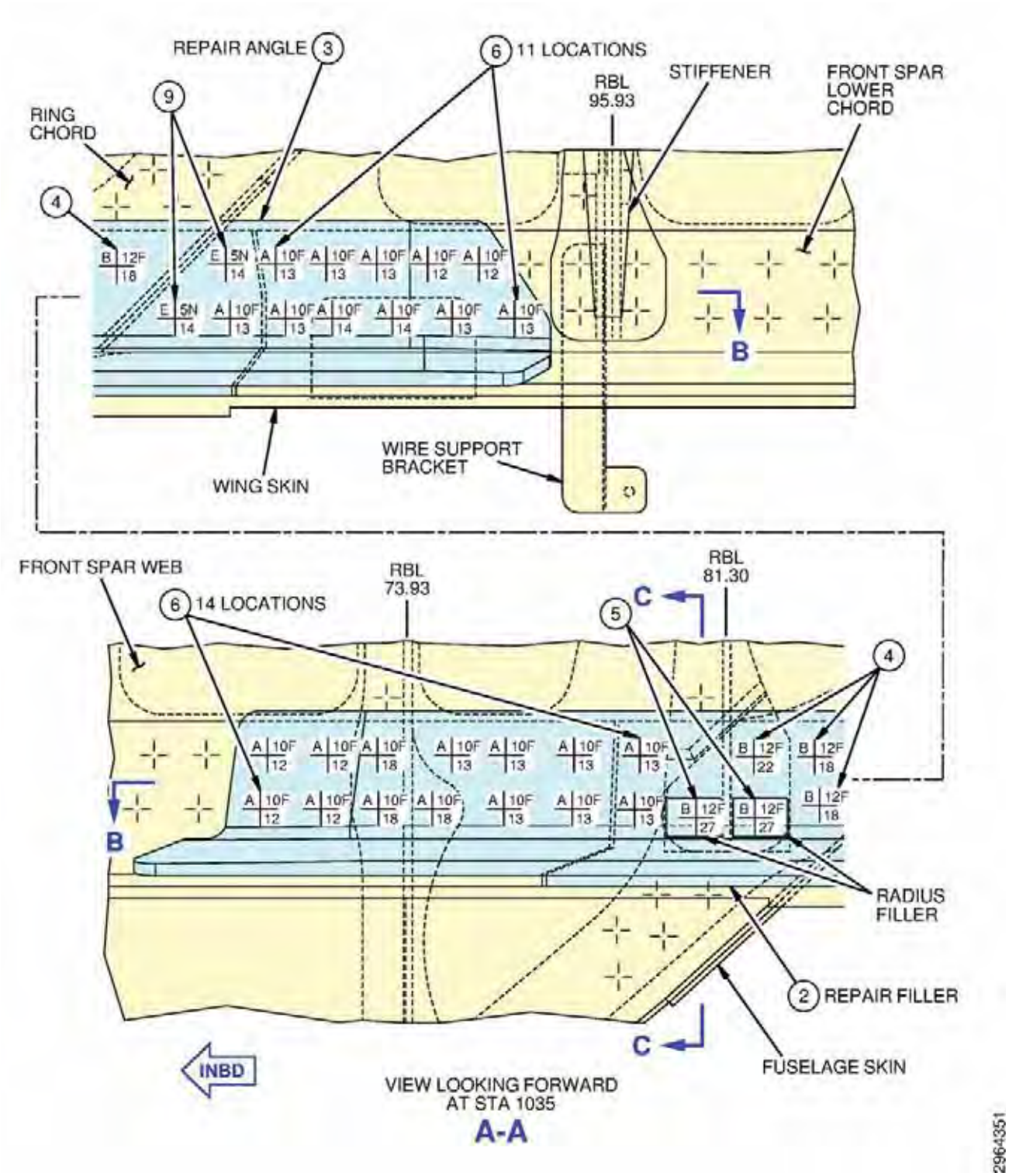


FIGURE 118: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 2 OF 7)

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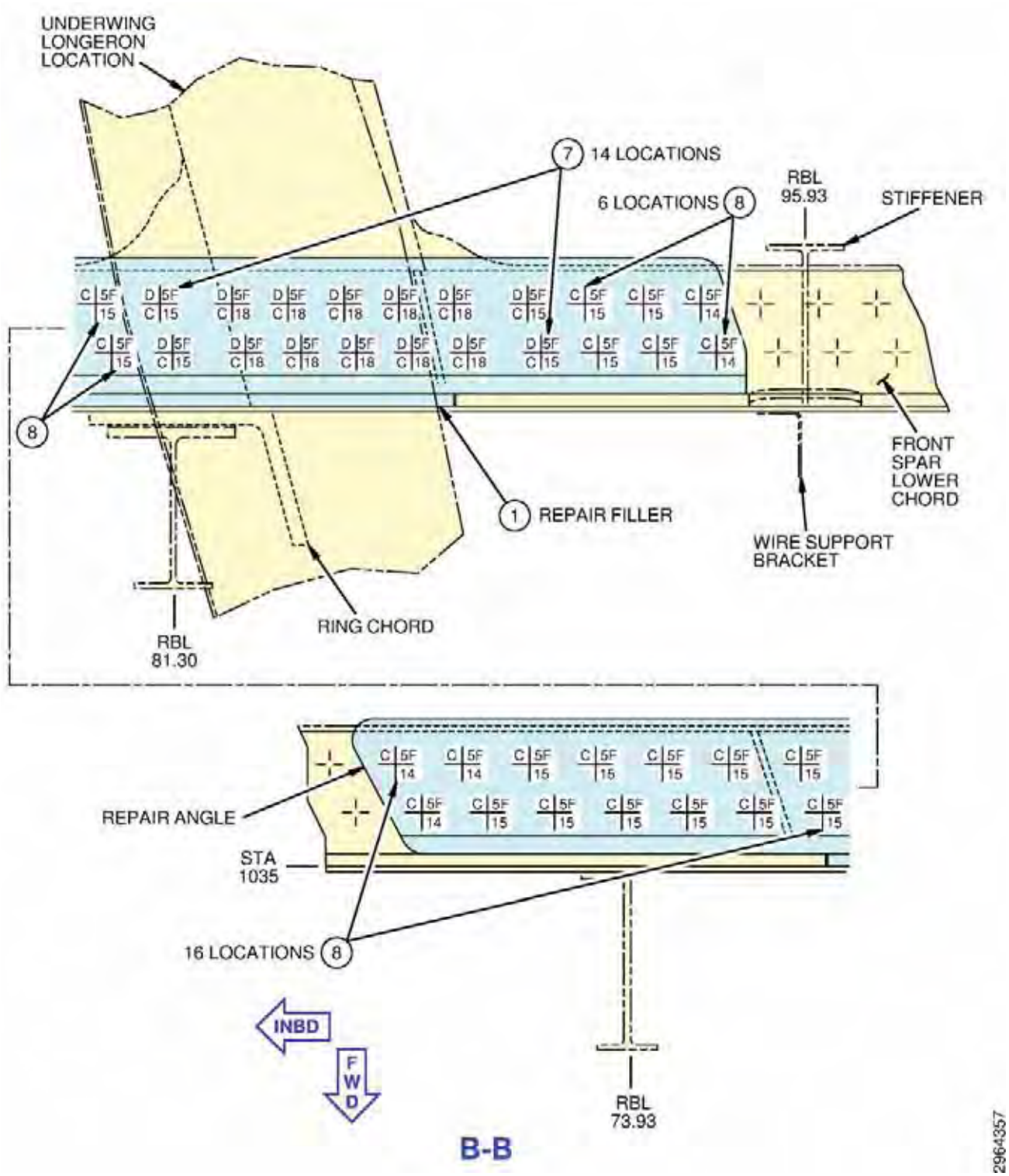


FIGURE 118: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 3 OF 7)

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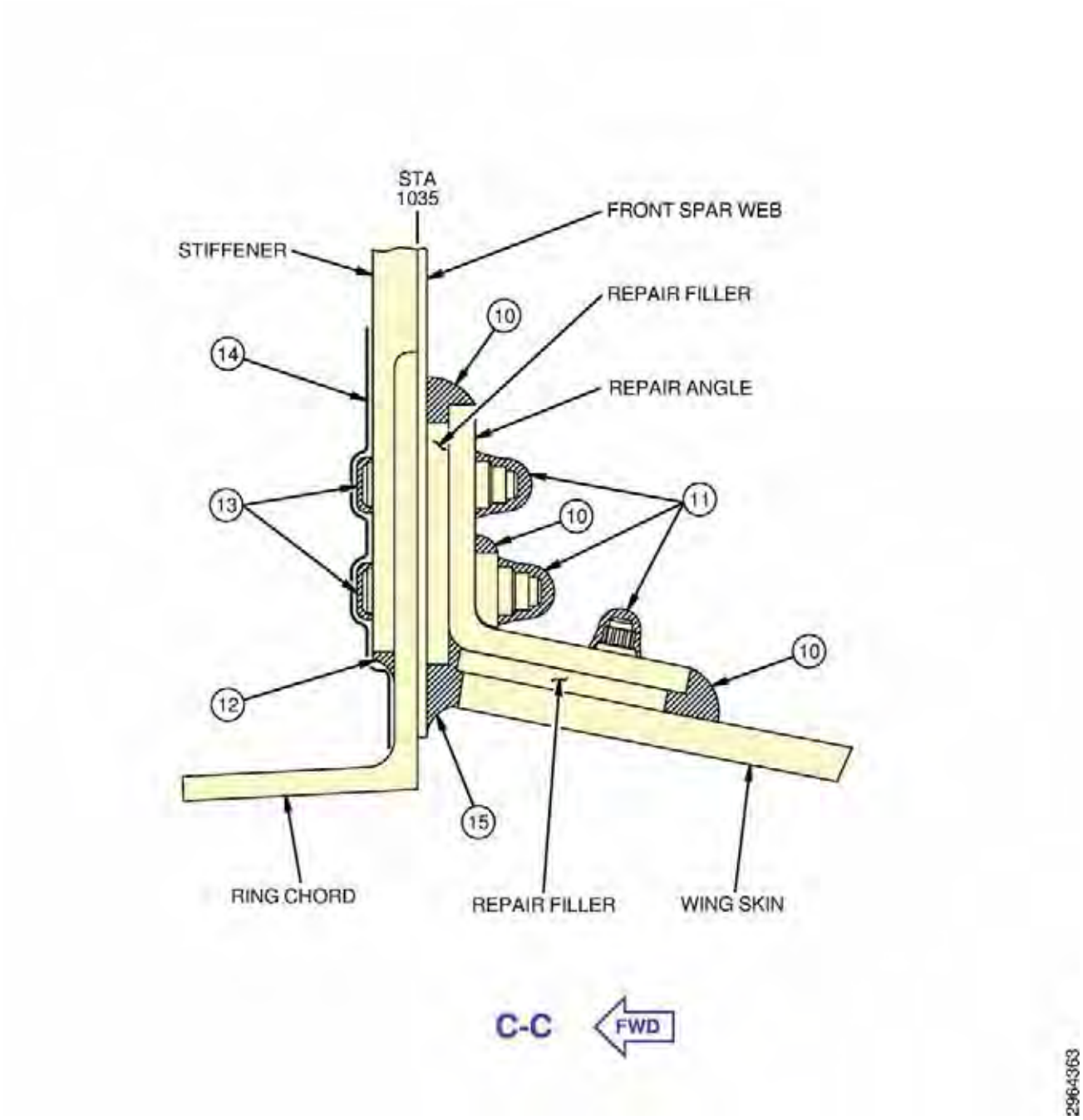


FIGURE 118: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 4 OF 7)

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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)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	1	(a)
2	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	1	(a)
3	Install (New)	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	1	(a)
4	Install (New)	FASTENERS	-	4	(b)
5	Install (New)	RADIUS FILLER	691W0017-5	2	-
	Install (New)	FASTENERS	-	2	(b)
6	Install (New)	FASTENERS	-	25	(b)
7	Install (New)	FASTENERS	-	14	(b)(c)(d)
8	Install (New)	FASTENERS	-	24	(b)
9	Install (New)	FASTENERS	-	2	(b)
10	Apply	SEALANT	BMS 5-45	-	(e)
11	Apply	SEALANT	BMS 5-45	-	(f)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(g)
13	Apply	SEALANT	BMS 5-45	-	(h)
14	Apply	SEALANT	BMS 5-81	-	(i)
15	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(j)

(a) Apply BMS 5-45 faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Refer to fastener code table for fastener installation.

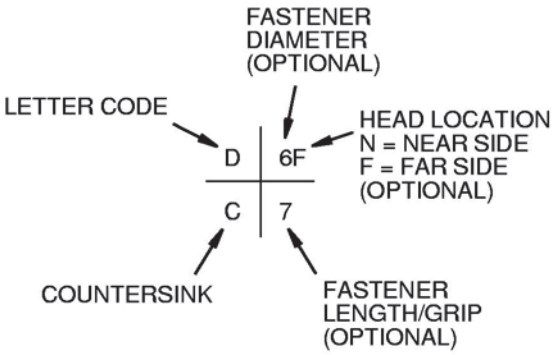
(c) Countersink holes if required for new fasteners. Refer to 777-200 SRM 51-40-08 or 777-300 SRM 51-40-08 as an accepted procedure.

FIGURE 118: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 5 OF 7)

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Step	Task	Name	Identification	Qty	More Data
(d)	For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.				
(e)	Apply fillet seal with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(f)	Apply cap and fillet seal to the fasteners, over the collars and threads inside the fuel tank with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(g)	Restore transition seal for secondary fuel barrier application using BMS 5-142, Type II sealant. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(h)	Fillet seal / cover fasteners heads with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply BMS 5-81 Type II secondary fuel barrier sealant. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply corrosion injection seal BMS 5-142 (optional BMS 5-45), Type II. Refer to SOPM 20-50-19 as an accepted procedure.				

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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()Y	BOLT	-	0.3402 - 0.3422	(a)(b)
	BACC30AC10K	COLLAR	-		
B	BACB30NX12K()X	BOLT	-	0.3871 - 0.3891	(a)(c)
	BACC30BH12K	COLLAR	-		
C	BACB30WR5K()LX	BOLT	-	0.3232 - 0.3252	(a)(f)(g)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		

FIGURE 118: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 6 OF 7)

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Code	Name	Identification	Qty	Hole Dia	More Data
D	BACB30WQ5K()LX	BOLT	-	0.3232 - 0.3252	(a)(f)(g)(h)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
E	BACB30NR5()Y	BOLT	-	0.3432 - 0.3442	(a)
	BACW10BP52CD	WASHER	-		(d)
	BACW10BP52NDP	WASHER	-		(e)
	BACW10BP52DP	WASHER	-		(f)
	BACN10YR5CD	NUT	-		-

(a)	Install fasteners wet with BMS 5-95 sealant. Refer to SOPM 20-50-19 as an accepted procedure.
(b)	As required, install BACW10BP52DP extra washers to adjust grip length.
(c)	As required, install BACW10BP61DP extra washers to adjust grip length.
(d)	Install with washer under head.
(e)	Install with washer under BACW10BP52CD washer.
(f)	Install with washer under nut.
(g)	Use either BACW10AW5AS or BACW10AW5AST as required for fastener grip length.
(h)	For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.

FIGURE 118: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 7 OF 7)

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This Figure applies only to: Group 5, Configuration 1, 5, 9, 13.

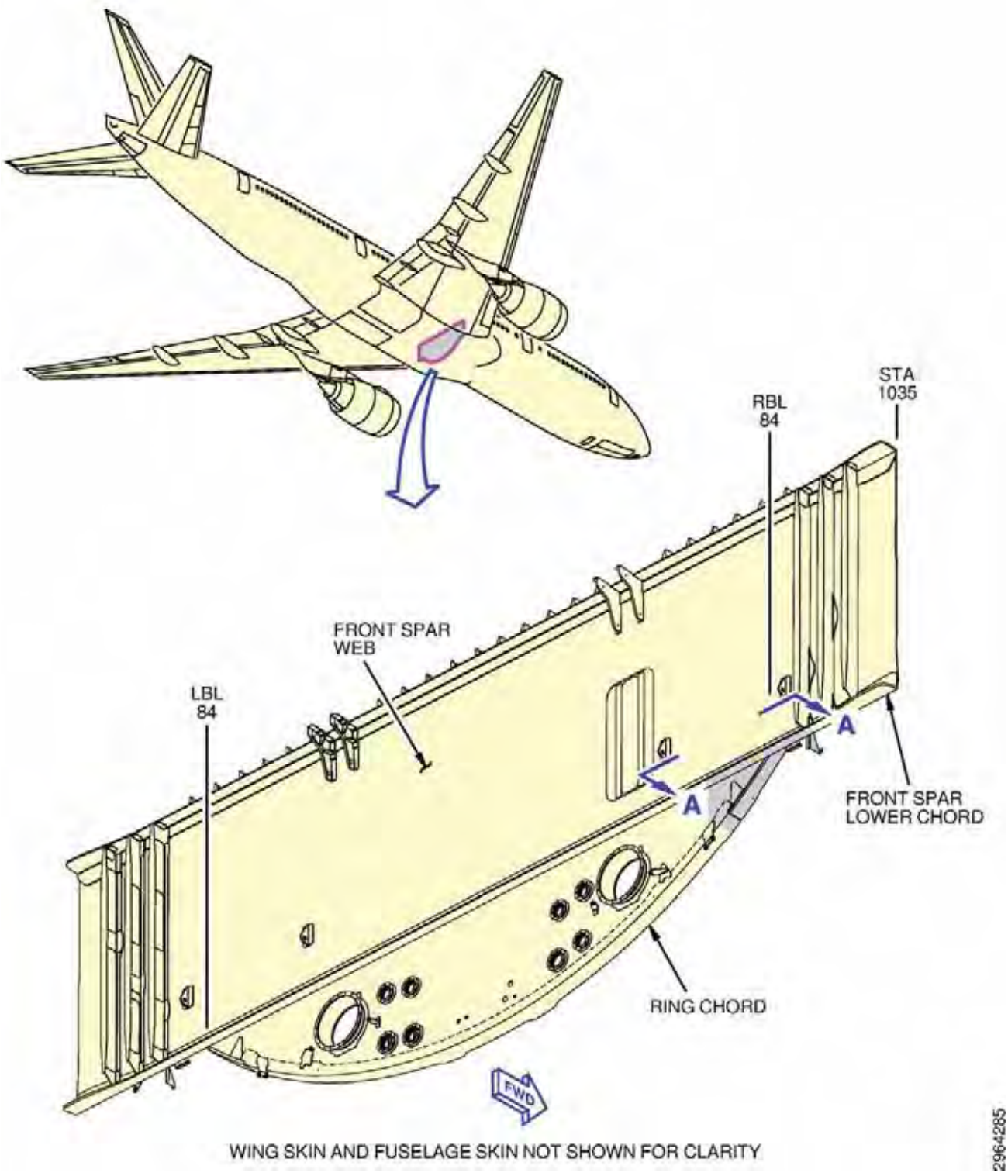


FIGURE 119: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 1 OF 7)

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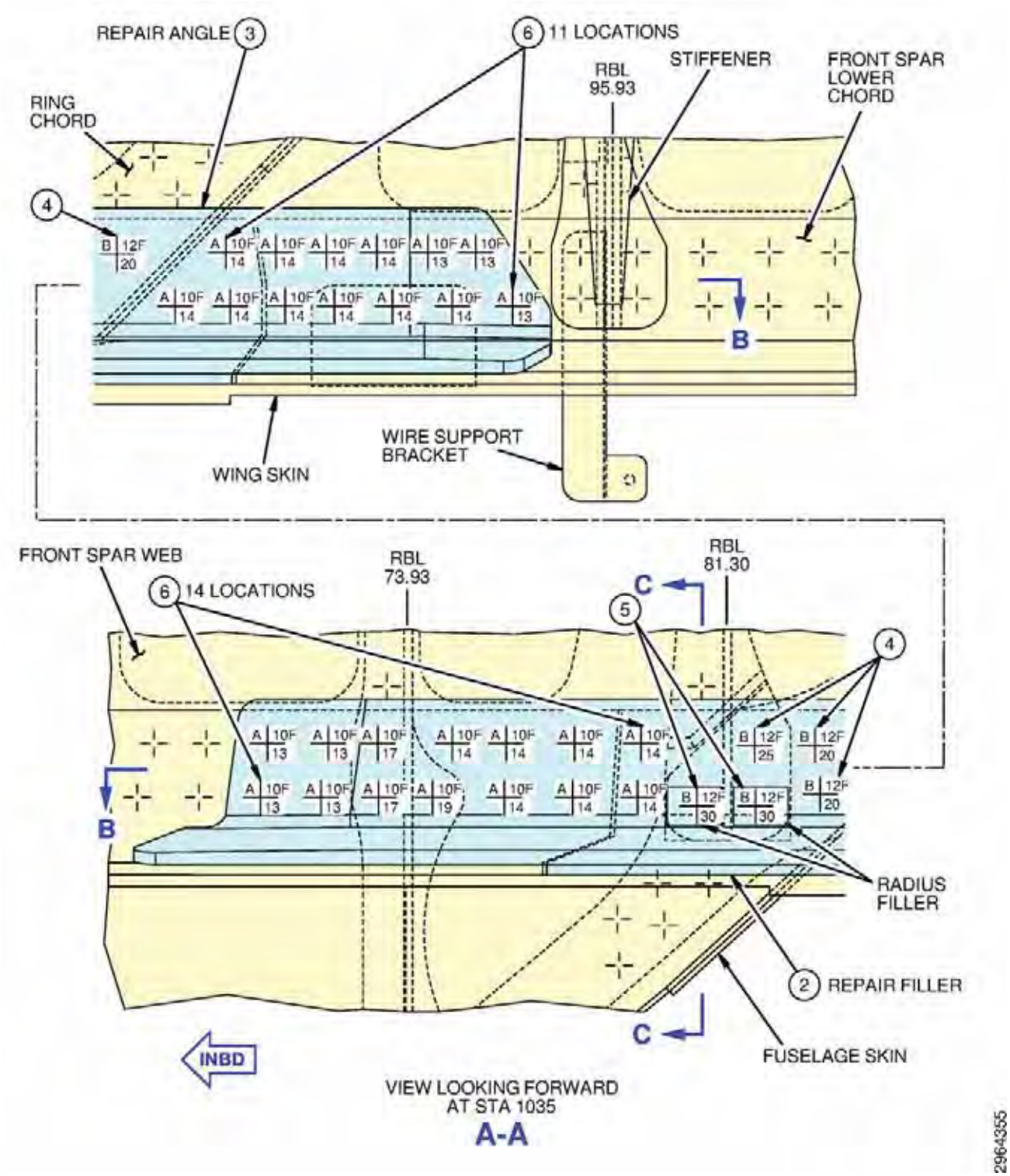


FIGURE 119: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 2 OF 7)

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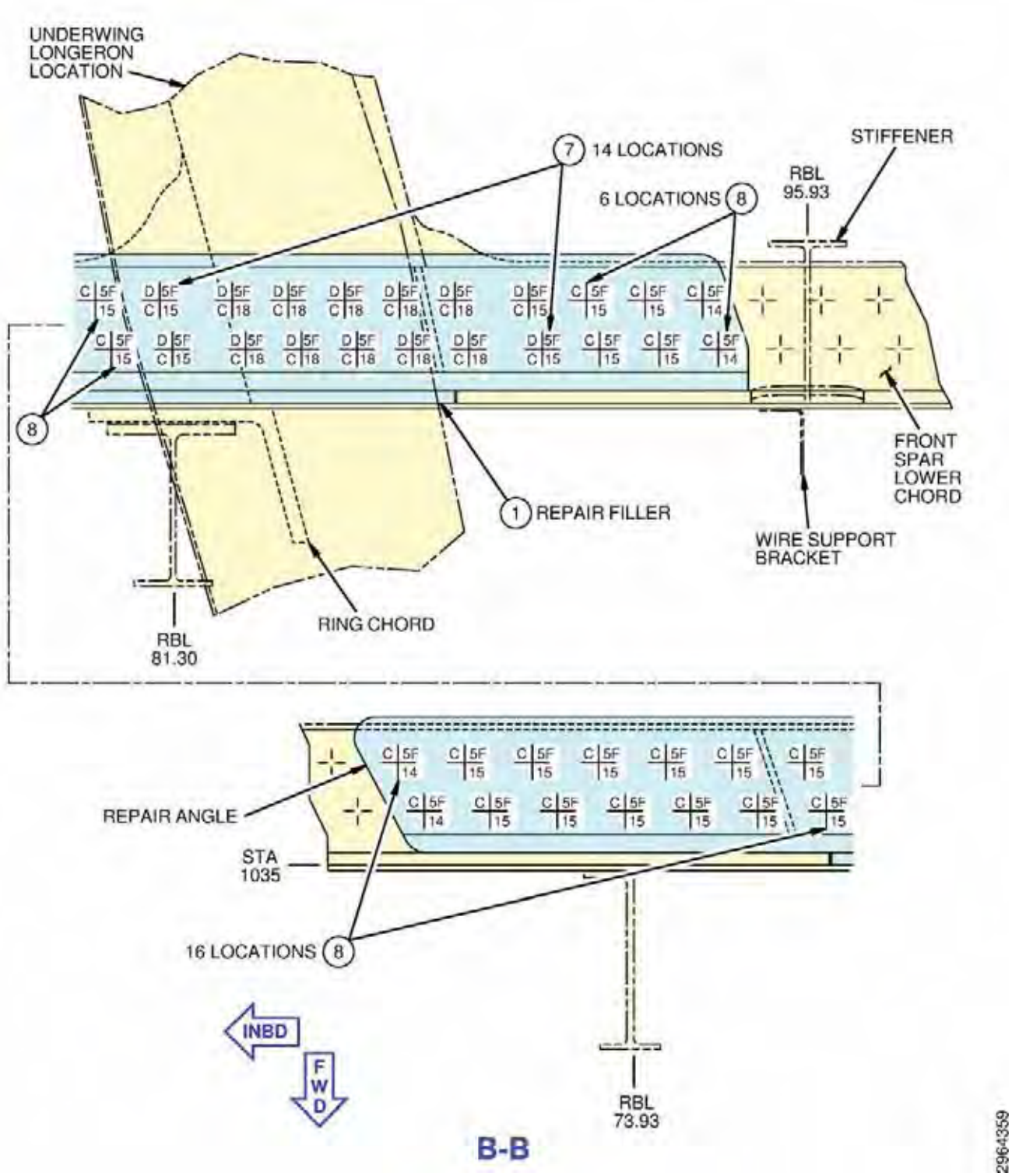


FIGURE 119: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 3 OF 7)

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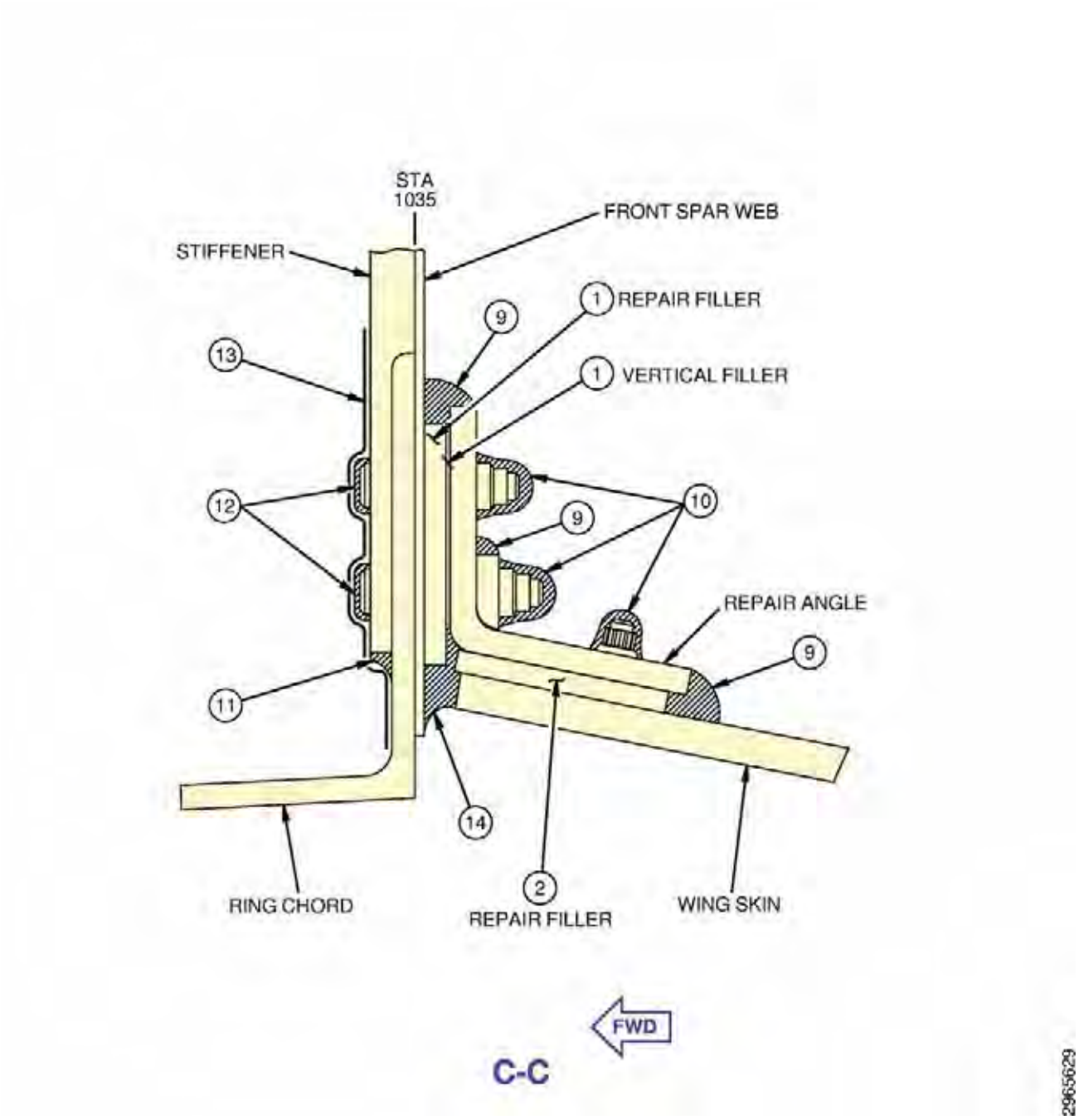


FIGURE 119: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 4 OF 7)

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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	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	1	(a)
	Install (New)	FILLER (VERTICAL)	691W0017-3	-	(b)
2	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	1	(a)
3	Install (New)	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	1	(a)
4	Install (New)	FASTENERS	-	4	(c)
5	Install (New)	RADIUS FILLER	691W0017-5	2	-
	Install (New)	FASTENERS	-	2	(c)
6	Install (New)	FASTENERS	-	25	(c)
7	Install (New)	FASTENERS	-	14	(c)(d)(e)
8	Install (New)	FASTENERS	-	24	(c)
9	Apply	SEALANT	BMS 5-45	-	(f)
10	Apply	SEALANT	BMS 5-45	-	(g)
11	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(h)
12	Apply	SEALANT	BMS 5-45	-	(i)
13	Apply	SEALANT	BMS 5-81	-	(j)
14	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(k)

(a) Apply BMS 5-45 faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Install shim between splice angle and mating parts. Max pull-up after shimming and before fastener installation not to exceed 0.005 inches. Max allowable shim thickness not to exceed .03 inches.

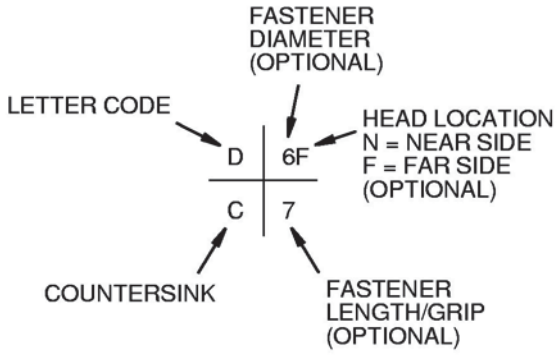
(c) Refer to fastener code table for fastener installation.

FIGURE 119: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 5 OF 7)

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Step	Task	Name	Identification	Qty	More Data
(d)	Countersink holes if required for new fasteners. Refer to 777-200 SRM 51-40-08 or 777-300 SRM 51-40-08 as an accepted procedure.				
(e)	For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.				
(f)	Apply fillet seal with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(g)	Apply cap and fillet seal to the fasteners, over the collars and threads inside the fuel tank with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(h)	Restore transition seal for secondary fuel barrier application using BMS 5-142, Type II sealant. Refer to SOPM 20-50-19 and 777 AMM 28-11-00 as accepted procedures.				
(i)	Fillet seal / cover fasteners heads with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply BMS 5-81 Type II secondary fuel barrier sealant. Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Apply corrosion injection seal BMS 5-142 (optional BMS 5-45), Type II. Refer to SOPM 20-50-19 as an accepted procedure.				

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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()Y	BOLT	-	0.3402 - 0.3422	(a)(b)
	BACC30AC10K	COLLAR	-		
B	BACB30NX12K()X	BOLT	-	0.3871 - 0.3891	(a)(c)
	BACC30BH12K	Collar	-		

FIGURE 119: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 6 OF 7)

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Code	Name	Identification	Qty	Hole Dia	More Data
C	BACB30WR5K()LX	BOLT	-	0.3232 - 0.3252	(a)(d)(e)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
D	BACB30WQ5K()LX	BOLT	-	0.3232 - 0.3252	(a)(d)(e)(f)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
(a) Install fasteners wet with BMS 5-95 sealant. Refer to SOPM 20-50-19 as an accepted procedure.					
(b) As required, install BACW10BP52DP extra washers to adjust grip length.					
(c) As required, install BACW10BP61DP extra washers to adjust grip length.					
(d) Install with washer under nut.					
(e) Use either BACW10AW5AS or BACW10AW5AST as required for fastener grip length.					
(f) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to -0.005inch.					

FIGURE 119: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 7 OF 7)

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ALERT **ALERT**

This Figure applies only to: Group 5, Configuration 2, 6, 10, 14; Group 6, Configuration 1, 3.

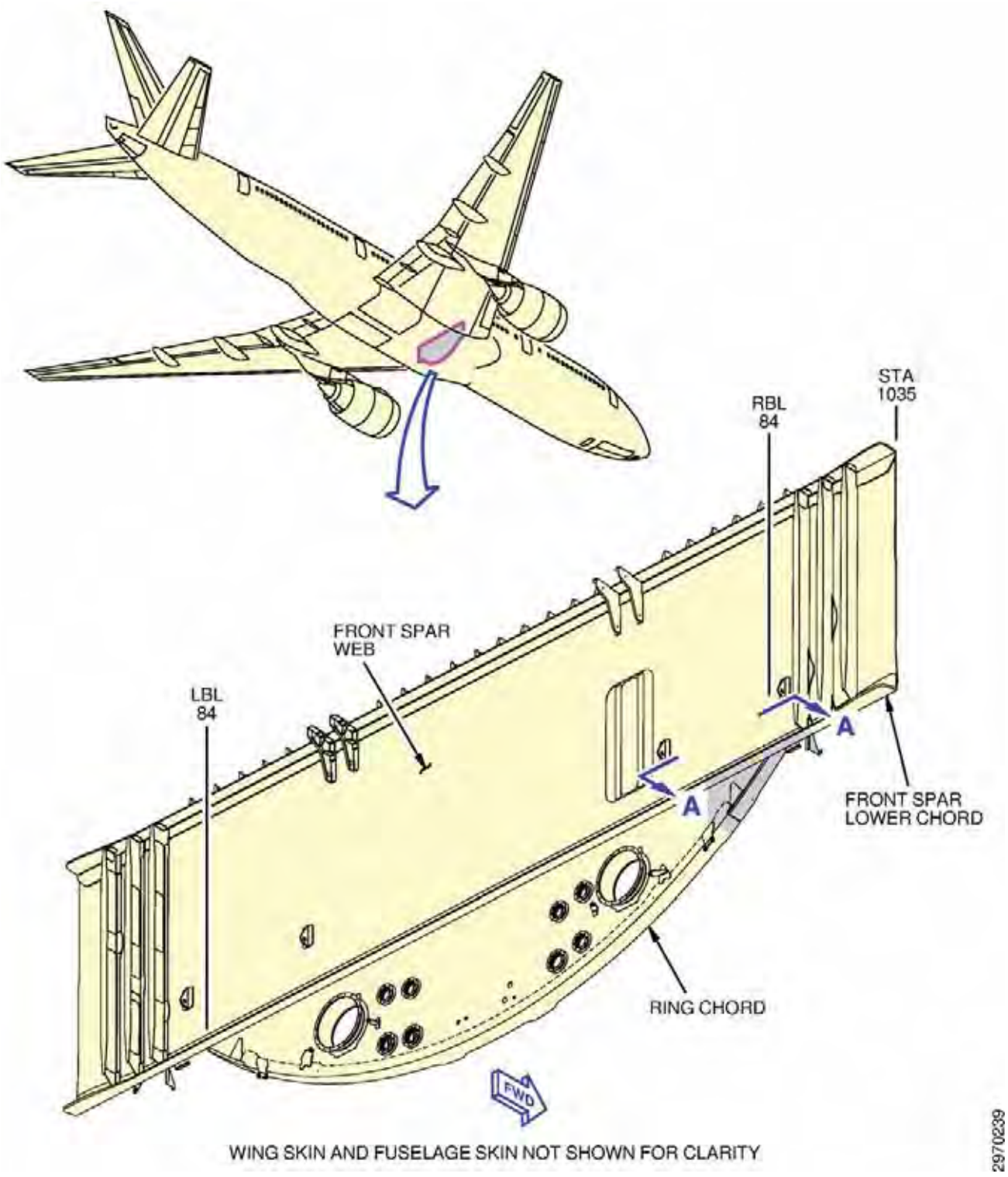


FIGURE 120: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 1 OF 7)

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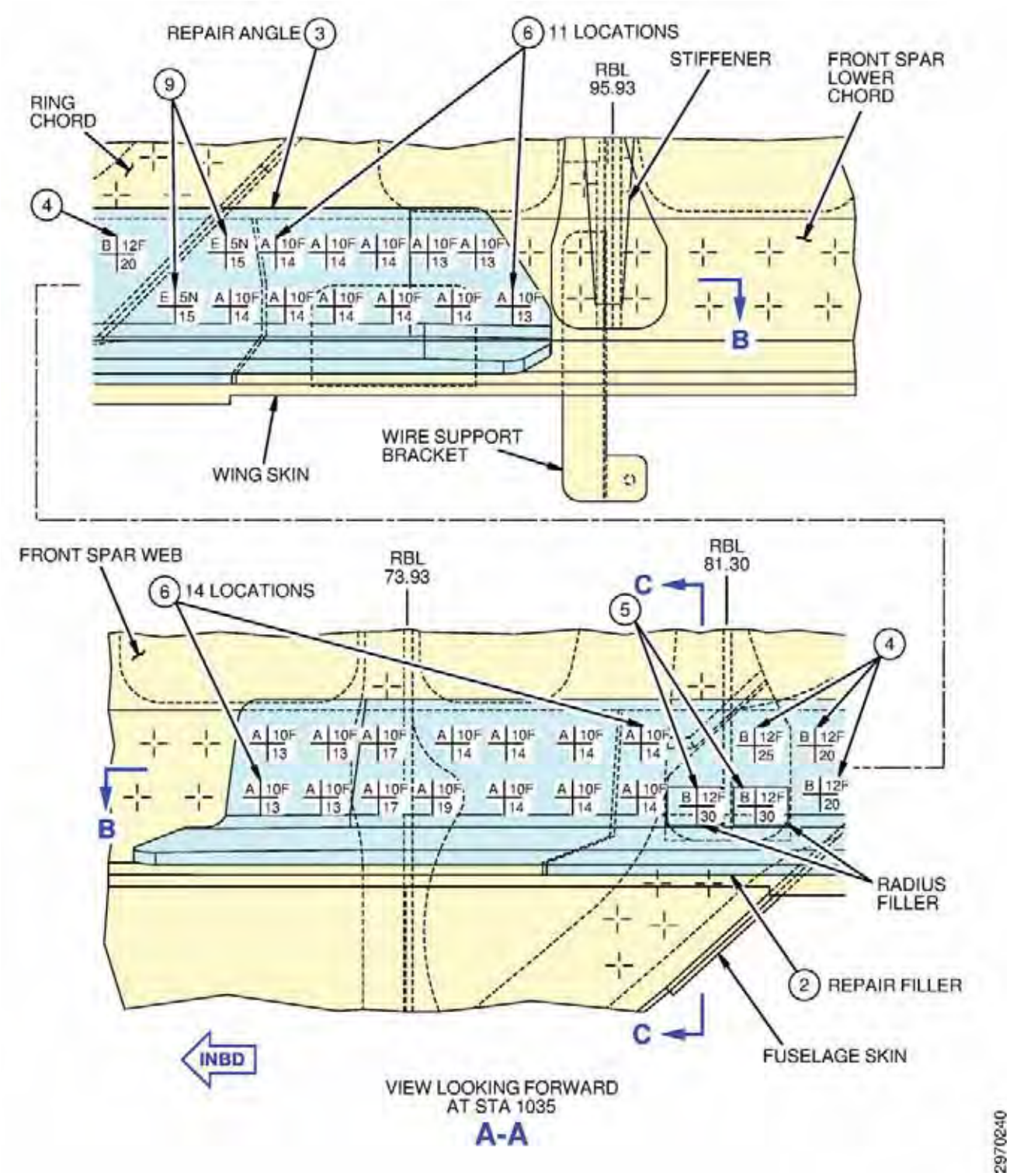


FIGURE 120: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 2 OF 7)

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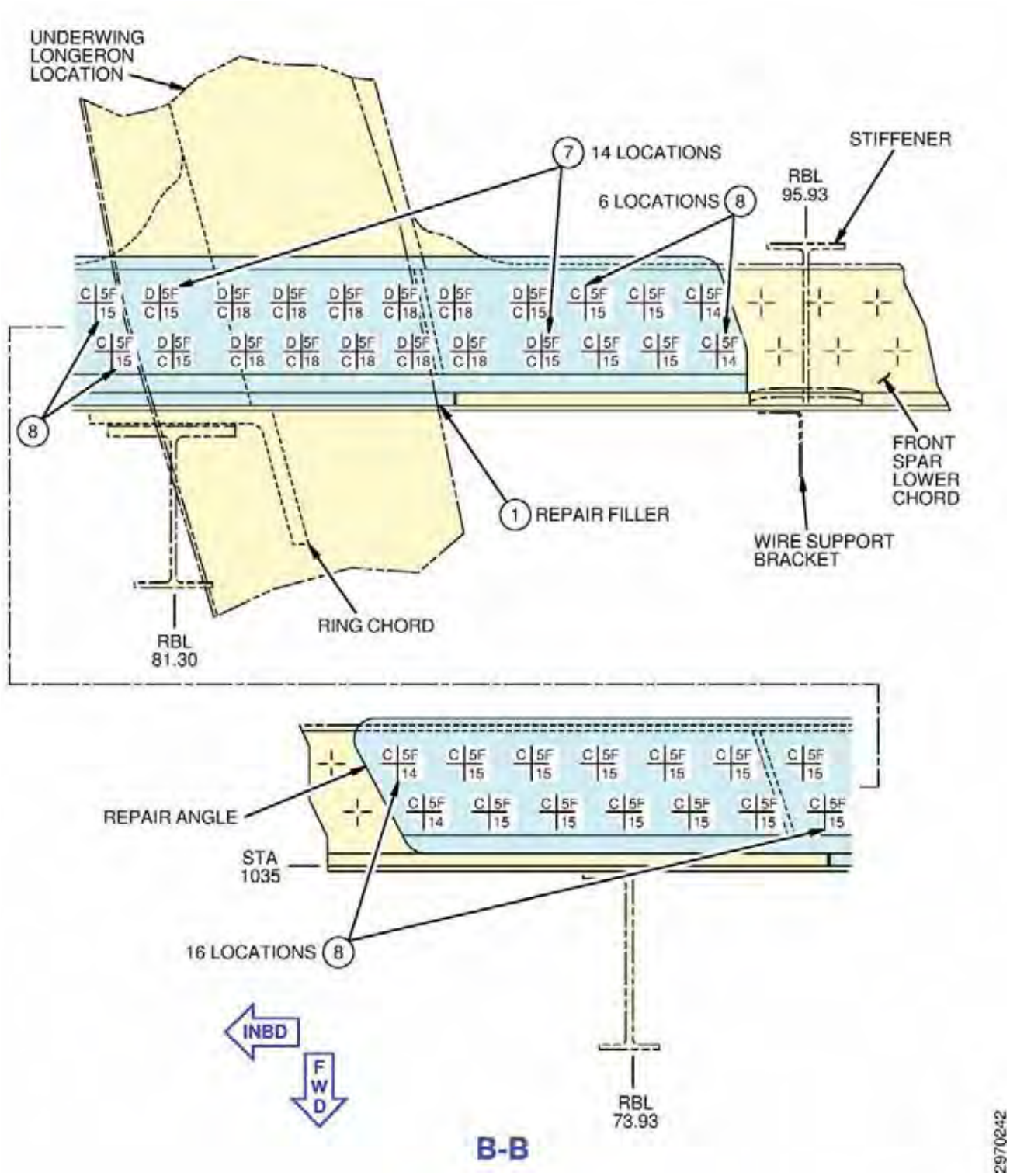


FIGURE 120: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 3 OF 7)

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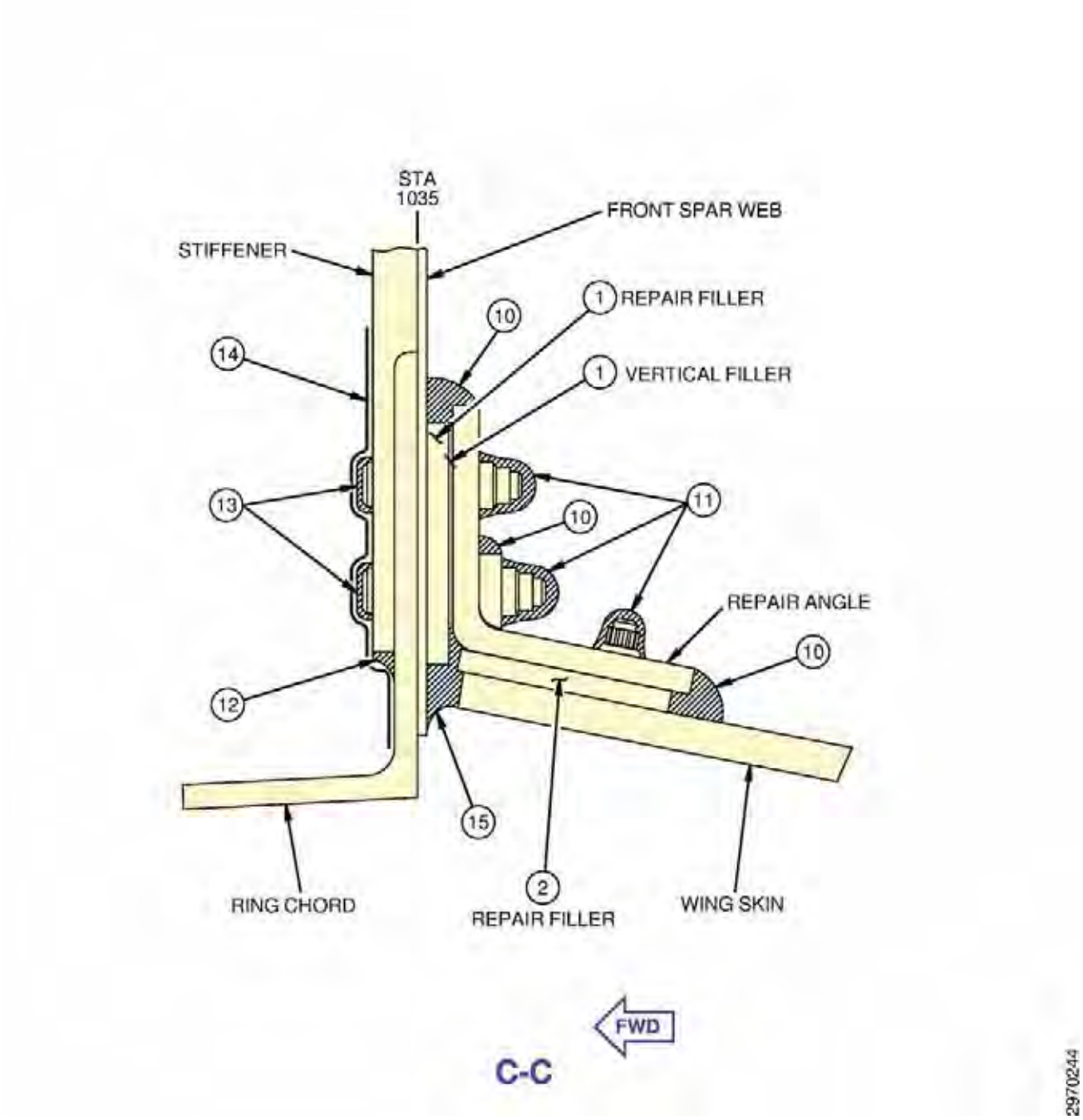


FIGURE 120: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 4 OF 7)

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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)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0006-11	1	(a)
	Install (New)	FILLER (VERTICAL)	691W0017-3	-	(b)
2	Install (New)	REPAIR FILLER, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-7	1	(a)
3	Install (New)	REPAIR ANGLE, LOWER CHORD - FRONT SPAR, WING CENTER SECTION.	691W0017-2	1	(a)
4	Install (New)	FASTENERS	-	4	(c)
5	Install (New)	RADIUS FILLER	691W0017-5	2	-
	Install (New)	FASTENERS	-	2	(c)
6	Install (New)	FASTENERS	-	25	(c)
7	Install (New)	FASTENERS	-	14	(c)(d)(e)
8	Install (New)	FASTENERS	-	24	(c)
9	Install (New)	FASTENERS	-	2	(c)
10	Apply	SEALANT	BMS 5-45	-	(f)
11	Apply	SEALANT	BMS 5-45	-	(g)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(h)
13	Apply	SEALANT	BMS 5-45	-	(i)
14	Apply	SEALANT	BMS 5-81	-	(j)
15	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(k)

(a) Apply BMS 5-45 faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Install shim between splice angle and mating parts. Max pull-up after shimming and before fastener installation not to exceed 0.005 inches. Max allowable shim thickness not to exceed .03 inches.

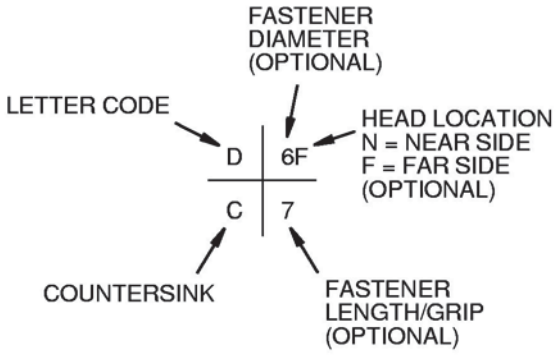
(c) Refer to fastener code table for fastener installation.

FIGURE 120: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 5 OF 7)

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Step	Task	Name	Identification	Qty	More Data
(d)	Countersink holes if required for new fasteners. Refer to 777-200 SRM 51-40-08 or 777-300 SRM 51-40-08 as an accepted procedure.				
(e)	For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to - 0.005 inch.				
(f)	Apply fillet seal with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(g)	Apply cap and fillet seal to the fasteners, over the collars and threads inside the fuel tank with BMS 5-45. Refer to SOPM 20-50-19 and 777 AMM 28-11-00 as accepted procedures.				
(h)	Restore transition seal for secondary fuel barrier application using BMS 5-142, Type II sealant. Refer to SOPM 20-50-19 as an accepted procedure. Refer to 777 AMM 28-11-00 as an accepted procedure.				
(i)	Fillet seal / cover fasteners heads with BMS 5-45. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Apply BMS 5-81 Type II secondary fuel barrier sealant. Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Apply corrosion injection seal BMS 5-142 (optional BMS 5-45), Type II. Refer to SOPM 20-50-19 as an accepted procedure.				

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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()Y	BOLT	-	0.3402 - 0.3422	(a)(b)
	BACC30AC10K	COLLAR	-		
B	BACB30NX12K()X	BOLT	-	0.3871 - 0.3891	(a)(c)
	BACC30BH12K	Collar	-		

FIGURE 120: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 6 OF 7)

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Code	Name	Identification	Qty	Hole Dia	More Data
C	BACB30WR5K()LX	BOLT	-	0.3232 - 0.3252	(a)(f)(g)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
D	BACB30WQ5K()LX	BOLT	-	0.3232 - 0.3252	(a)(f)(g)(h)
	BACW10AW5AS	WASHER	-		
	BACW10AW5AST	WASHER	-		
	BACN10HY5AC	NUT	-		
E	BACB30NR5()Y	BOLT	-	0.3432 - 0.3442	(a)
	BACW10BP52CD	WASHER	-		(d)
	BACW10BP52NDP	WASHER	-		(e)
	BACW10BP52DP	WASHER	-		(f)
	BACN10YR5CD	NUT	-		-

(a) Install fasteners wet with BMS 5-95 sealant. Refer to SOPM 20-50-19 as an accepted procedure.

(b) As required, install BACW10BP52DP extra washers to adjust grip length.

(c) As required, install BACW10BP61DP extra washers to adjust grip length.

(d) Install with washer under head.

(e) Install with washer under BACW10BP52CD washer.

(f) Install with washer under nut.

(g) Use either BACW10AW5AS or BACW10AW5AST as required for fastener grip length.

(h) For fasteners located under the underwing longeron position, fastener hole flushness of +0.000 to -0.005inch.

FIGURE 120: RIGHT SIDE FRONT SPAR LOWER CHORD MODIFICATION INSTALLATION (SHEET 7 OF 7)

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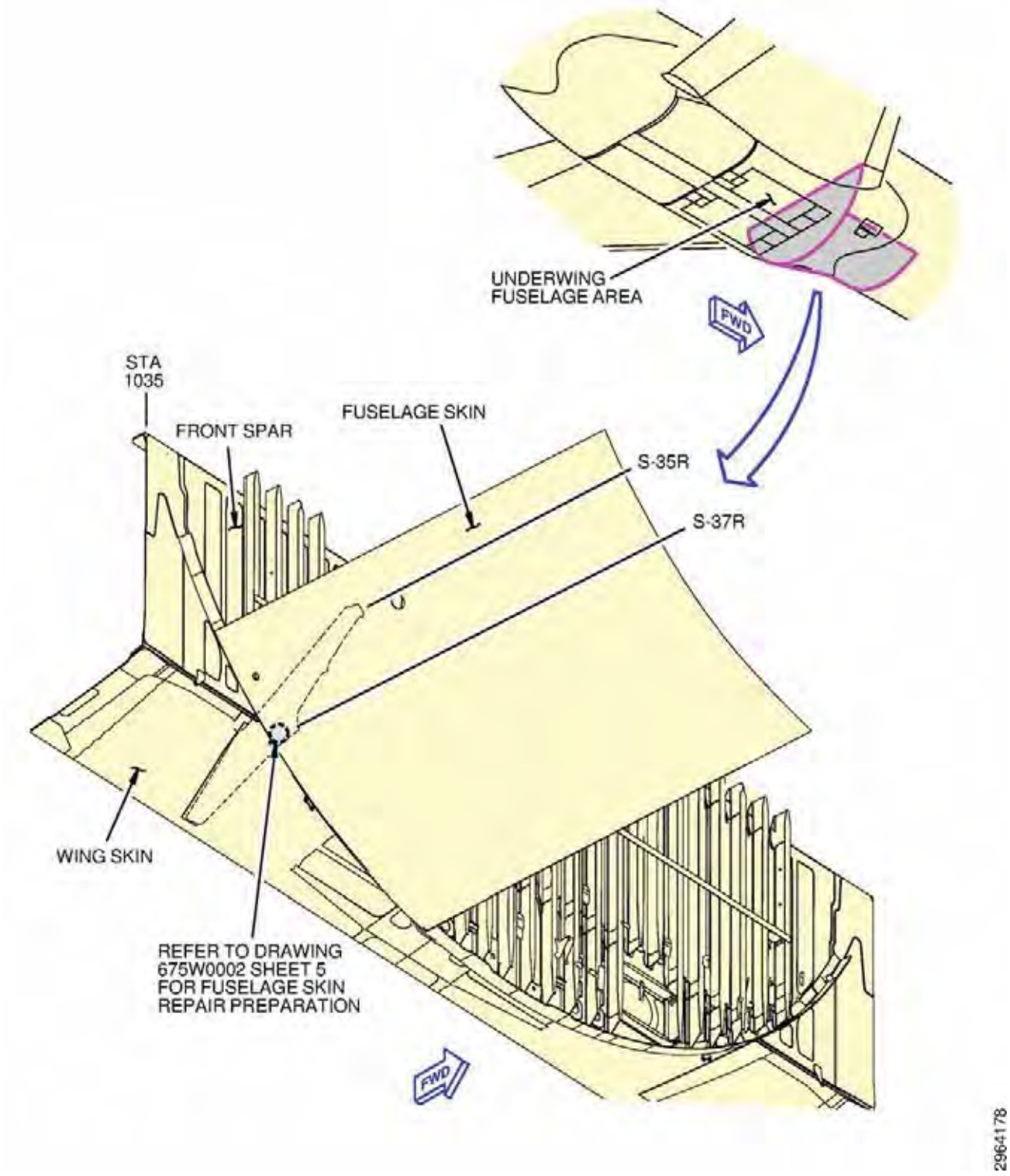


FIGURE 121: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 1 OF 3)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Locate doubler using number 30 pilot holes. Hold doubler in place. (a)(b)
2	Drill	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Transfer pilot holes from doubler to the fuselage skin. (c)
	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	-
CAUTION	PROTECT THE STRUCTURE COMMON TO THE SKIN FROM DAMAGE.				
3	Cut	FUSELAGE SKIN	-	-	Determine the cut-line by maintaining a minimum 1.7D edge margin. (c)(d)(e)(f)(g)(h)
	Inspect	FUSELAGE SKIN	-	-	(c)(i)
	Cut	FUSELAGE SKIN	-	-	Cut remaining fuse-lage skin within cut line. (c)(d)(f)(g)(h)
4	Machine	REPAIR FILLER	675W0003-11	-	(c)(j)(k)
5	Install (Temporary)	REPAIR FILLER	675W0003-11	-	(c)(h)(j)
6	Drill	REPAIR FILLER	675W0003-11	-	Drill 0.125 - 0.250 inch holes through the repair filler. Use the skin cutout as a template. (c)(h)
7	Remove / Keep	REPAIR FILLER	675W0003-11	-	Clean and break all sharp edges of the repair filler and the cut skin. (c)

FIGURE 121: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-43-03 as an accepted procedure. (c)
9	Apply	PRIMER	BMS 10-79 TYPE III (BMS 10-11 TYPE I OPTIONAL)	-	Apply two coats of primer to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-41-02 as an accepted procedure. (c)

(a) Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

(b) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1B6.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1C14.

(d) Install a thin sheet of steel behind the fuselage skin to prevent causing damage to the structure behind the fuselage skin.

(e) On first cut, keep a minimum of 0.040 inch of skin inside the trim line.

(f) Make sure the skin cutout edges have a surface finish of 63 microinches RA or smoother. Refer to 777-200 SRM 51-20-13 as an accepted procedure.

(g) Make the inner corner radii of the skin cutout a minimum of 0.50 inch.

(h) Maintain a minimum 1.7D edge margin for all holes common to the repair filler.

(i) Do a Surface High Frequency Eddy Current (HFEC) inspection along the edge of the skin cutout for any cracks in accordance with 777 NDT Manual Part 6, 51-00-01. Make sure the edge of the skin is crack free.

(j) Maintain a 0.03 - 0.09 inch gap between the edges of the repair filler and the skin cutout.

(k) Refer to drawing 675W0002, Sheet 9 for Repair Filler profile.

FIGURE 121: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 3 OF 3)

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This Figure applies only to: Group 3, Configuration 1, 5, 9, 13; Group 5, Configuration 1, 5, 9, 13.

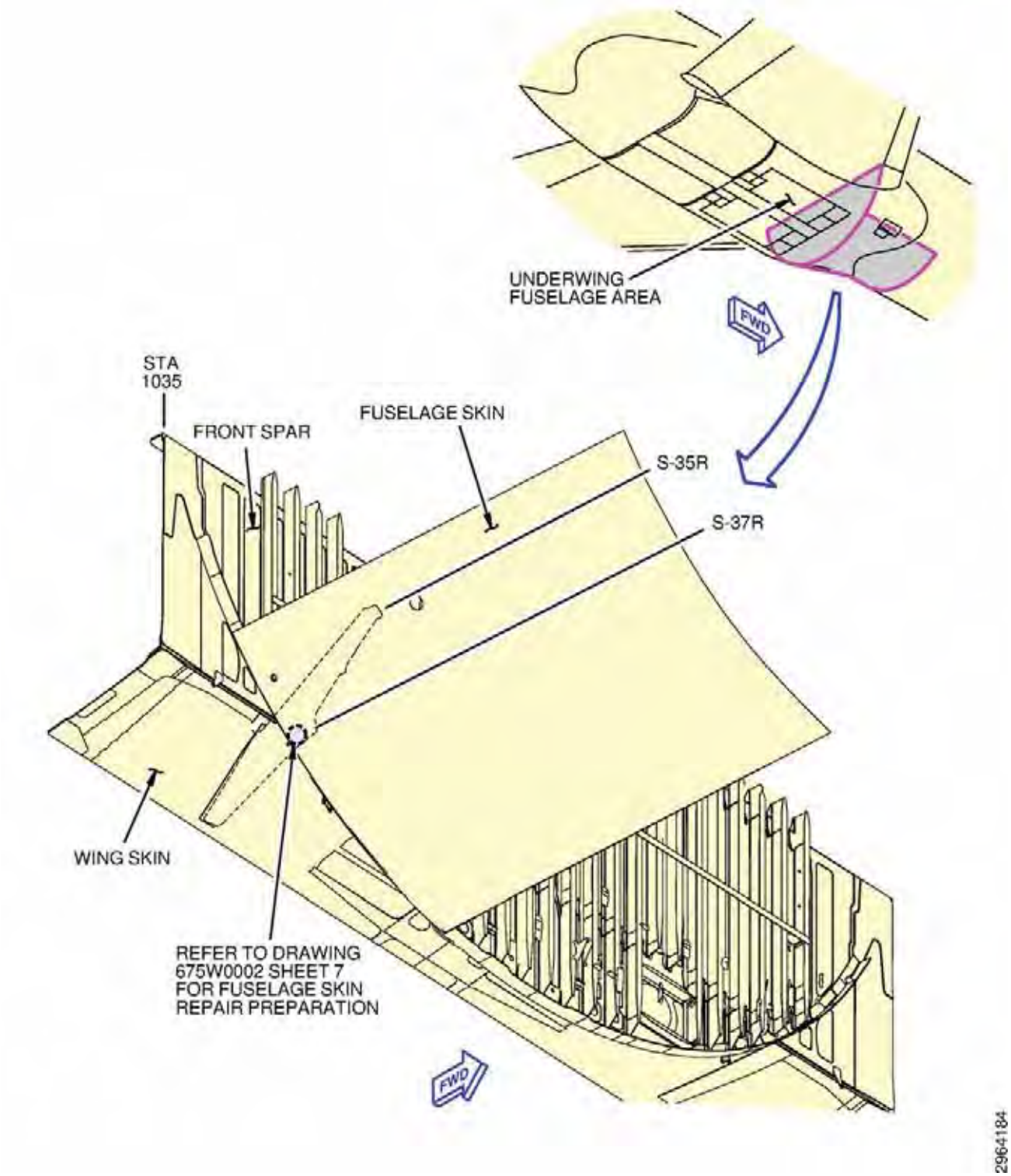


FIGURE 122: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Locate doubler using number 30 pilot holes. Hold doubler in place. (a)(b)
2	Drill	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Transfer pilot holes from doubler to the fuselage skin. (c)
	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	-
CAUTION	PROTECT THE STRUCTURE COMMON TO THE SKIN FROM DAMAGE.				
3	Cut	FUSELAGE SKIN	-	-	Determine the cut-line by maintaining a minimum 1.7D edge margin. (c)(d)(e)(f)(g)(h)
	Inspect	FUSELAGE SKIN	-	-	(c)(k)
	Cut	FUSELAGE SKIN	-	-	Cut remaining fuse-lage skin within cut line. (c)(d)(f)(g)(h)
4	Machine	REPAIR FILLER	675W0003-11	-	(c)(i)(j)
5	Install (Temporary)	REPAIR FILLER	675W0003-11	-	(c)(h)(i)
6	Drill	REPAIR FILLER	675W0003-11	-	Drill 0.125 - 0.250 inch holes through the repair filler. Use the skin cutout as a template. (c)(h)
7	Remove / Keep	REPAIR FILLER	675W0003-11	-	Clean and break all sharp edges of the repair filler and the cut skin. (c)

FIGURE 122: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-43-03 as an accepted procedure. (c)
9	Apply	PRIMER	BMS 10-79 TYPE III (BMS 10-11 TYPE I OPTIONAL)	-	Apply two coats of primer to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-41-02 as an accepted procedure. (c)

(a)	Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 or 777F SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.
(b)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.
(c)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1C14.
(d)	Install a thin sheet of steel behind the fuselage skin to prevent causing damage to the structure behind the fuselage skin.
(e)	On first cut, keep a minimum of 0.040 inch of skin inside the trim line.
(f)	Make sure the skin cutout edges have a surface finish of 63 micro inches RA or smoother. Refer to 777-200 SRM 51-20-13 or 777F SRM 51-20-13 as an accepted procedure.
(g)	Make the inner corner radii of the skin cutout a minimum of 0.50 inch.
(h)	Maintain a minimum 1.7D edge margin for all holes common to the repair filler.
(i)	Maintain a 0.03 - 0.09 inch gap between the edges of the repair filler and the skin cutout.
(j)	Refer to drawing 675W0002, Sheet 9 for Repair Filler profile.
(k)	Do a Surface High Frequency Eddy Current (HFEC) inspection along the edge of the skin cutout for any cracks in accordance with 777 NDT Manual Part 6, 51-00-01. Make sure the edge of the skin is crack free.

FIGURE 122: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 3 OF 3)

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This Figure applies only to: Group 7, Configuration 1, 5, 9, 13.

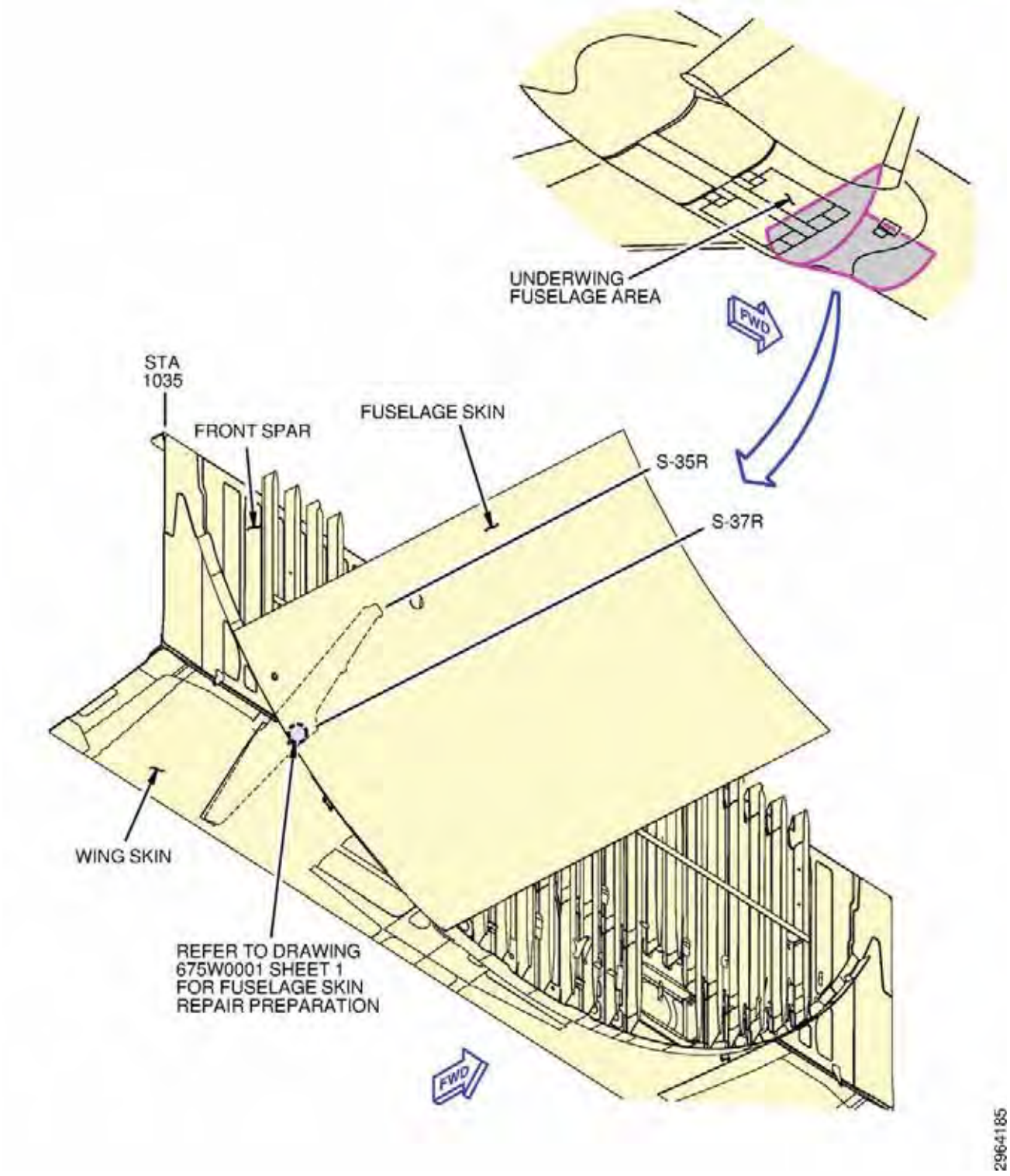


FIGURE 123: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6 and 1C15. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Locate doubler using number 30 and number 40 pilot holes. Hold doubler in place. (a)(b)
2	Drill	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Transfer pilot holes from doubler to the fuselage skin. (c)
	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	-
CAUTION	PROTECT THE STRUCTURE COMMON TO THE SKIN FROM DAMAGE.				
3	Cut	FUSELAGE SKIN	-	-	Determine the cut-line by maintaining a minimum 1.7D edge margin. (c)(d)(e)(f)(g)(h)
	Inspect	FUSELAGE SKIN	-	-	(c)(i)
	Cut	FUSELAGE SKIN	-	-	Cut remaining fuse-lage skin within cut-line. (c)(d)(f)(g)(h)
4	Machine	REPAIR FILLER	675W0003-1	-	Machine to match the profile of the skin cutout. (c)(j)
5	Install (Temporary)	REPAIR FILLER	675W0003-1	-	(c)(h)(j)
6	Drill	REPAIR FILLER	675W0003-1	-	Drill 0.125 - 0.250 inch holes through the repair filler. Use the skin cutout as a template. (c)(h)
7	Remove / Keep	REPAIR FILLER	675W0003-1	-	Clean and break all sharp edges of the repair filler and the cut skin. (c)

FIGURE 123: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-79 TYPE III (BMS 10-11 TYPE I OPTIONAL)	-	Apply two coats of primer to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-41-02 as an accepted procedure. (c)

(a)	Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.
(b)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1B6.
(c)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1C15.
(d)	Install a thin sheet of steel behind the fuselage skin to prevent causing damage to the structure behind the fuselage skin.
(e)	On first cut, keep a minimum of 0.040 inch of skin inside the trim line.
(f)	Make sure the skin cutout edges have a surface finish of 63 micro inches RA or smoother. Refer to 777-300 SRM 51-20-13 as an accepted procedure.
(g)	Make the inner corner radii of the skin cutout a minimum of 0.50 inch.
(h)	Maintain a minimum 1.7D edge margin for all holes common to the repair filler.
(i)	Do a Surface High Frequency Eddy Current (HFEC) inspection along the edge of the skin cutout for any cracks in accordance with 777 NDT Manual Part 6, 51-00-01. Make sure the edge of the skin is crack free.
(j)	Maintain a 0.03 - 0.09 inch gap between the edges of the repair filler and the skin cutout.

FIGURE 123: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 3 OF 3)

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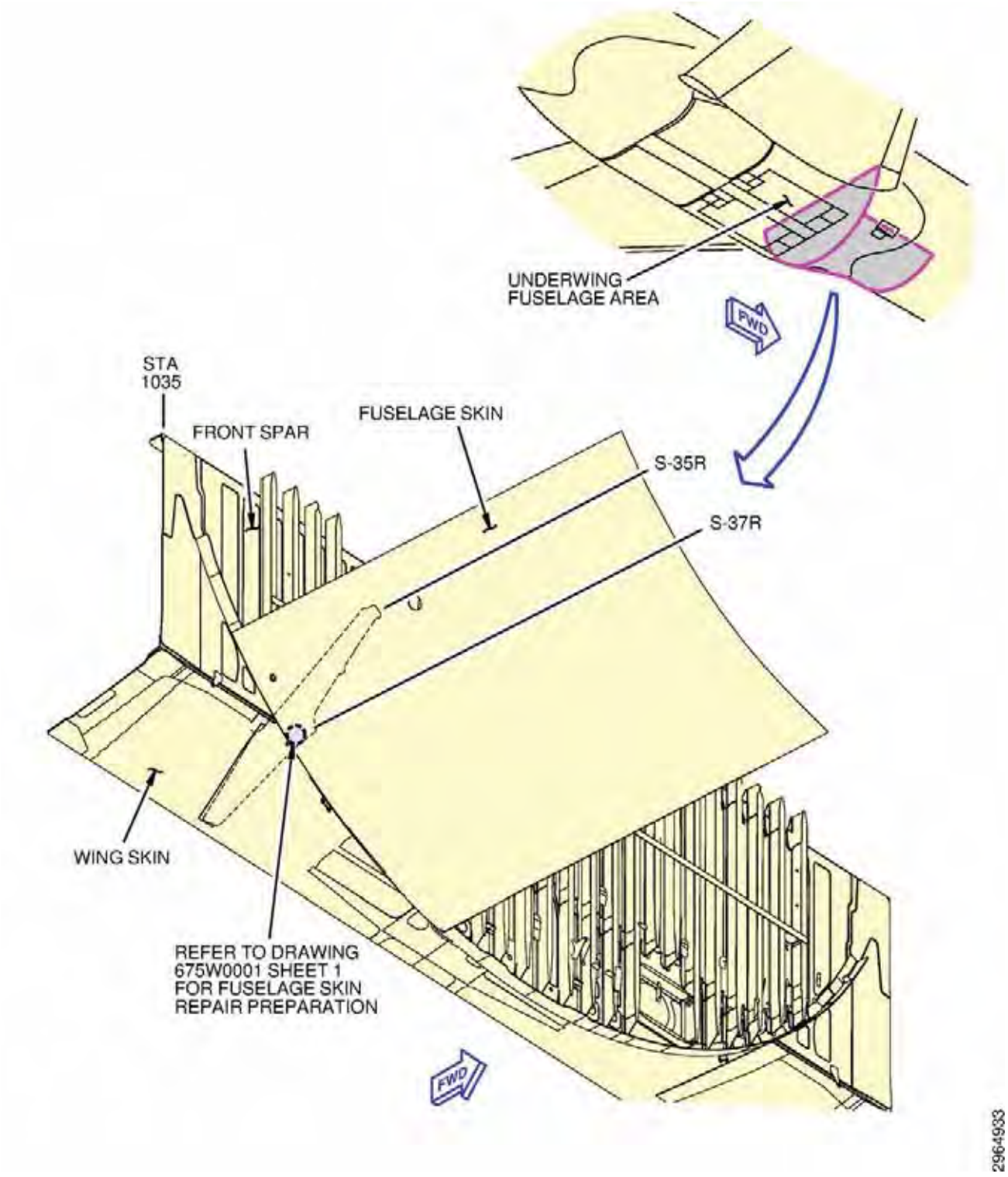


FIGURE 124: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6 and 2C15. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Locate doubler using number 30 and number 40 pilot holes. Hold doubler in place. (a)(b)
2	Drill	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Transfer pilot holes from doubler to the fuselage skin. (c)
	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	-
CAUTION	PROTECT THE STRUCTURE COMMON TO THE SKIN FROM DAMAGE.				
3	Cut	FUSELAGE SKIN	-	-	Determine the cut-line by maintaining a minimum 1.7D edge margin. (c)(d)(e)(f)(g)(h)
	Inspect	FUSELAGE SKIN	-	-	(c)(i)
	Cut	FUSELAGE SKIN	-	-	Cut remaining fuse-lage skin within cut line. (c)(d)(f)(g)(h)
4	Machine	REPAIR FILLER	675W0003-1	-	Machine to match the profile of the skin cutout. (c)(j)
5	Install (Temporary)	REPAIR FILLER	675W0003-1	-	(c)(h)(j)
6	Drill	REPAIR FILLER	675W0003-1	-	Drill 0.125 - 0.250 inch holes through the repair filler. Use the skin cutout as a template. (c)(h)
7	Remove / Keep	REPAIR FILLER	675W0003-1	-	Clean and break all sharp edges of the repair filler and the cut skin. (c)

FIGURE 124: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-79 TYPE III (BMS 10-11 TYPE I OPTIONAL)	-	Apply two coats of primer to the repair filler and to all bare surfaces of the skin cutout. Refer to SOPM 20-41-02 as an accepted procedure. (c)

(a)	Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.
(b)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1B6.
(c)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 2C15.
(d)	Install a thin sheet of steel behind the fuselage skin to prevent causing damage to the structure behind the fuselage skin.
(e)	On first cut, keep a minimum of 0.040 inch of skin inside the trim line.
(f)	Make sure the skin cutout edges have a surface finish of 63 micro inches RA or smoother. Refer to 777-300 SRM 51-20-13 as an accepted procedure.
(g)	Make the inner corner radii of the skin cutout a minimum of 0.50 inch.
(h)	Maintain a minimum 1.7D edge margin for all holes common to the repair filler.
(i)	Do a Surface High Frequency Eddy Current (HFEC) inspection along the edge of the skin cutout for any cracks in accordance with 777 NDT Manual Part 6, 51-00-01. Make sure the edge of the skin is crack free.
(j)	Maintain a 0.03 - 0.09 inch gap between the edges of the repair filler and the skin cutout.

FIGURE 124: RIGHT SIDE FUSELAGE SKIN REPAIR PREPARATION (SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1, 5, 9, 13.

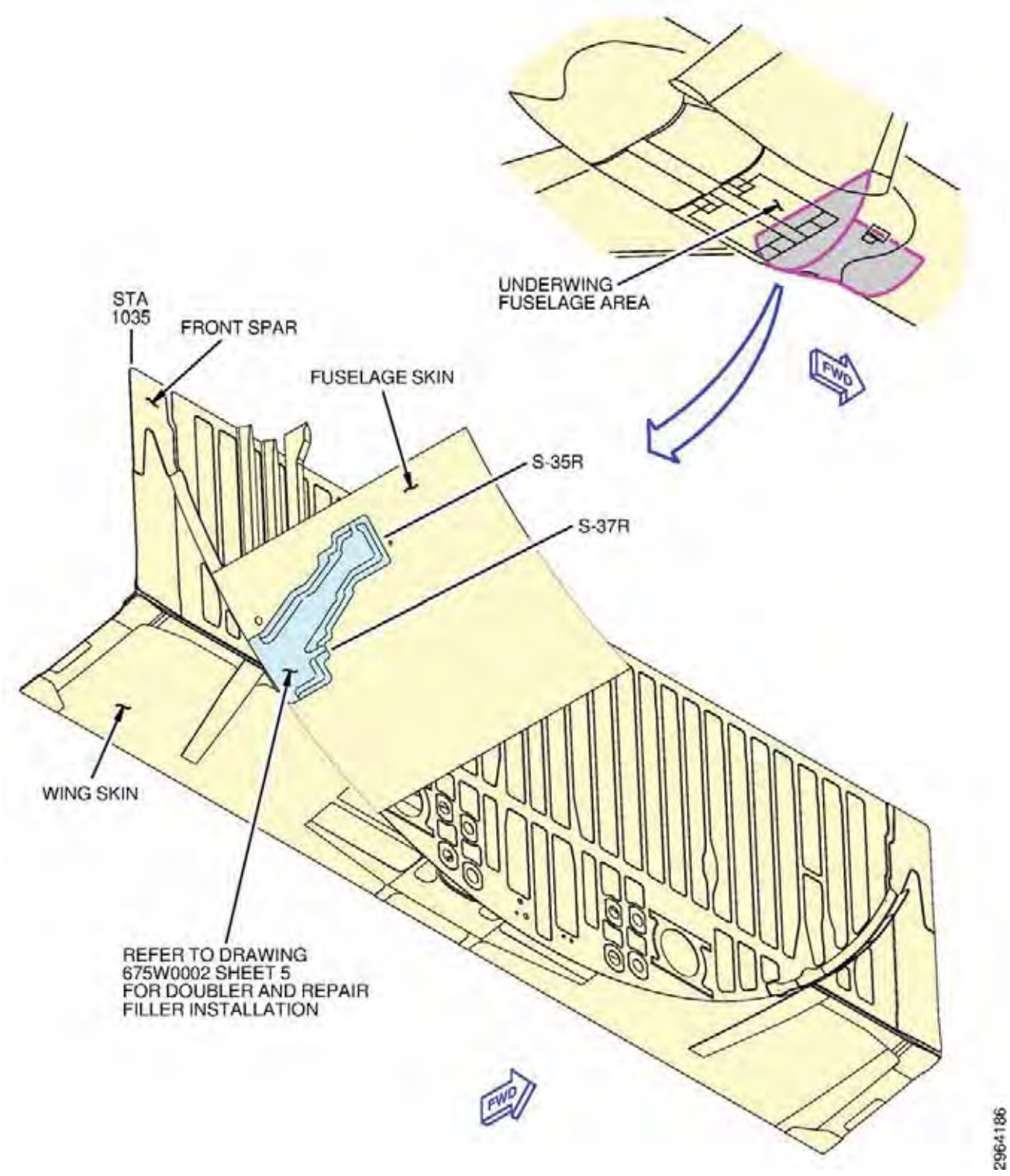


FIGURE 125: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 6)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FASTENER	-	1	Install fastener through the S-36R stringer end fitting, S-36R, and the fuselage skin. (a)(b)(c)
2	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Hold doubler in place. (c)(d)(e)(f)
3	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill temporary fastener holes noted as Flagnote 20. (c)(g)(h)
4	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Clean and break all sharp edges. (c)
5	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (c)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Ring Chord. (c)(g)(h)
7	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill pilot holes that have the new fastener location symbol. (c)(g)(h)

FIGURE 125: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Locate	STRINGER END FITTING	675W0003-14	-	(c)
	Locate	BRACKET	675W0003-4	-	Use pilot hole on bracket to locate part. (c)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Use pilot hole on bracket to locate part. (c)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (c)
9	Drill / Ream	STRINGER END FITTING	675W0003-14	-	Pick up existing holes. (c)
	Drill / Ream	BRACKET	675W0003-4	-	(c)(g)(h)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	(c)(g)(h)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(c)(g)(h)
10	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y406	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all sharp edges. (c)
	Remove / Keep	STRINGER END FITTING	675W0003-14	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET	675W0003-4	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (c)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, repair filler, and brackets. (c)(i)(j)(k)(l)

FIGURE 125: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
12	Install (New)	REPAIR FILLER	675W0003-11	-	(l)
	Install (New)	STRINGER END FITTING	675W0003-14	-	Install fasteners common to S-37R end fitting. (c)
	Install (New)	DOUBLER, UNDERWING LONGERON	143W2314Y406	-	Install fasteners common to doubler. (c)(e)(f)
	Install (New)	BRACKET	675W0003-4	-	Install fasteners common to bracket. (c)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Install fasteners common to bracket. (c)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (c)
13	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(j)(l)(m)
14	Apply	ORGANIC CORROSION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to 777 AMM 51-24-09 as an accepted procedure. (l)

(a) For the hole location noted as Flagnote 12, install a BACB30NY8K8X bolt and a BACN10YT4CD collar through the fuselage skin, S-36R, and the S-36R stringer end fitting. Install with the bolt head on the outboard side of the fuselage skin.

(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1B6.

(d) Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(e) Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

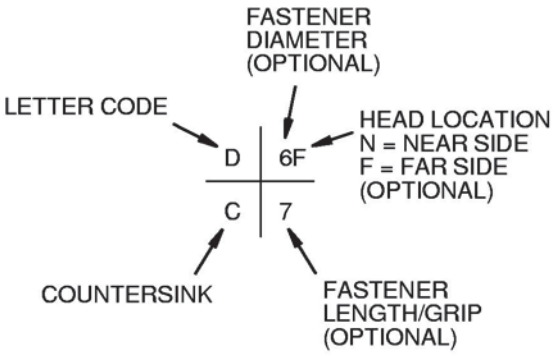
(f) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

FIGURE 125: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(g)	Refer to drawing 675W0002, Zone 5G5, TABLE V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.				
(h)	Maintain a 1.7D minimum edge margin.				
(i)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1D14.				
(k)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(l)	Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1C14.				
(m)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()X	BOLT	-	(a)	(b)(e)(f)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
B	BACB30NX8K()X	BOLT	-	(a)	(c)(e)(f)
	BACW10CA41CVK	WASHER	-		
	BACW10CA5CCK	WASHER	-		
	BACN10YT4CD	NUT	-		

FIGURE 125: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
D	BACB30NX10K()X	BOLT	-	(a)	(d)(e)(f)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(e)(f)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (e)(f)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(e)(f)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (e)(f)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0002, Zone 5G5, TABLE V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.

(c) Install with BACW10CA41CVK and BACW10CA5CCK under bolt head.

(d) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.

(e) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(f) Torque fasteners to doubler. Refer to 777-200 SRM 51-40-04 as an accepted procedure.

FIGURE 125: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 3, Configuration 1, 5, 9, 13.

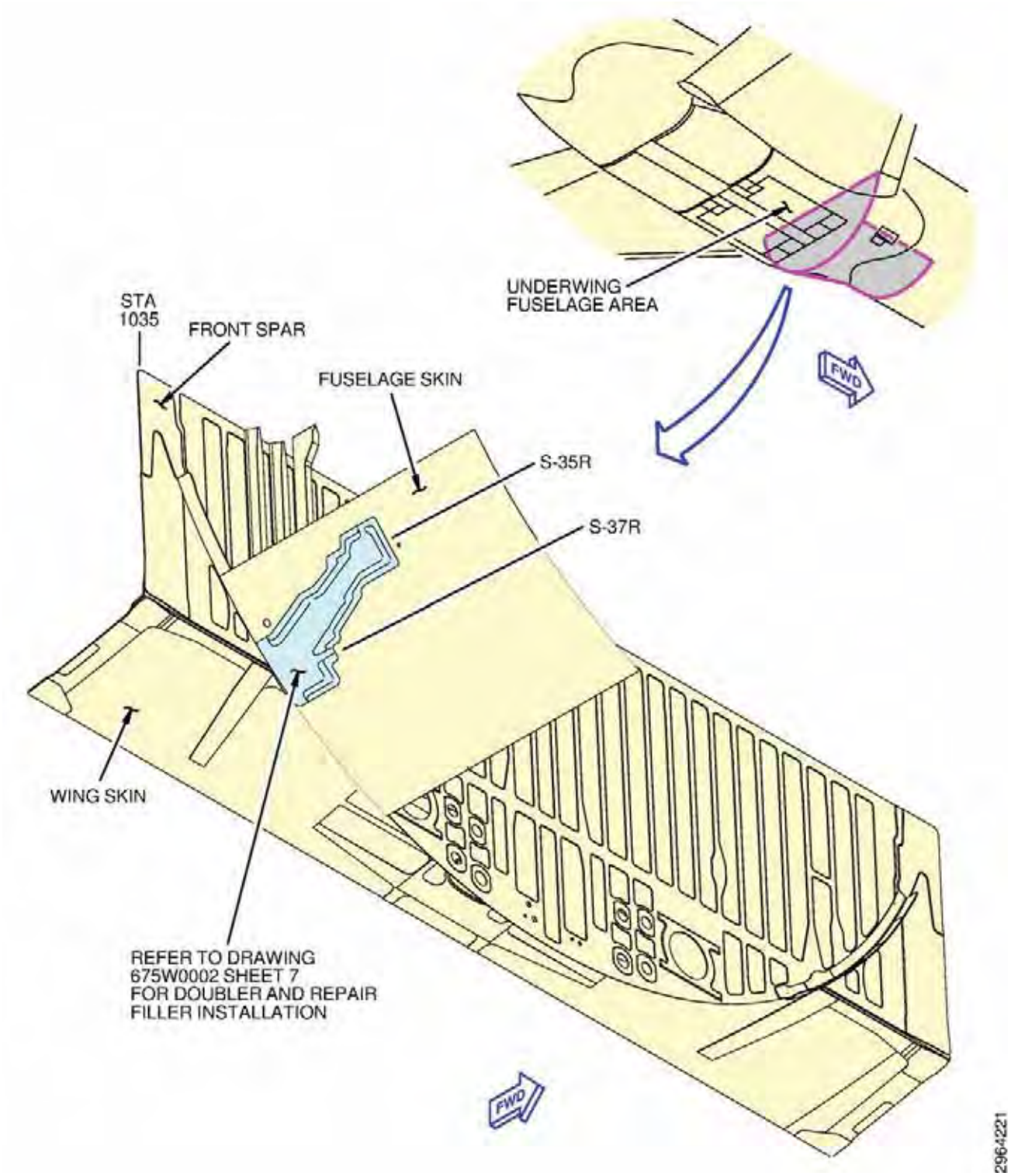


FIGURE 126: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill temporary fastener holes noted as Flagnote 20. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET	675W0003-4	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Use pilot hole on bracket to locate part. (g)

FIGURE 126: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Drill / Ream	BRACKET	675W0003-4	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(f)
	Drill / Ream	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	(e)(f)(g)
9	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y406	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET	675W0003-4	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Clean and break all sharp edges. (g)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, repair filler,and brackets. (h)(i)(j)(g)

FIGURE 126: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
11	Install (New)	REPAIR FILLER	675W0003-11	-	(k)
	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET	675W0003-4	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET - NEA DIS-TRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Install fasteners common to doubler. (g)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(l)(j)(k)
13	Apply	ORGANIC CORRO-SION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to 777 AMM 51-24-09 as an ac-cepted procedure. (k)

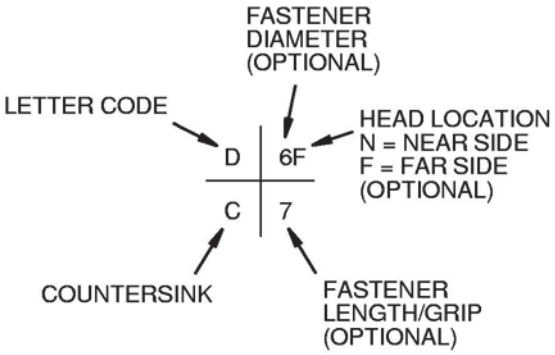
(a)	Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.
(b)	Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.
(c)	Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.
(d)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.
(e)	Refer to drawing 675W0002, Zone 7G5, TABLE VII for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.
(f)	Maintain a 1.7D minimum edge margin.
(g)	Accomplish task in accordance with drawing 675W0002, Sheet 7, 1H22.
(h)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

FIGURE 126: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(i)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1D14.				
(j)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Accomplish task in accordance with drawing 675W0002, Sheet 7, 1C14.				
(l)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(d)(e)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(c)(d)(e)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		

FIGURE 126: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY8K()	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX8K()X	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY8K()X	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0002, Zone 7G5, TABLE Vll for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.

(c) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.

(d) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(e) Torque fasteners to doubler. Refer to 777-200 SRM 51-40-04 as an accepted procedure.

FIGURE 126: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 5, Configuration 1, 5, 9, 13.

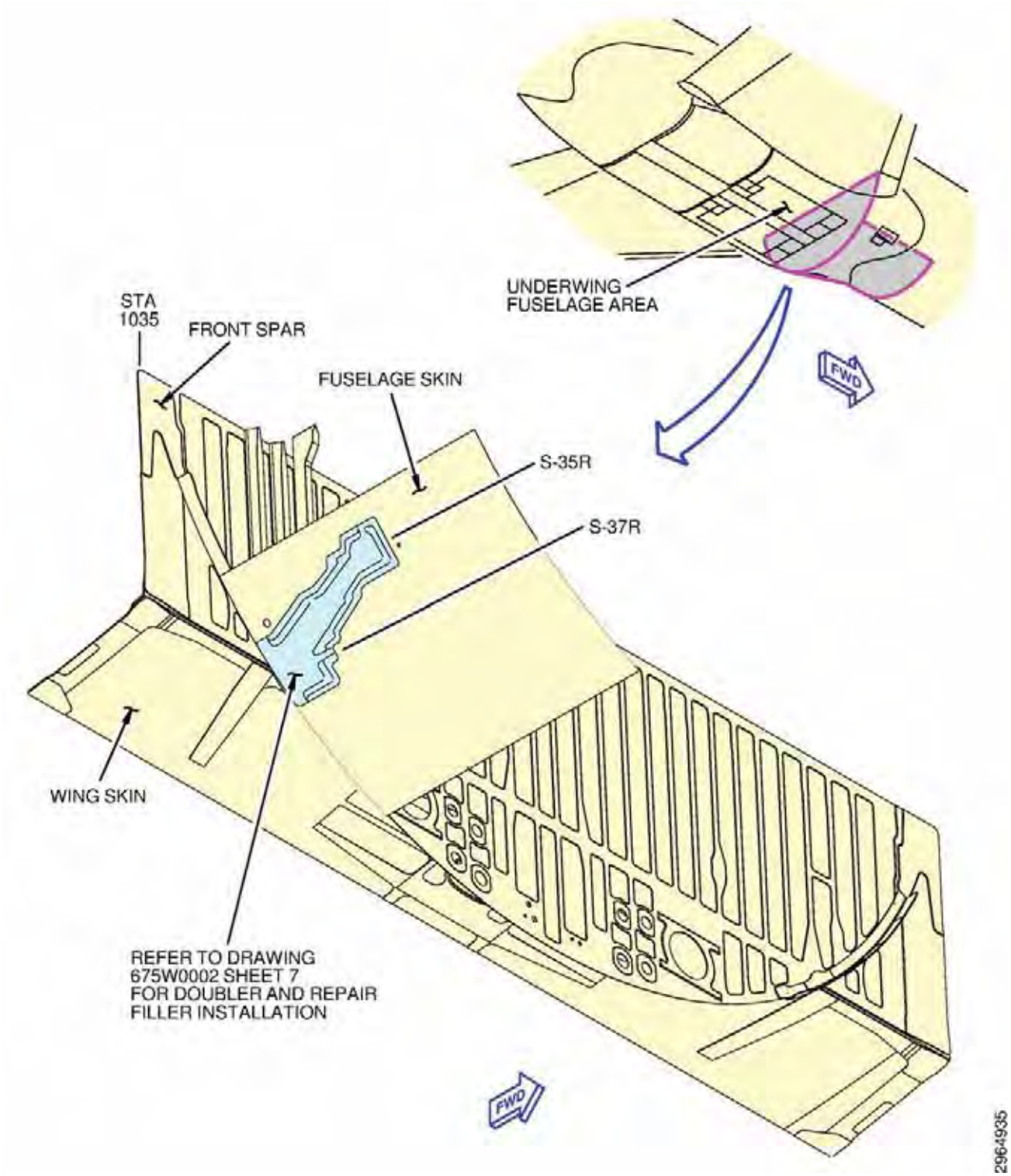


FIGURE 127: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill temporary fastener holes noted as Flagnote 20. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)(g)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET	675W0003-4	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Use pilot hole on bracket to locate part. (g)

FIGURE 127: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Drill / Ream	BRACKET	675W0003-4	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(f)
	Drill / Ream	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	(e)(f)(g)
9	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y406	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET	675W0003-4	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Clean and break all sharp edges. (g)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, repair filler,and brackets. (d)(g)(h)(i)(j)(k)

FIGURE 127: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
11	Install (New)	REPAIR FILLER	675W0003-11	-	(k)
	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install fasteners common to doubler. (b)(c)(d)(g)
	Install (New)	BRACKET	675W0003-4	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET - NEA DIS-TRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Install fasteners common to doubler. (g)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(i)(k)(l)
13	Apply	ORGANIC CORRO-SION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to 777 AMM 51-24-09 as an ac-cepted procedure. (k)

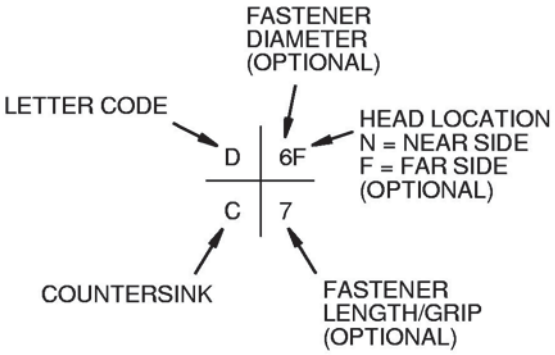
(a)	Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.
(b)	Fit the doubler to the fuselage skin. Refer to 777F SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.
(c)	Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.
(d)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.
(e)	Refer to drawing 675W0002, Zone 7G5, TABLE VII for hole diameter sizes. Refer to 777F SRM 51-40-05 as an accepted procedure.
(f)	Maintain a 1.7D minimum edge margin.
(g)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1H22.
(h)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

FIGURE 127: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(i)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1D14.				
(j)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Accomplish task in accordance with drawing 675W0002, Sheet 7, 1C14.				
(l)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(d)(e)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(c)(d)(e)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		

FIGURE 127: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY8K()	BOLT	-	(a)	Countersink holes. Refer to 777F SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX8K()X	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY8K()X	BOLT	-	(a)	Countersink holes. Refer to 777F SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0002, Zone 7G5, TABLE Vll for hole diameter sizes. Refer to 777F SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.

(c) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.

(d) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777F SRM 51-40-02 as an accepted procedure.

(e) Torque fasteners to doubler. Refer to 777F SRM 51-40-04 as an accepted procedure.

FIGURE 127: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 7, Configuration 1, 5, 9, 13.

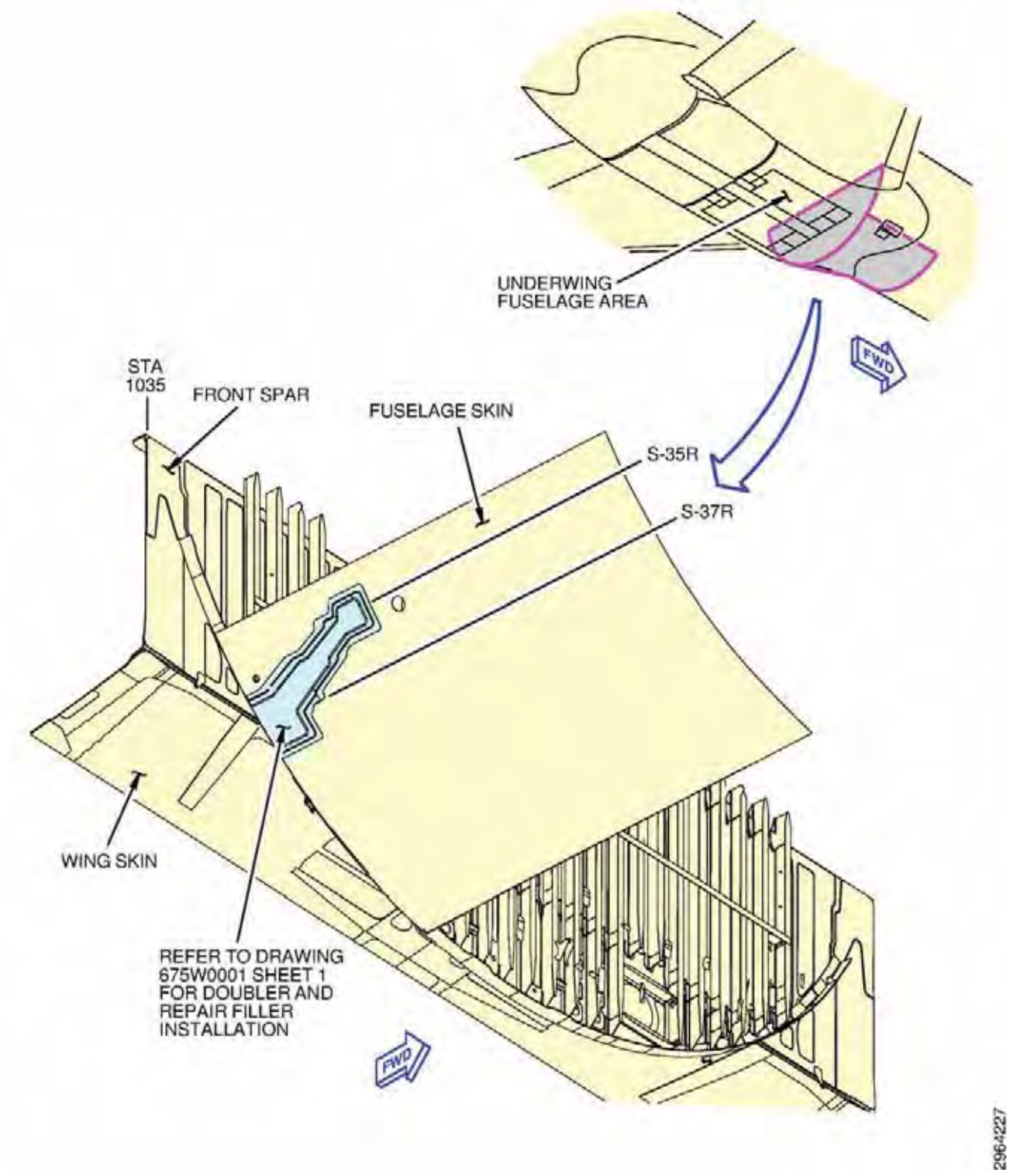


FIGURE 128: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6, 1B15, 1B20, 1C20, 1F17, 1H23, and 1C15. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Drill temporary fastener holes noted as Flagnote 15. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 15. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Use pilot hole on bracket to locate part. (g)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Use pilot hole on bracket to locate part. (h)

FIGURE 128: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Drill / Ream	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	(d)(e)(i)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	(e)(i)(g)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(i)
	Drill / Ream	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	(e)(i)(h)
9	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y306	-	Remove temporary fasteners noted as Flagnote 15. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - RING CHORD	675W0003-22	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Clean and break all sharp edges. (g)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Clean and break all sharp edges. (h)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, repair filler,and brackets. (d)(j)(k)(l)

FIGURE 128: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
11	Install (New)	REPAIR FILLER	675W0003-11	-	(k)
	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Install fasteners common to doubler. (g)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Install fasteners common to doubler. (h)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(d)(l)(m)
13	Apply	ORGANIC CORROSION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to 777 AMM 51-24-09 as an accepted procedure. (l)

(a) Align the doubler on the fuselage skin so that the number 30 and number 40 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(b) Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

(c) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

(d) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1B6, 1B15, 1B20, and 1C20.

(e) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.

(f) Maintain a 1.7D minimum edge margin.

(g) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1F17.

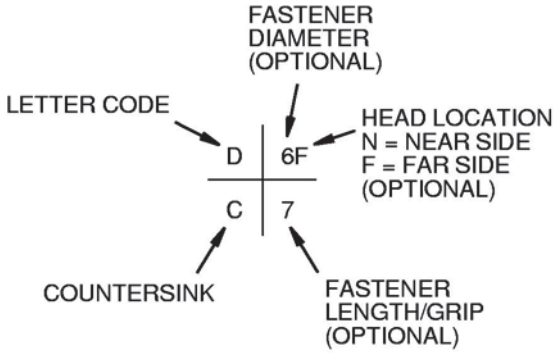
(h) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1H23.

FIGURE 128: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(i)	Maintain a 1.2D minimum edge margin for optional brackets 287W4908-187 and 675W0003-4. For all other brackets, maintain a 1.5D minimum edge margin.				
(j)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 1C15.				
(l)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(m)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()X	BOLT	-	(a)	(b)(c)(d)
	BACW10CA51CVK	WASHER	-		
	BACW10CA5CCK	WASHER	-		
	BACN10YT4CD	NUT	-		

FIGURE 128: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(c)(d)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(c)(d)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA5CCK and BACW10CA51CVK under bolt head.

(c) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.

(d) Torque fasteners to doubler. Refer to 777-300 SRM 51-40-04 as an accepted procedure.

FIGURE 128: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 8, Configuration 1, 5, 9, 13.

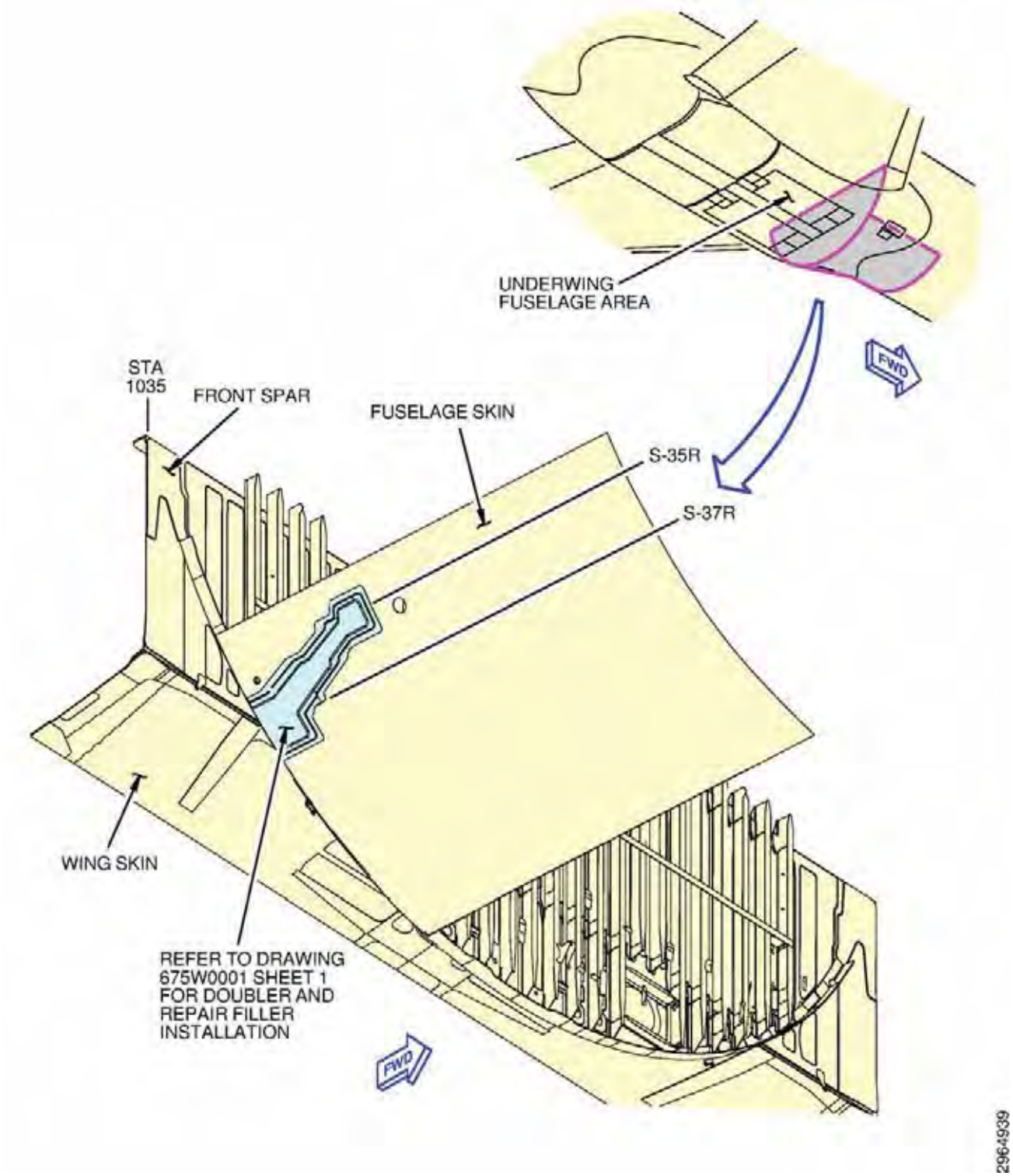


FIGURE 129: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 1 OF 6)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6, 1B15, 2B20, 2C20, 1F17, 1H23, and 2C15. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Drill temporary fastener holes noted as Flagnote 15. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 15. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Use pilot hole on bracket to locate part. (g)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Use pilot hole on bracket to locate part. (h)

FIGURE 129: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Drill / Ream	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	(d)(e)(i)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	(d)(e)(i)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(i)
	Drill / Ream	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	(e)(i)(h)
9	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y306	-	Remove temporary fasteners noted as Flagnote 15. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Clean and break all sharp edges. (g)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Clean and break all sharp edges. (h)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, repair filler,and brackets. (d)(j)(k)(l)

FIGURE 129: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
11	Install (New)	REPAIR FILLER	675W0003-1	-	(l)
	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 option-al)	-	Install fasteners common to doubler. (g)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to doubler. (d)
	Install (New)	BRACKET - NEA DIS-TRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Install fasteners common to bracket. (h)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(d)(l)(m)
13	Apply	ORGANIC CORRO-SION INHIBITING COMPOUND	BMS 3-23, TYPE II	-	Apply as necessary. Refer to 777 AMM 51-24-09 as an ac-cepted procedure. (l)

(a) Align the doubler on the fuselage skin so that the number 30 and number 40 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(b) Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

(c) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

(d) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1B6, 1B15, 2B20, and 2C20.

(e) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.

(f) Maintain a 1.7D minimum edge margin.

(g) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1F17.

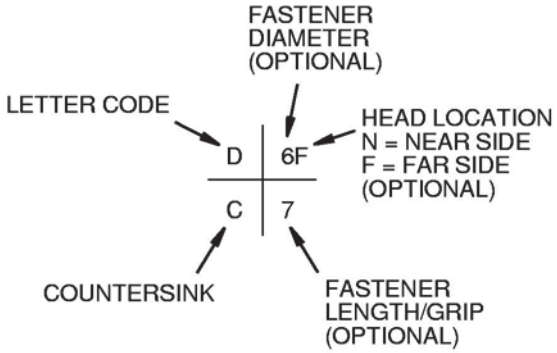
(h) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1H23.

FIGURE 129: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(i)	Maintain a 1.2D minimum edge margin for optional brackets 287W4908-187 and 675W0003-4. For all other brackets, maintain a 1.5D minimum edge margin.				
(j)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(k)	Fill gap between the repair filler and the fuselage skin with BMS 5-45 (BMS 5-95 optional). Refer to SOPM 20-50-19 as an accepted procedure.				
(l)	Accomplish task in accordance with drawing 675W0001, Sheet 1, View 2C15.				
(m)	Apply fillet seal to the edges of the doubler and the repair filler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()X	BOLT	-	(a)	(b)(c)(d)
	BACW10CA51CVK	WASHER	-		
	BACW10CA5CCK	WASHER	-		
	BACN10YT4CD	NUT	-		

FIGURE 129: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(c)(d)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(c)(d)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA5CCK and BACW10CA51CVK under bolt head.

(c) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.

(d) Torque fasteners to doubler. Refer to 777-300 SRM 51-40-04 as an accepted procedure.

FIGURE 129: RIGHT SIDE DOUBLER AND REPAIR FILLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 2, Configuration 1, 5, 9, 13.

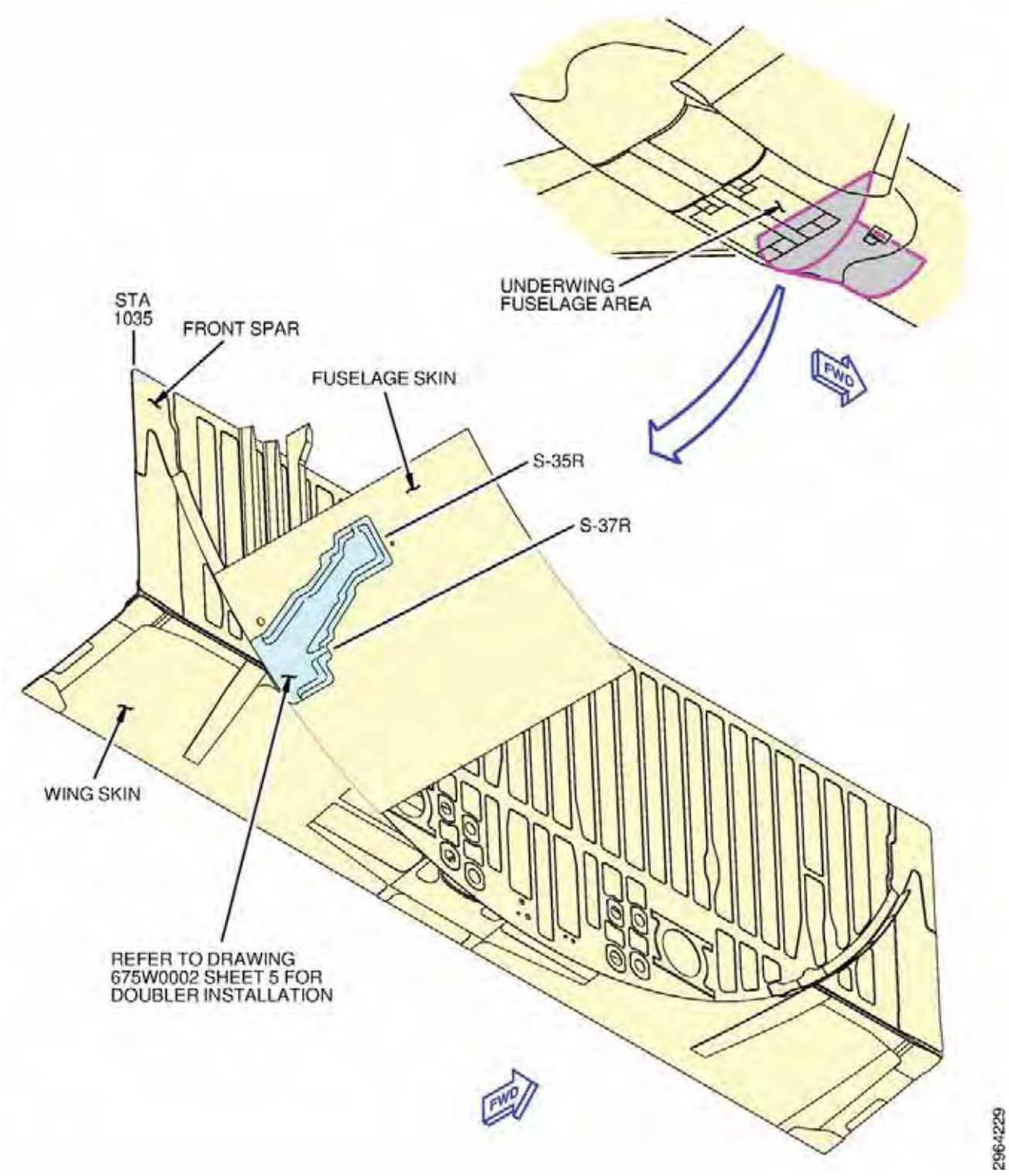


FIGURE 130: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FASTENER	-	1	Install fastener through the S-36R stringer end fitting, S-36R, and the fuselage skin. (a)(b)(c)
	Countersink	OPEN HOLE	-	1	For the hole location noted as Flagnote 3, countersink near side of hole 0.010 - 0.015 inches deep with a 100 degree countersink. (c)(d)
	Install (New)	FASTENER	-	1	(b)(c)(e)
2	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Hold doubler in place. (c)(f)(g)(h)
3	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill temporary fastener holes noted as Flagnote 20. (c)(i)(j)
4	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Clean and break all sharp edges. (c)
5	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (c)(g)(h)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Ring Chord. (c)(i)(j)
7	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill pilot holes that have the new fastener location symbol. (c)(i)(j)

FIGURE 130: RIGHT SIDE DOUBLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Locate	STRINGER END FITTING	675W0003-14	-	(c)
	Locate	BRACKET	675W0003-4	-	Use pilot hole on bracket to locate part. (c)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Use pilot hole on bracket to locate part. (c)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (c)
9	Drill / Ream	STRINGER END FITTING	675W0003-14	-	Pick up existing holes. (c)
	Drill / Ream	BRACKET	675W0003-4	-	(c)(i)(j)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	(c)(i)(j)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(c)(i)(j)
10	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y406	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all Sharp edges. (c)
	Remove / Keep	STRINGER END FITTING	675W0003-14	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET	675W0003-4	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Clean and break all sharp edges. (c)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (c)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, and brackets. (c)(k)(l)

FIGURE 130: RIGHT SIDE DOUBLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
12	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install fasteners common to doubler. (c)(g)(h)
	Install (New)	STRINGER END FIT-TING	675W0003-14	-	Install fasteners common to S-37R end fitting. (c)
	Install (New)	BRACKET	675W0003-4	-	Install fasteners common to bracket. (c)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Install fasteners common to bracket. (c)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (c)
13	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(l)(m)

(a) For the hole location noted as Flagnote 12, install a BACB30NY8K8X bolt and a BACN10YT4CD collar through the fuselage skin, S-36R, and the S-36R stringer end fitting. Install with the bolt head on the outboard side of the fuselage skin.

(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1B6.

(d) Refer to 777-200 SRM 51-40-08 as an accepted procedure.

(e) Do not Drill. For the hole location noted as Flagnote 3, plug the existing hole in the fuselage skin using a BACR15BA8AD7C rivet. Countersink near side and far side of hole in fuselage skin 100 degrees by 0.010-0.015 inches depth. Micro-shave top surfaces flush to -0.000/+0.005 inches. Maintain a surface finish of 125 microinches RA or better. Apply chemical conversion coating Type 2, Class A. Refer to SOPM 20-43-03 as an accepted procedure.

(f) Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(g) Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

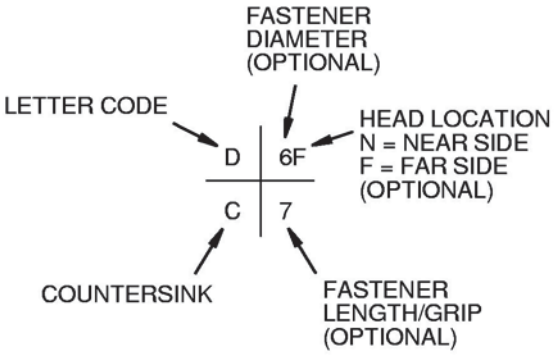
(h) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

FIGURE 130: RIGHT SIDE DOUBLER INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(i)	Refer to drawing 675W0002, Zone 5G5, Table V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.				
(j)	Maintain a 1.7D minimum edge margin.				
(k)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.				
(l)	Accomplish task in accordance with drawing 675W0002, Sheet 5, View 1D14.				
(m)	Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 5. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(e)(f)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
B	BACB30NX8K()X	BOLT	-	(a)	(c)(e)(f)
	BACW10CA41CVK	NUT	-		
	BACW10CA5CCK	BOLT	-	(a)	
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(d)(e)(f)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		

FIGURE 130: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZLC	BACB30NX8K()	BOLT	-	(a)	(e)(f)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (e)(f)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(e)(f)
	BACN10YT5CD	NUT	-		
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (e)(f)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

(a) Refer to drawing 675W0002, Zone 5G5, TABLE V for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.

(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.

(c) Install with BACW10CA41CVK and BACW10CA5CCK under bolt head.

(d) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.

(e) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.

(f) Torque fasteners to doubler. Refer to 777-200 SRM 51-40-04 as an accepted procedure.

FIGURE 130: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 6 OF 6)

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This Figure applies only to: Group 3, Configuration 1, 5, 9, 13.

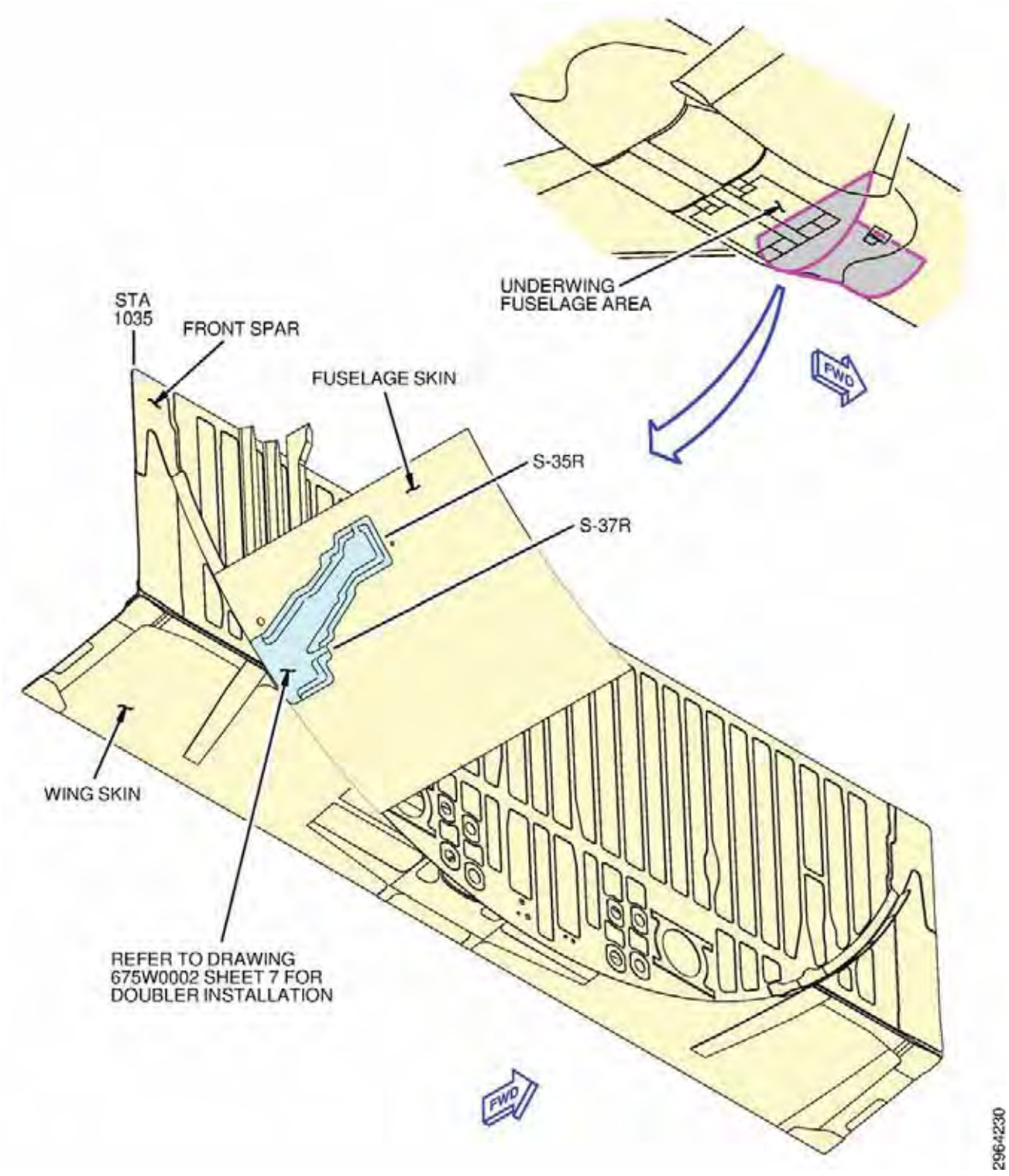


FIGURE 131: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill temporary fastener holes noted as Flagnote 20. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET	675W0003-4	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Use pilot hole on bracket to locate part. (g)

FIGURE 131: RIGHT SIDE DOUBLER INSTALLATION (SHEET 2 OF 6)

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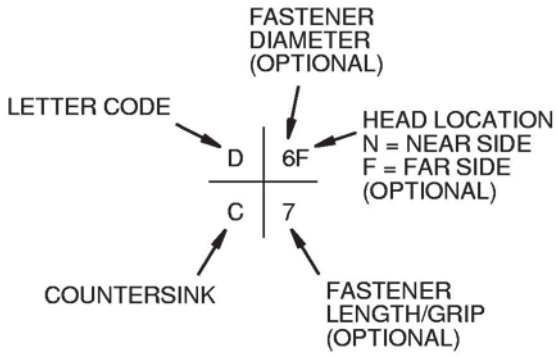
Step	Task	Name	Identification	Qty	More Data
8	Drill / Ream	BRACKET	675W0003-4	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(f)
	Drill / Ream	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	(e)(f)(g)
9	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y406	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET	675W0003-4	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Clean and break all sharp edges. (g)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(h)(i)(g)
11	Install (New)	DOUBLER, UNDERWING LONGERON	143W2314Y406	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET	675W0003-4	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Install fasteners common to bracket. (g)

FIGURE 131: RIGHT SIDE DOUBLER INSTALLATION (SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(h)(j)
(a) Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.					
(b) Fit the doubler to the fuselage skin. Refer to 777-200 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.					
(c) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.					
(d) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.					
(e) Refer to drawing 675W0002, Zone 7G5, TABLE VII for hole diameter sizes. Refer to 777-200 SRM 51-30-01 as an accepted procedure.					
(f) Maintain a 1.7D minimum edge margin.					
(g) Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1H22.					
(h) Accomplish task in accordance with drawing 75W0002, Sheet 7, View 1D14.					
(i) Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.					
(j) Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.					

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. 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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 131: RIGHT SIDE DOUBLER INSTALLATION (SHEET 4 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(d)(e)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(c)(d)(e)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY8K()	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX8K()X	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT		(a)	
	BACN10YT5CD	NUT			
ZYM	BACB30NY8K()X	BOLT	-	(a)	Countersink holes. Refer to 777-200 SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		

FIGURE 131: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
(a) Refer to drawing 675W0002, Zone 7G5, TABLE Vll for hole diameter sizes. Refer to 777-200 SRM 51-40-08 as an accepted procedure.					
(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.					
(c) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.					
(d) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.					
(e) Torque fasteners to doubler. Refer to 777-200 SRM 51-40-04 as an accepted procedure.					

FIGURE 131: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 6 OF 6)

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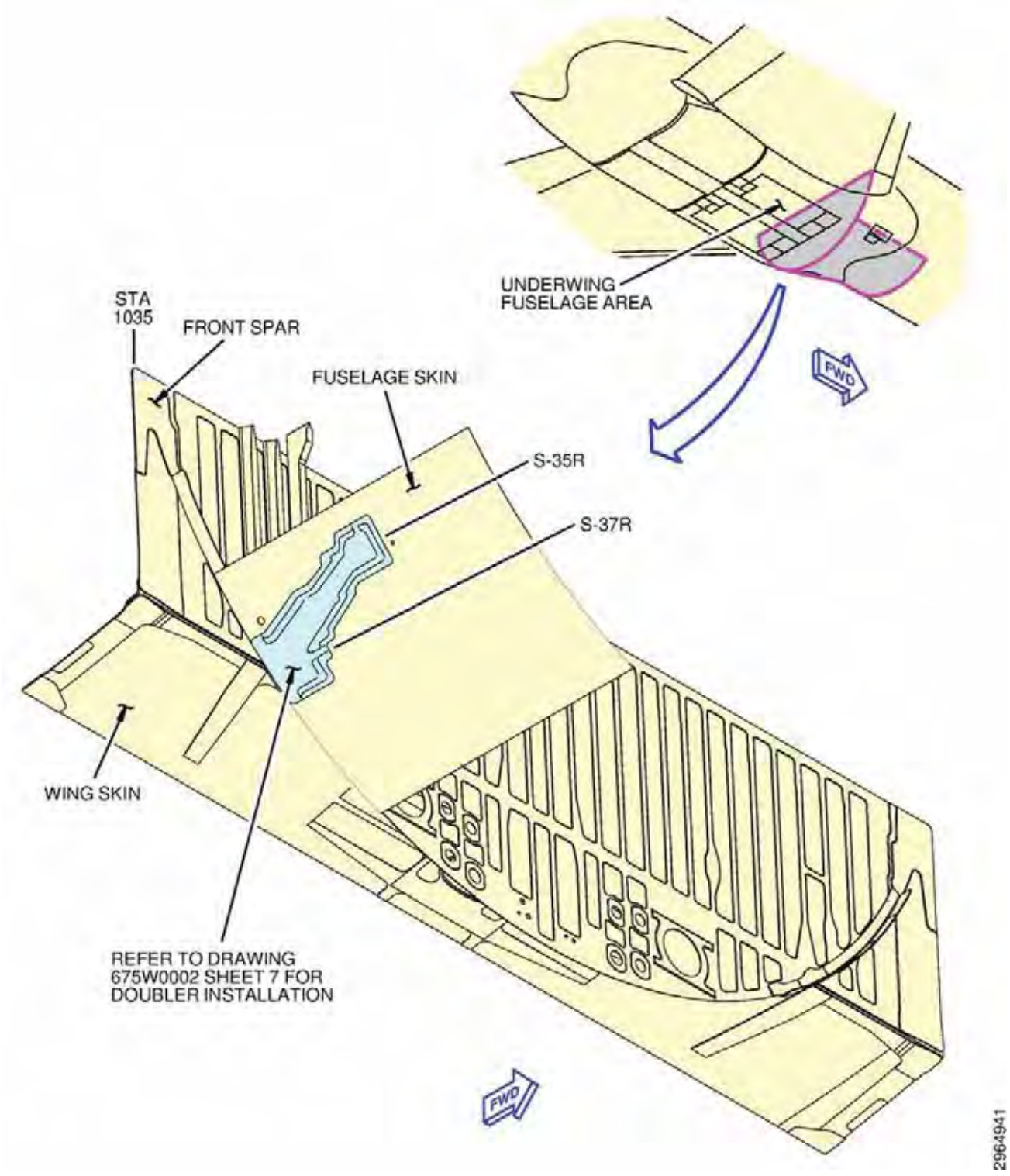


FIGURE 132: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill temporary fastener holes noted as Flagnote 20. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 20. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)(g)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET	675W0003-4	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Use pilot hole on bracket to locate part. (g)

FIGURE 132: RIGHT SIDE DOUBLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Drill / Ream	BRACKET	675W0003-4	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	(d)(e)(f)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(f)
	Drill / Ream	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	(e)(f)(g)
9	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y406	-	Remove temporary fasteners noted as Flagnote 20. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET	675W0003-4	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Clean and break all sharp edges. (g)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, and brackets. (d)(i)(j)

FIGURE 132: RIGHT SIDE DOUBLER INSTALLATION (SHEET 3 OF 6)

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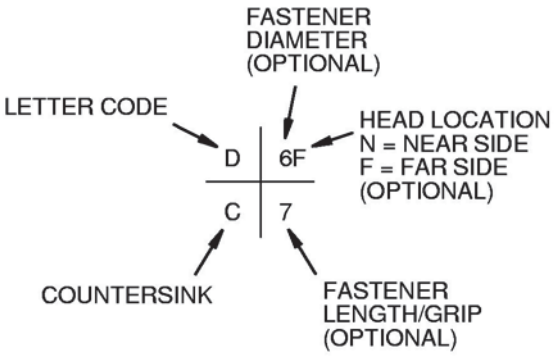
Step	Task	Name	Identification	Qty	More Data
11	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y406	-	Install fasteners common to doubler. (b)(c)(d)(g)
	Install (New)	BRACKET	675W0003-4	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	287W4908-192	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET - NEA DIS-TRIBUTION SYSTEM, PACK BAY	341W2508Y17	-	Install fasteners common to bracket. (g)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTION-AL)	-	(j)(k)

(a)	Align the doubler on the fuselage skin so that the number 30 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.
(b)	Fit the doubler to the fuselage skin. Refer to 777F SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.
(c)	Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.
(d)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1B6.
(e)	Refer to drawing 675W0002, Zone 7G5, TABLE VII for hole diameter sizes. Refer to 777F SRM 51-40-05 as an accepted procedure.
(f)	Maintain a 1.7D minimum edge margin.
(g)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1H22.
(h)	Apply two coats of BMS 10-11 TYPE 1 primer. Refer to SOPM 20-41-02 as an accepted procedure.
(i)	Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.
(j)	Accomplish task in accordance with drawing 675W0002, Sheet 7, View 1D14.
(k)	Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.

FIGURE 132: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 4 OF 6)

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The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 7. 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.



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EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX8K()	BOLT	-	(a)	(b)(d)(e)
	BACW10CA104CVK	WASHER	-		
	BACW10CA104CCK	WASHER	-		
	BACN10YT4CD	NUT	-		
D	BACB30NX10K()X	BOLT	-	(a)	(c)(d)(e)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY8K()	BOLT	-	(a)	Countersink holes. Refer to 777F SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		

FIGURE 132: RIGHT SIDE DOUBLER INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZYH	BACB30NX8K()X	BOLT	-	(a)	(d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT		(a)	
	BACN10YT5CD	NUT			
ZYM	BACB30NY8K()X	BOLT	-	(a)	Countersink holes. Refer to 777F SRM 51-40-08 as an accepted procedure. (d)(e)
	BACN10YT4CD	NUT	-		
	BACB30NY10K()X	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
(a) Refer to drawing 675W0002, Zone 7G5, TABLE Vll for hole diameter sizes. Refer to 777F SRM 51-40-05 as an accepted procedure.					
(b) Install with BACW10CA104CVK and BACW10CA104CCK under bolt head.					
(c) Install with BACW10CA51CVK and BACW10CA6CCK under bolt head.					
(d) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777F SRM 51-40-02 as an accepted procedure.					
(e) Torque fasteners to doubler. Refer to 777F SRM 51-40-04 as an accepted procedure.					

FIGURE 132: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 6 OF 6)

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This Figure applies only to: Group 7, Configuration 1, 5, 9, 13.

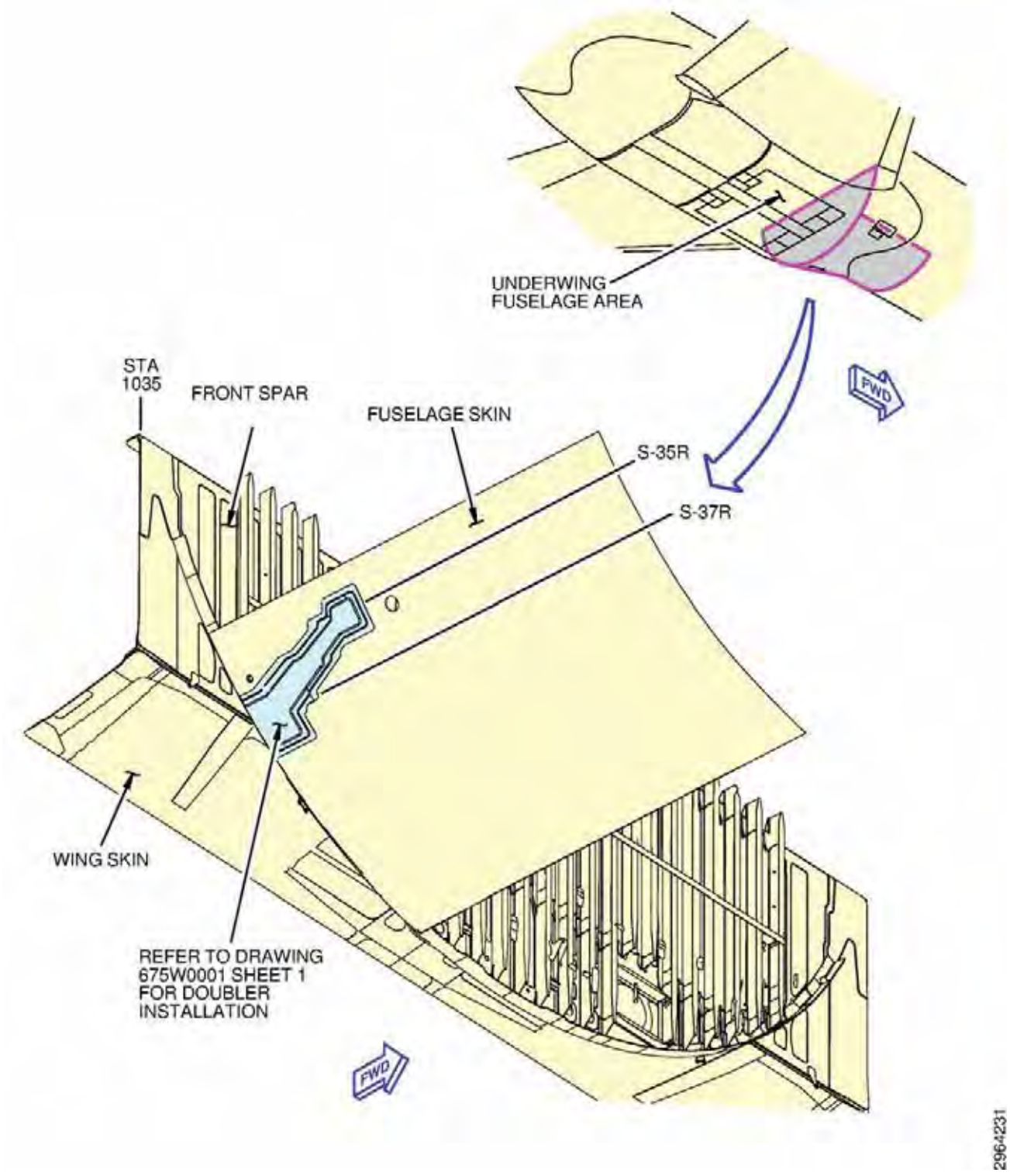


FIGURE 133: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6, 1B15, 1B20, 1C20, 1F17, and 1H23. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Drill temporary fastener holes noted as Flagnote 15. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Clean and break all sharp edges. (k)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 15. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Plane. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Use pilot hole on bracket to locate part. (g)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Use pilot hole on bracket to locate part. (h)

FIGURE 133: RIGHT SIDE DOUBLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Drill / Ream	BRACKET - RING CHORD	675W0003-22	-	(d)(e)(i)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	(e)(i)(g)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(i)
	Drill / Ream	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	(e)(i)(h)
9	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y306	-	Remove temporary fasteners noted as Flagnote 15. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Clean and break all sharp edges. (g)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Clean and break all sharp edges. (h)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, and brackets. (d)(j)

FIGURE 133: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
11	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Install fasteners common to bracket. (g)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Install fasteners common to bracket. (h)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(d)(k)

(a) Align the doubler on the fuselage skin so that the number 30 and number 40 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(b) Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

(c) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

(d) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1B6, 1B15, 1B20, and 1C20.

(e) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.

(f) Maintain a 1.7D minimum edge margin.

(g) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1F17.

(h) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1H23.

(i) Maintain a 1.2D minimum edge margin for optional brackets 287W4908-187 and 675W0003-4. For all other brackets, maintain a 1.5D minimum edge margin.

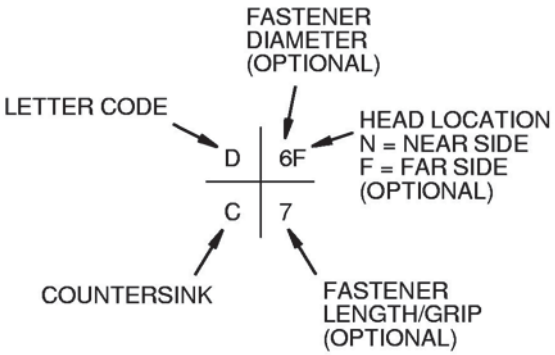
(j) Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

(k) Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.

FIGURE 133: RIGHT SIDE DOUBLER INSTALLATION (SHEET 4 OF 6)

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The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()X	BOLT	-	(a)	(b)(c)(d)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(c)(d)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(b)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(c)(d)
	BACN10YT5CD	NUT	-		

FIGURE 133: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
(a) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 s an accepted procedure.					
(b) Install with BACW10CA6CCK and BACW10CA51CVK under bolt head.					
(c) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.					
(d) Torque fasteners to doubler. Refer to 777-300 SRM 51-40-04 as an accepted procedure.					

FIGURE 133: RIGHT SIDE DOUBLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 8, Configuration 1, 5, 9, 13.

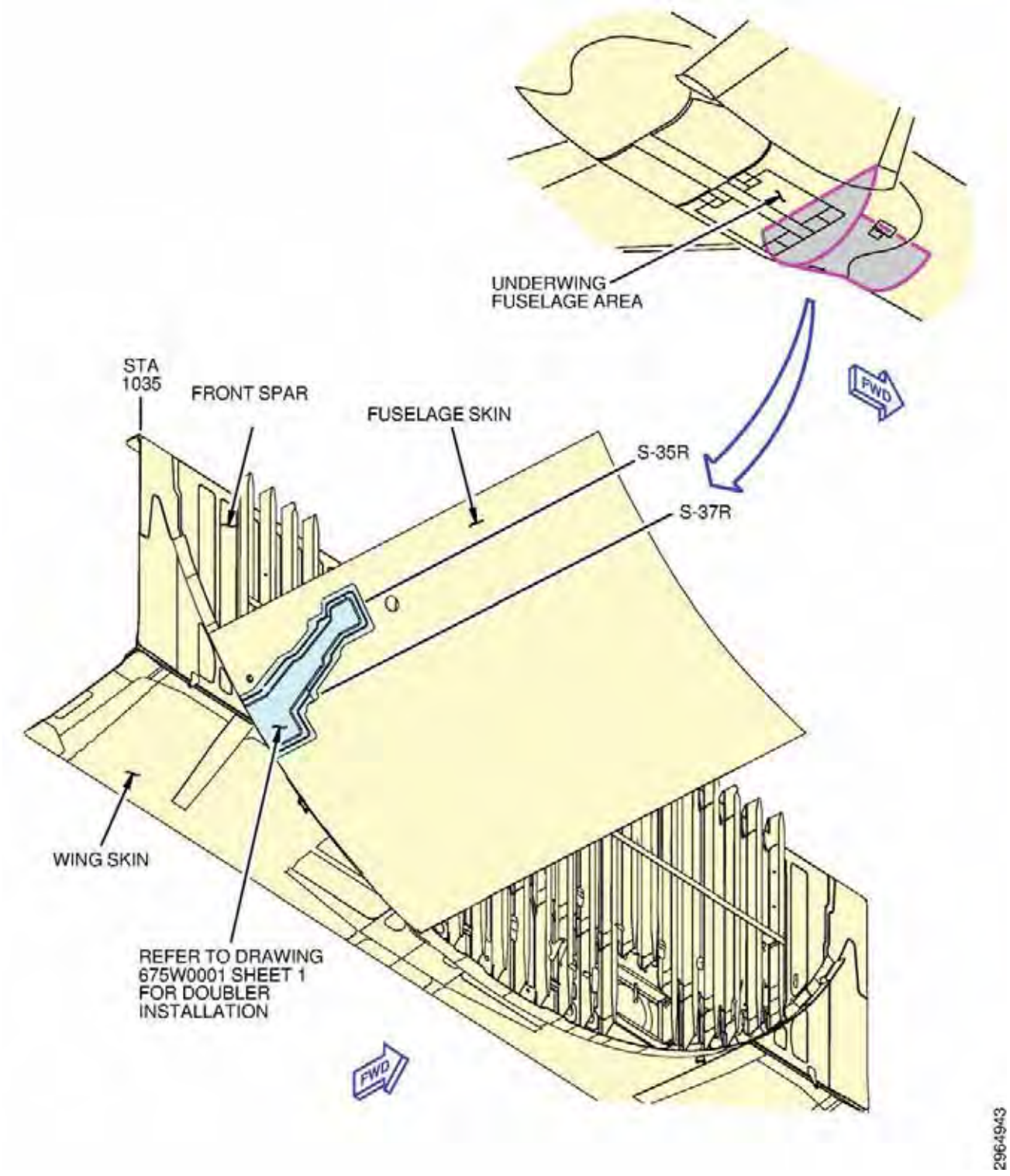


FIGURE 134: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 1 OF 6)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1, Views 1B6, 1B15, 2B20, 2C20, 1F17, and 1H23. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Locate	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Hold doubler in place. (a)(b)(c)(d)
2	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Drill temporary fastener holes noted as Flagnote 15. (d)(e)(f)
3	Remove / Keep	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Clean and break all sharp edges. (d)
4	Install (Temporary)	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Install temporary fasteners to doubler and fuselage skin noted as Flagnote 15. (b)(c)(d)
5	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Pick up existing fuselage skin holes at S-35R, S-36R, S-37R, STA 993, STA1014, and the Front Spar Ring Chord. (d)(e)(f)
6	Drill / Ream	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Drill pilot holes that have the new fastener location symbol. (d)(e)(f)
7	Locate	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24	-	Use pilot hole on bracket to locate part. (g)
	Locate	BRACKET ASSY	287W4908Y181	-	Use pilot hole on bracket to locate part. (d)
	Locate	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Use pilot hole on bracket to locate part. (h)

FIGURE 134: RIGHT SIDE DOUBLER INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Drill / Ream	BRACKET - RING CHORD	675W0003-22	-	(d)(e)(i)
	Drill / Ream	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	(e)(h)(g)
	Drill / Ream	BRACKET ASSY	287W4908Y181	-	(d)(e)(i)
	Drill / Ream	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	(e)(i)(h)
9	Remove / Keep	DOUBLER, UNDERWING LONGERON	143W2314Y306	-	Remove temporary fasteners noted as Flagnote 15. Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Clean and break all sharp edges. (g)
	Remove / Keep	BRACKET ASSY	287W4908Y181	-	Clean and break all sharp edges. (d)
	Remove / Keep	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Clean and break all sharp edges. (h)
10	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply sealant to the doubler, stringer end fitting, and brackets. (d)(j)

FIGURE 134: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 3 OF 6)

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Step	Task	Name	Identification	Qty	More Data
11	Install (New)	DOUBLER, UNDER-WING LONGERON	143W2314Y306	-	Install fasteners common to doubler. (b)(c)(d)
	Install (New)	BRACKET - RING CHORD	675W0003-22 (675W0003-4 optional)	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET ASSY - WIRING SUPPORT, SECT 43	675W0003-24 (287W4908-188 optional)	-	Install fasteners common to bracket. (g)
	Install (New)	BRACKET ASSY	287W4908Y181	-	Install fasteners common to bracket. (d)
	Install (New)	BRACKET - NEA DISTRIBUTION SYSTEM, PACK BAY	341W2508Y15	-	Install fasteners common to bracket. (h)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	(d)(k)

(a) Align the doubler on the fuselage skin so that the number 30 and number 40 labeled pilot holes on the doubler align with the existing holes on the fuselage skin.

(b) Fit the doubler to the fuselage skin. Refer to 777-300 SRM 51-30-01 as an accepted procedure, except that the fit up forces up to 60 pounds and 36 inches apart can be applied to the 0.32 inch thick location of the doubler to close the gaps. The distance between the fit up forces may be reduced if the fit up forces are reduced proportionally. The total fit up forces applied to any 36 inch diameter must not exceed 60 pounds.

(c) Measure the gap between the doubler and the fuselage skin. The gap may not exceed 0.010 inch with the application of the fit up forces. If the gap exceeds 0.010 inch after applying fit up forces, contact The Boeing Company for repair instructions and do the repair.

(d) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1B6, 1B15, 2B20, and 2C20.

(e) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.

(f) Maintain a 1.7D minimum edge margin.

(g) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1F17.

(h) Accomplish task in accordance with drawing 675W0001, Sheet 1, Views 1H23.

(i) Maintain a 1.2D minimum edge margin for optional brackets 287W4908-187 and 675W0003-4. For all other brackets, maintain a 1.5D minimum edge margin.

(j) Apply faying surface seal to the mating parts. Refer to SOPM 20-50-19 as an accepted procedure.

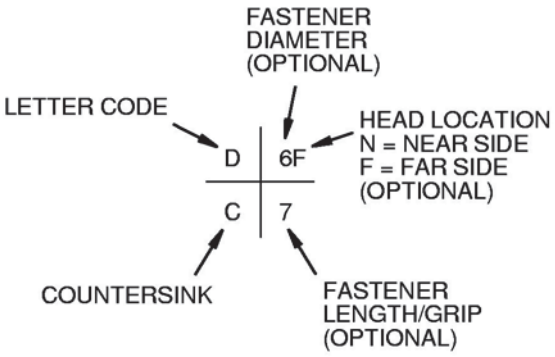
(k) Apply fillet seal to the edges of the doubler. Refer to SOPM 20-50-19 as an accepted procedure.

FIGURE 134: RIGHT SIDE DOUBLER INSTALLATION (SHEET 4 OF 6)

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ALERT **ALERT**

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 1. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30NX10K()X	BOLT	-	(a)	(b)(d)(d)
	BACW10CA51CVK	WASHER	-		
	BACW10CA6CCK	WASHER	-		
	BACN10YT5CD	NUT	-		
ZLC	BACB30NX8K()	BOLT	-	(a)	(c)(d)
	BACN10YT4CD	NUT	-		
	BACB30NX10K()	BOLT	-	(a)	
	BACN10YT5CD	NUT	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACN10YT7CD	NUT	-		
ZLJ	BACB30NY10K()	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
ZYH	BACB30NX10K()X	BOLT	-	(a)	(c)(d)
	BACN10YT5CD	NUT	-		

FIGURE 134: RIGHT SIDE DOUBLER INSTALLATION
(SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZYM	BACB30NY10K()X	BOLT	-	(a)	Countersink holes. Refer to 777-300 SRM 51-40-08 as an accepted procedure. (c)(d)
	BACN10YT5CD	NUT	-		
	BACB30NY12K()X	BOLT	-	(a)	
	BACN10YT6CD	NUT	-		
(a) Refer to drawing 675W0001, Zone 1G5, Table I for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.					
(b) Install with BACW10CA6CCK and BACW10CA51CVK under bolt head.					
(c) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.					
(d) Torque fasteners to doubler. Refer to 777-300 SRM 51-40-04 as an accepted procedure.					

FIGURE 134: RIGHT SIDE DOUBLER INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 2, Configuration 1, 5, 9, 13.

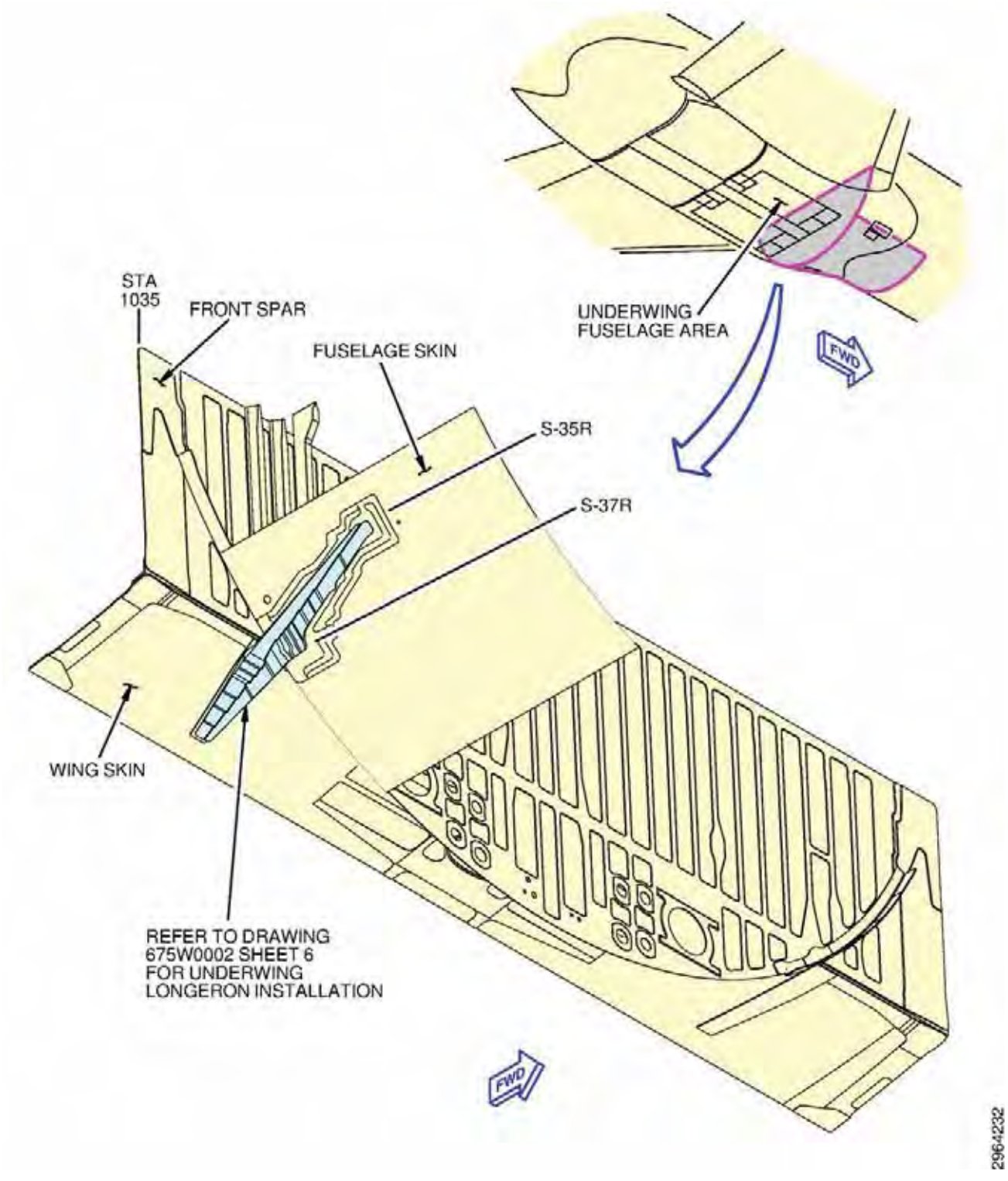


FIGURE 135: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 5)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 6. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	Align using P4 and P1 pilot holes. (a)(b)(c)(d)
2	Measure	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	(c)(e)(f)(g)
3	Remove / Keep	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	(c)(d)
4	Machine	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(f)(h)(i)
5	Install (Temporary)	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(j)
	Install (Temporary)	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	(c)(d)(j)
6	Drill / Ream	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	Pick up existing wing skin holes. Refer to 777-200 SRM 51-40-05 as an accepted procedure. (b)(d)
	Drill / Ream	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
	Drill / Ream	FILLER - UNDERWING LONGERON	140W9254-404	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
7	Remove / Keep	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	Clean and break all sharp edges. (c)(d)
	Remove / Keep	FILLER - UNDERWING LONGERON	140W9254-404	-	Clean and break all sharp edges. (c)

FIGURE 135: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 5)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure. (c)
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(m)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(c)(n)
10	Install (New)	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(o)
	Install (New)	UNDERWING LONGERON, MACHINED	140W9255Y408	-	(c)(d)(o)(p)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure. (c)(d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure. (f)

(a) Put the longeron to the lower wing skin mating surface with a temporary fastener at the P4 location. Align the longeron P1 pilot hole to the P1 hole location on the doubler but do not fasten.

(b) Make sure all fasteners have minimum 1.7D edge margin.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 6, View 2B6-5.

(d) Accomplish task in accordance with drawing 675W0002, Sheet 6, View 1D4.

FIGURE 135: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 5)

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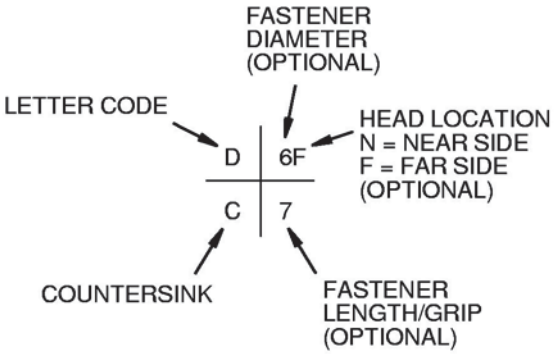
Step	Task	Name	Identification	Qty	More Data
(e)	Apply a maximum force of 10 pounds to the P1 pilot hole location on the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use the 140W9254-403 shim or a substitute shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment.				
(f)	Accomplish task in accordance with drawing 675W0002, Sheet 6, Views 1H25 and 1F19.				
(g)	For gaps greater than 0.005 inch between the longeron and the lower wing skin, shim using the 140W9254-403 shim or a substitute shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. The shim thickness must be between 0.01 - 0.075 inch. The gap after shimming and before fastener installation may not exceed 0.005 inch. All fasteners common to the shim and the longeron must go through the shim. The shim must have a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(h)	Machine filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(i)	If the gap between the doubler and the longeron is .005 - .080 inch, the 140W9254-404 filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(j)	Apply up to 10 pounds of force to the longeron at the P1 pilot hole location. Make sure the filler fills the gaps between the doubler and the machined longeron to within 0.005 inch.				
(k)	Refer to drawing 675W0002, Zone 8G5, Table VI for hole diameter sizes. Refer to 777-200 SRM 51-40-05 as an accepted procedure.				
(l)	Maintain a minimum 1.7D edge margin for fastener locations noted as Flagnote 19.				
(m)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(n)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(o)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1261 - 1339 pound-inches to BACB30US8K() fasteners, 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1319- 1339 pounds-inches to BACB30US8K() fasteners, 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-200 SRM 51-40-02 as an accepted procedure.				

FIGURE 135: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
(p) To avoid riding condition, install BACF3H11LF011BN Radius Filler as an alternative to BACW10BP9CD Washer under bolt head. Drill hole 0.5620-0.5730 inches diameter. Countersink hole 90 degrees by 0.6760-0.6960 inches diameter. Maintain surface finish of 125 microinches RA or better. Break sharp edges. Apply chemical conversion coating Type 2, Class A. Refer to SOPM 20-43-03 as an accepted procedure. Apply two layers BMS 10-11, Type 1 Primer. Refer to SOPM 20-41-02 as an accepted procedure.					

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 6. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
YYT	BACB30NX10K()	BOLT	-	(a)	(b)(c)
	BACC30BH10	COLLAR	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACC30BH14	COLLAR	-		
YLK	BACB30NX16K()	BOLT	-	(a)	(b)(c)
	BACC30X16	COLLAR	-		
(a) Refer to drawing 675W0002, Zone 6G5, Table VI for hole diameter sizes.					
(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 as an accepted procedure.					
(c) Torque fasteners to underwing longeron. Refer to 777-200 SRM 51-40-04 as an accepted procedure.					

FIGURE 135: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 5)

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This Figure applies only to: Group 3, Configuration 1, 5, 9, 13; Group 5, Configuration 1, 5, 9, 13.

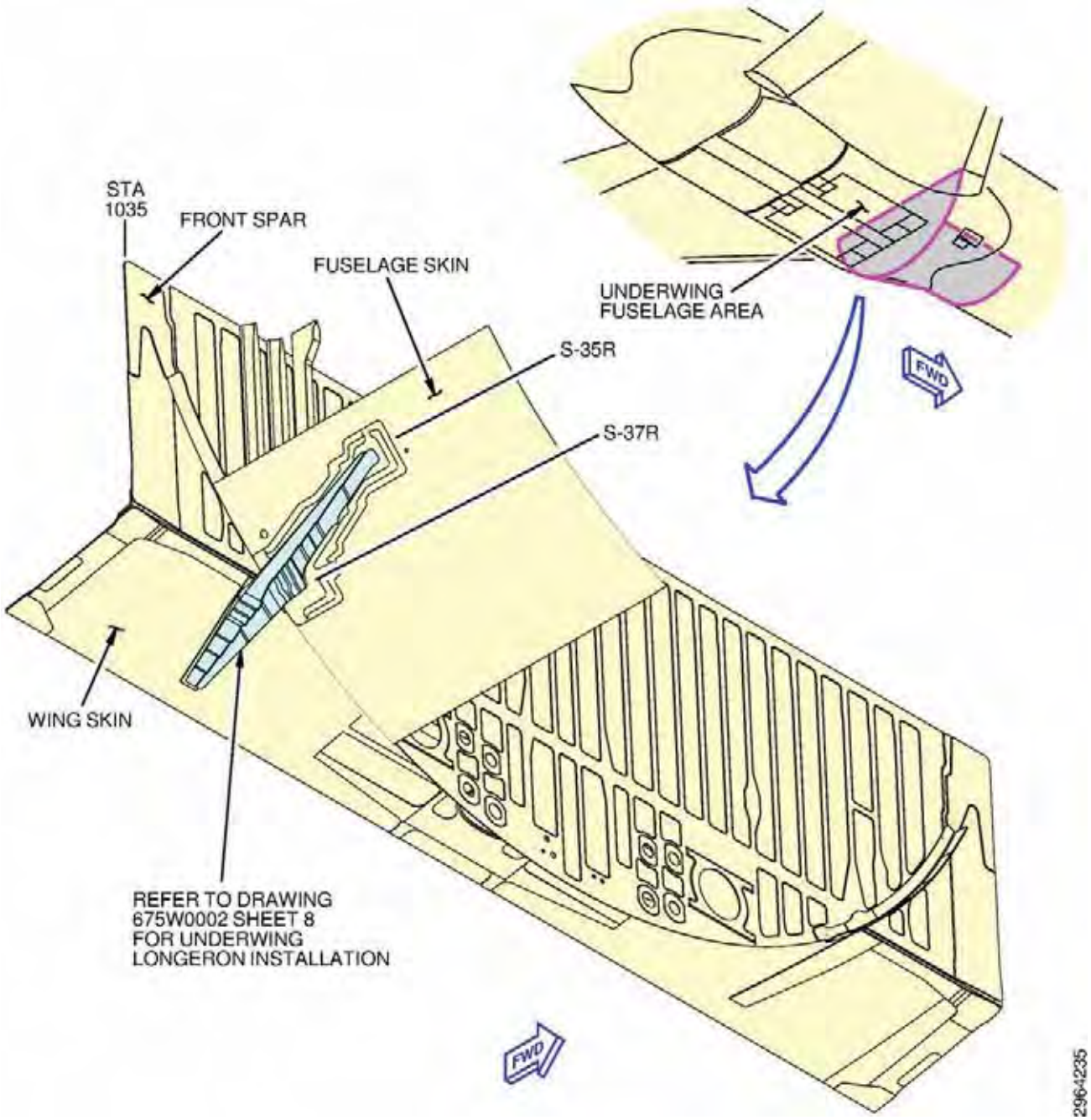


FIGURE 136: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 8. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	Align using P4 and P1 pilot holes. (a)(b)(c)(d)
2	Measure	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	(c)(e)(f)(g)
3	Remove / Keep	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	(c)(d)
4	Machine	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(f)(h)(i)
5	Install (Temporary)	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(j)
	Install (Temporary)	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	(c)(d)(j)
6	Drill / Ream	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	Pick up existing wing skin holes. Refer to 777-200 SRM 51-40-05 or 777F SRM 51-40-05 as an accepted procedure. (b)(d)
	Drill / Ream	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
	Drill / Ream	FILLER - UNDERWING LONGERON	140W9254-404	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
7	Remove / Keep	UNDERWING LONGERON, MA-CHINED	140W9255Y408	-	Clean and break all sharp edges. (c)(d)
	Remove / Keep	FILLER - UNDERWING LONGERON	140W9254-404	-	Clean and break all sharp edges. (c)

FIGURE 136: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure. (c)
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(m)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(c)(n)
10	Install (New)	FILLER - UNDERWING LONGERON	140W9254-404	-	(c)(o)
	Install (New)	UNDERWING LONGERON, MACHINED	140W9255Y408	-	(c)(d)(o)(p)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure. (c)(d)
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure. (f)

(a) Put the longeron to the lower wing skin mating surface with a temporary fastener at the P4 location. Align the longeron P1 pilot hole to the P1 hole location on the doubler but do not fasten.

(b) Make sure all fasteners have minimum 1.7D edge margin.

(c) Accomplish task in accordance with drawing 675W0002, Sheet 8, View 2B6-7.

(d) Accomplish task in accordance with drawing 675W0002, Sheet 8, View 1D4.

FIGURE 136: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 6)

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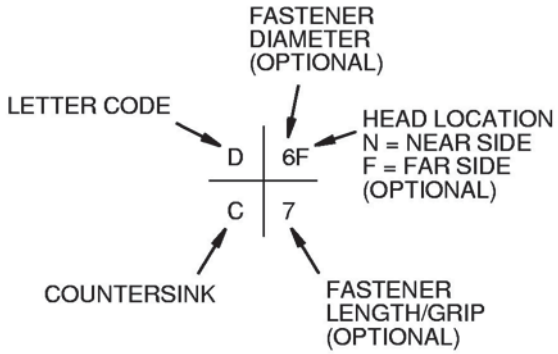
Step	Task	Name	Identification	Qty	More Data
(e)	Apply a maximum force of 10 pounds to the P1 pilot hole location on the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use the 140W9254-403 shim or a substitute shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment.				
(f)	Accomplish task in accordance with drawing 675W0002, Sheet 8, Views 1H25 and 1F19.				
(g)	For gaps greater than 0.005 inch between the longeron and the lower wing skin, shim using the 140W9254-403 shim or a substitute shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. The shim thickness must be between 0.01 - 0.075 inch. The gap after shimming and before fastener installation may not exceed 0.005 inch. All fasteners common to the shim and the longeron must go through the shim. The shim must have a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(h)	Machine filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(i)	If the gap between the doubler and the longeron is .005 - .080 inch, the 140W9254-404 filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(j)	Apply up to 10 pounds of force to the longeron at the P1 pilot hole location. Make sure the filler fills the gaps between the doubler and the machined longeron to within 0.005 inch.				
(k)	Refer to drawing 675W0002, Zone 8G5, Table VIII for hole diameter sizes. Refer to 777-200 SRM 51-40-05 or 777F SRM 51-40-05 as an accepted procedure.				
(l)	Maintain a minimum 1.7D edge margin for fastener locations noted as Flagnote 19.				
(m)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(n)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				

FIGURE 136: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(o)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1261 - 1339 pound-inches to BACB30US8K() fasteners, 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1319- 1339 pounds-inches to BACB30US8K() fasteners, 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure.				
(p)	To avoid riding condition, install BACF3H11LF011BN Radius Filler as an alternative to BACW10BP9CD Washer under bolt head. Drill hole 0.5620-0.5730 inches diameter. Countersink hole 90 degrees by 0.6760-0.6960 inches diameter. Maintain surface finish of 125 microinches RA or better. Break sharp edges. Apply chemical conversion coating Type 2, Class A. Refer to SOPM 20-43-03 as an accepted procedure. Apply two layers BMS 10-11, Type 1 Primer. Refer to SOPM 20-41-02 as an accepted procedure.				

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0002, Sheet 8. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
YYT	BACB30NX10K()	BOLT	-	(a)	(b)(c)
	BACC30BH10	COLLAR	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACC30BH14	COLLAR	-		

FIGURE 136: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
YLK	BACB30NX16K()	BOLT	-	(a)	(b)(c)
	BACC30X16	COLLAR	-		
(a) Refer to drawing 675W0002, Zone 8G5, Table VIII for hole diameter sizes.					
(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure.					
(c) Torque fasteners to underwing longeron. Refer to 777-200 SRM 51-40-04 or 777F SRM 51-40-04 as an accepted procedure.					

FIGURE 136: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 4, Configuration 1, 3; Group 6, Configuration 1, 3.

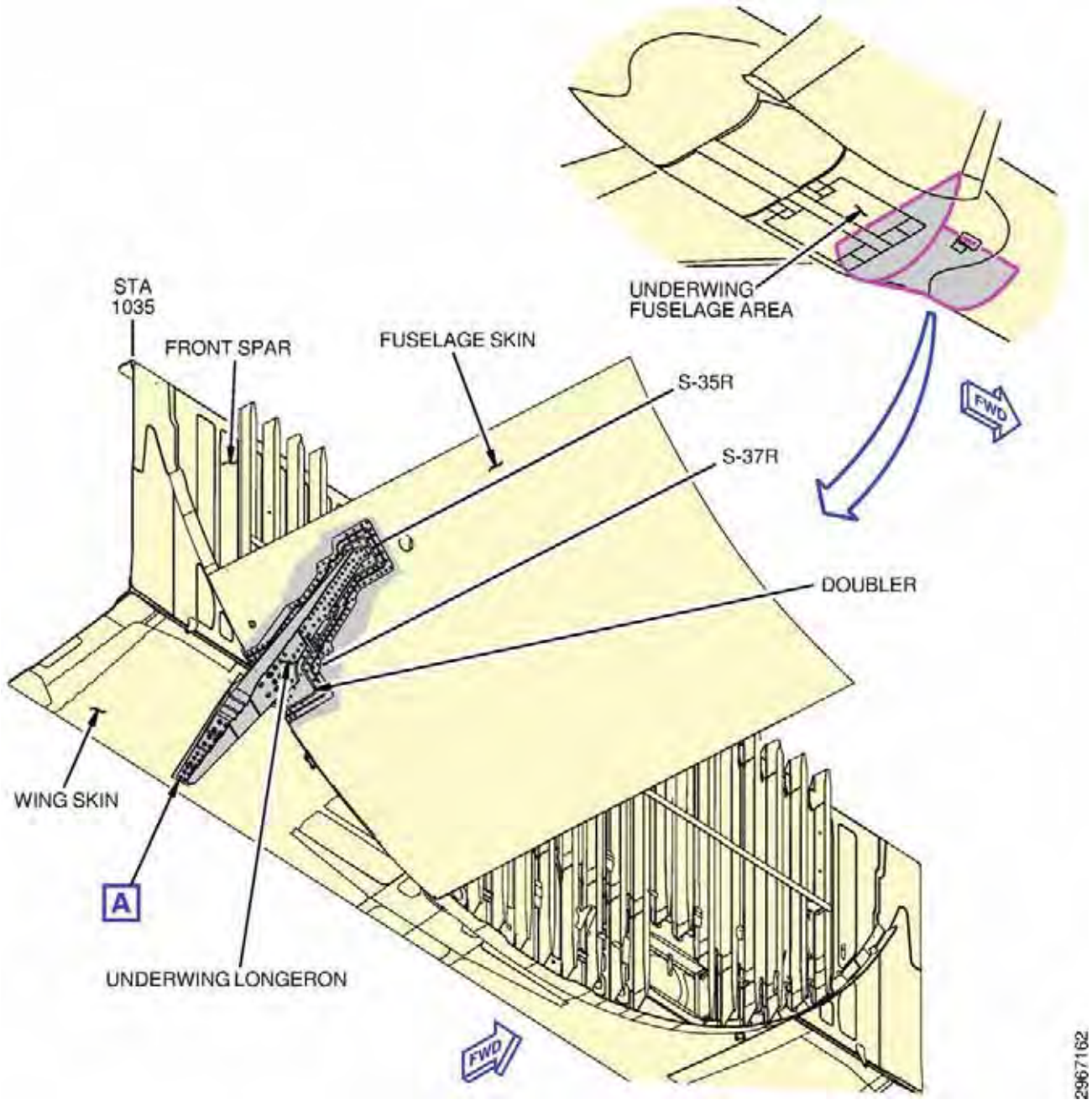


FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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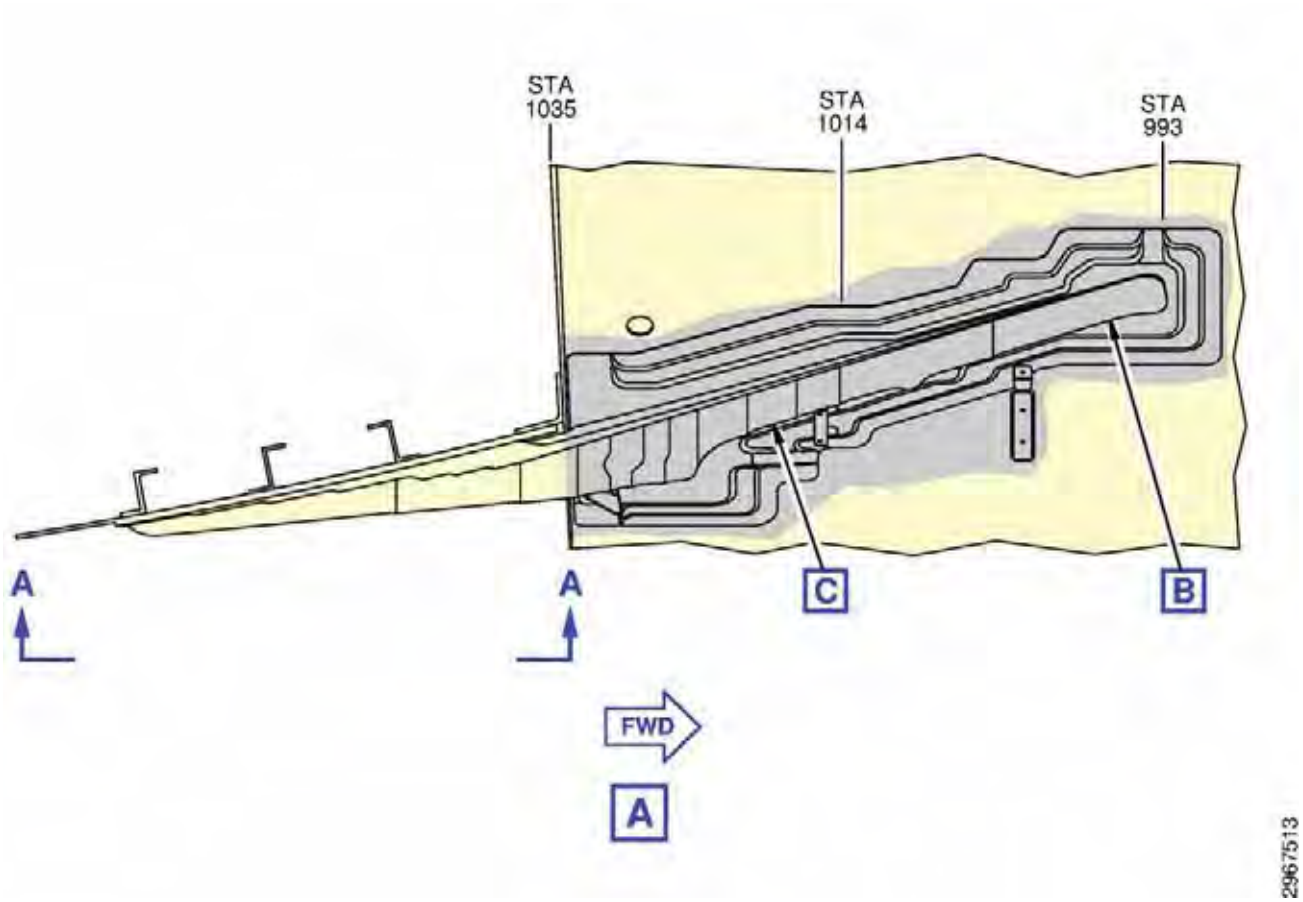


FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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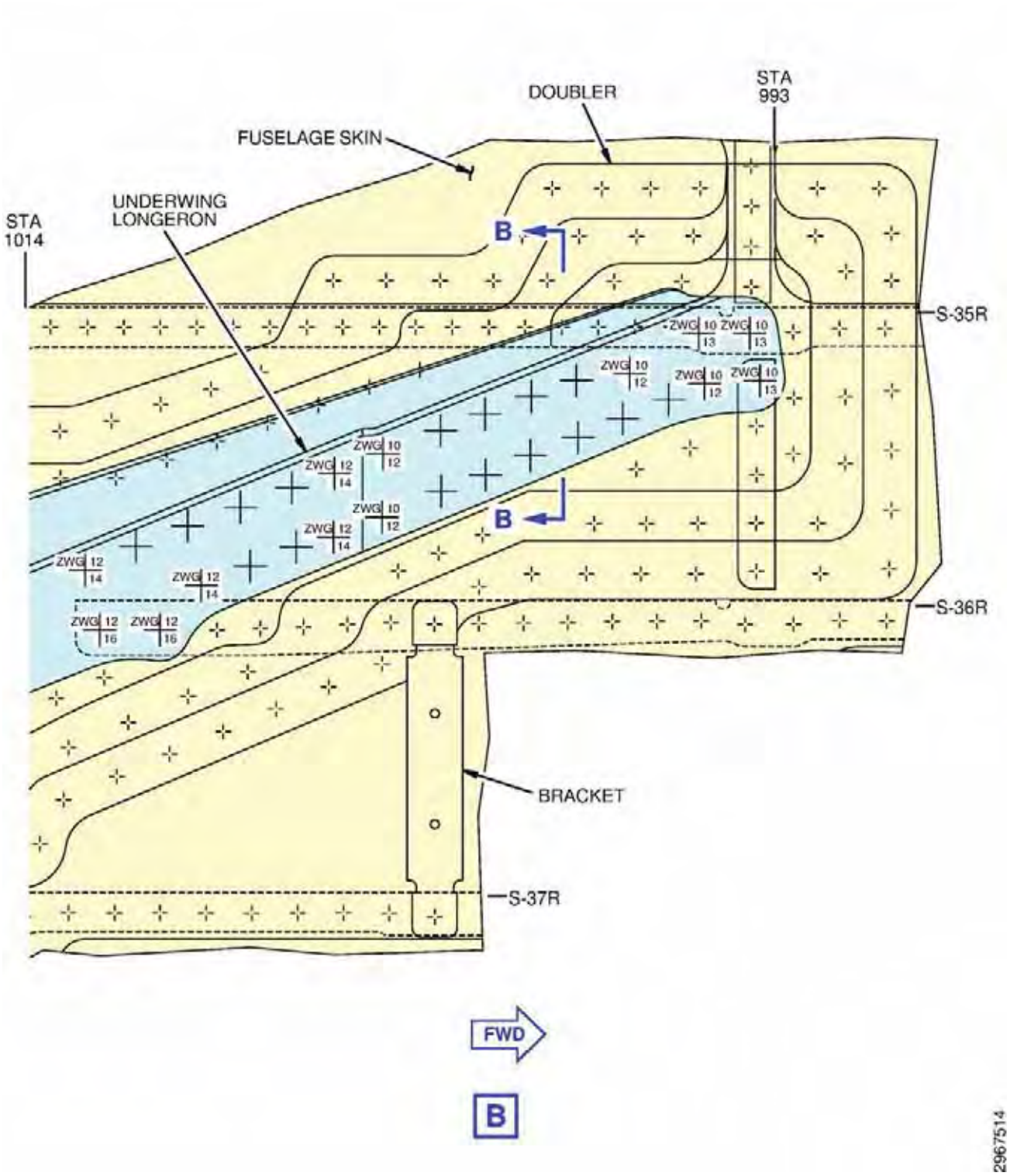


FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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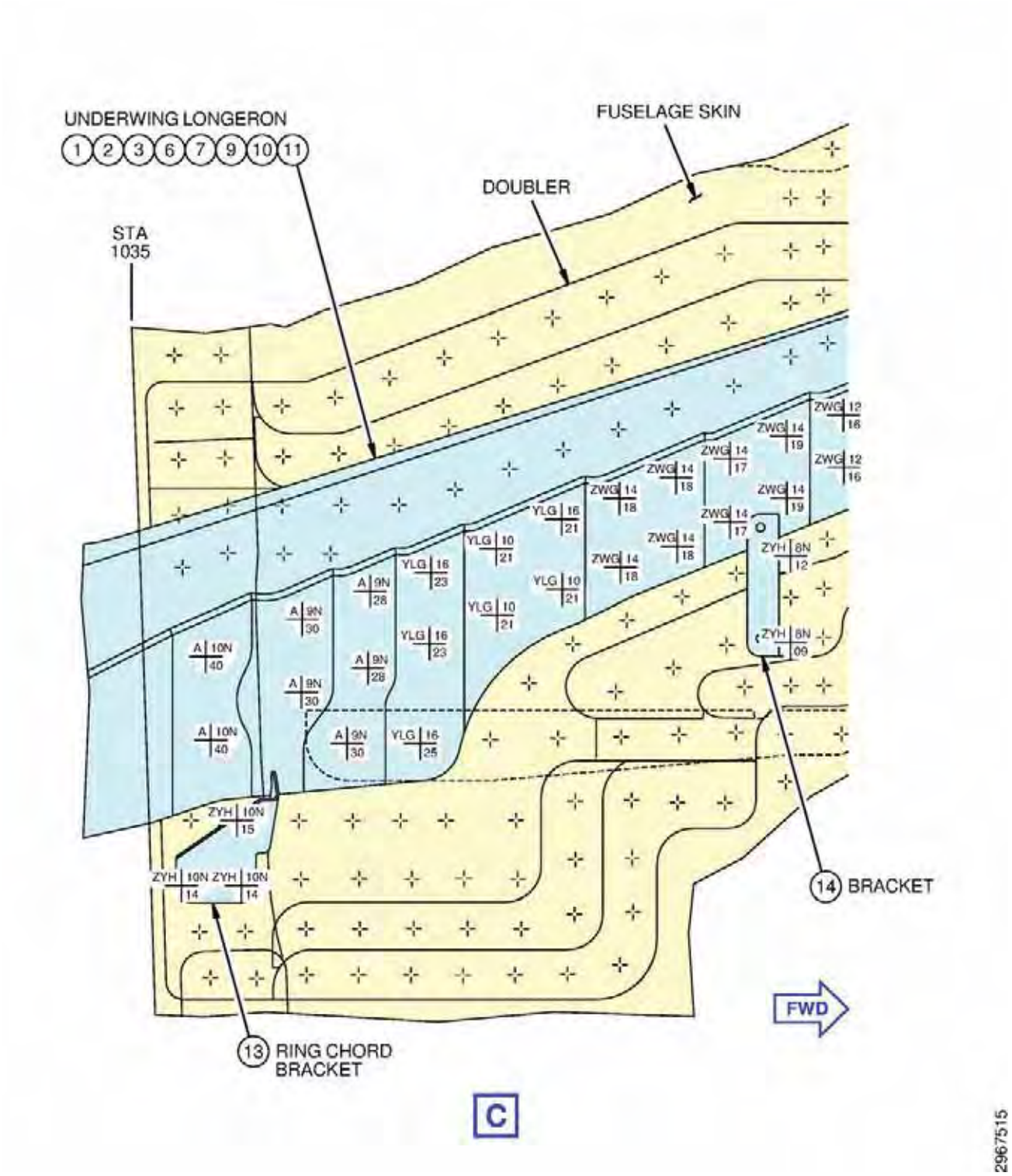


FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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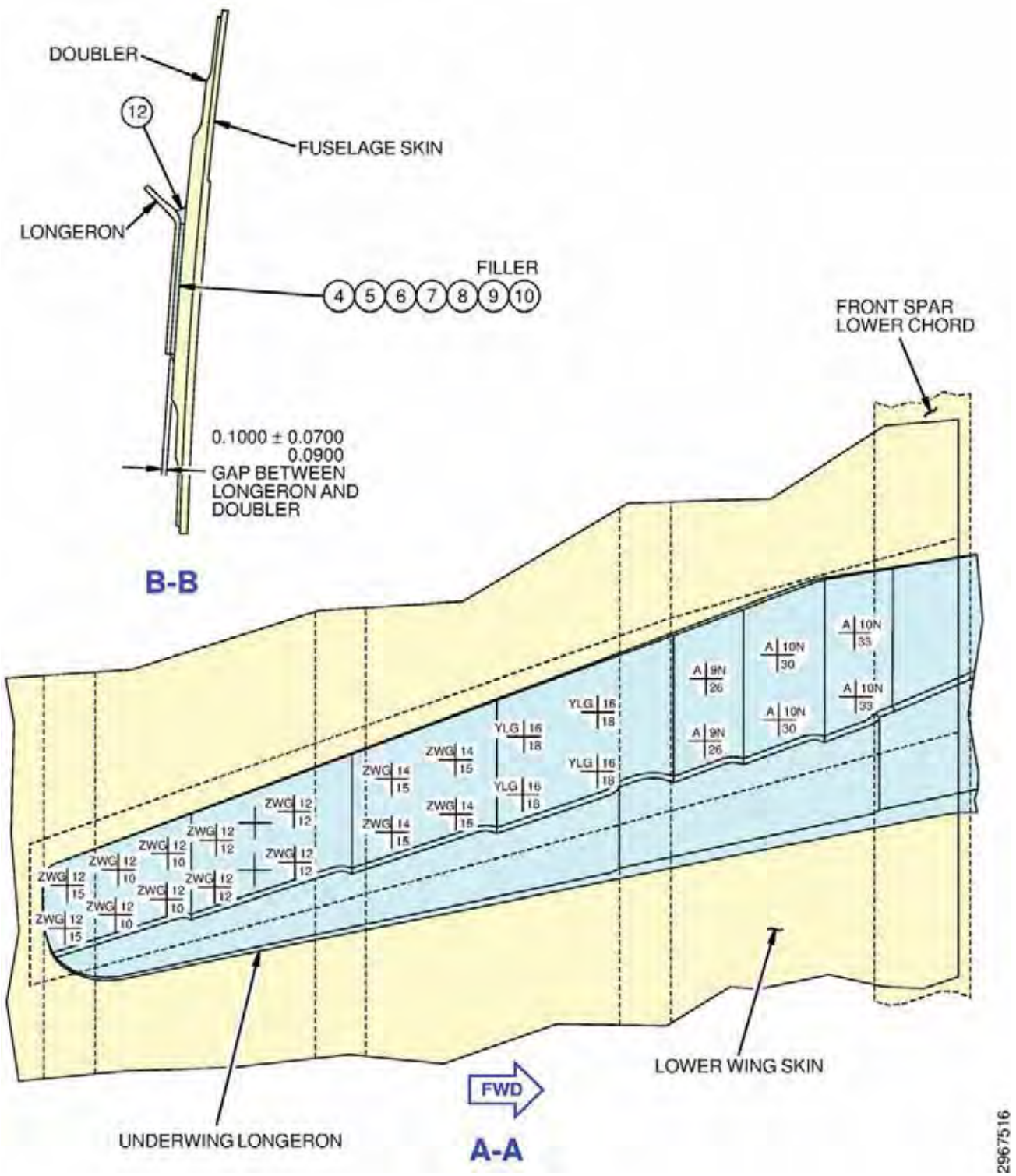


FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

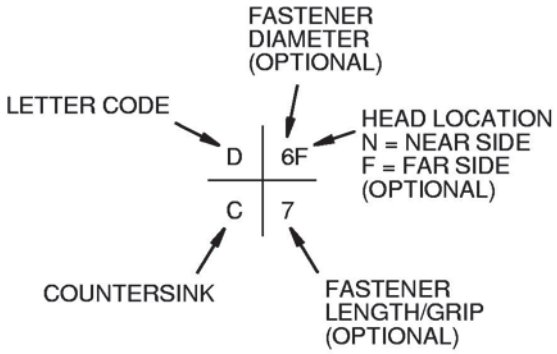
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-200 SRM 51-40-05 or 777F SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-200 SRM 51-40-04 or 777F SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYH	BACB30NX8K()X	BOLT	-	0.263 - 0.266	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT	-	0.325 - 0.328	
	BACN10YT5CD	NUT	-		
A	BACB30US9K()	BOLT	-	0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
(a) Install under head.					
(b) Install under nut.					

FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 137: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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ALERT **ALERT**

This Figure applies only to: Group 2, Configuration 2, 6, 10, 14; Group 3, Configuration 2, 6, 10, 14; Group 5, Configuration 2, 6, 10, 14.

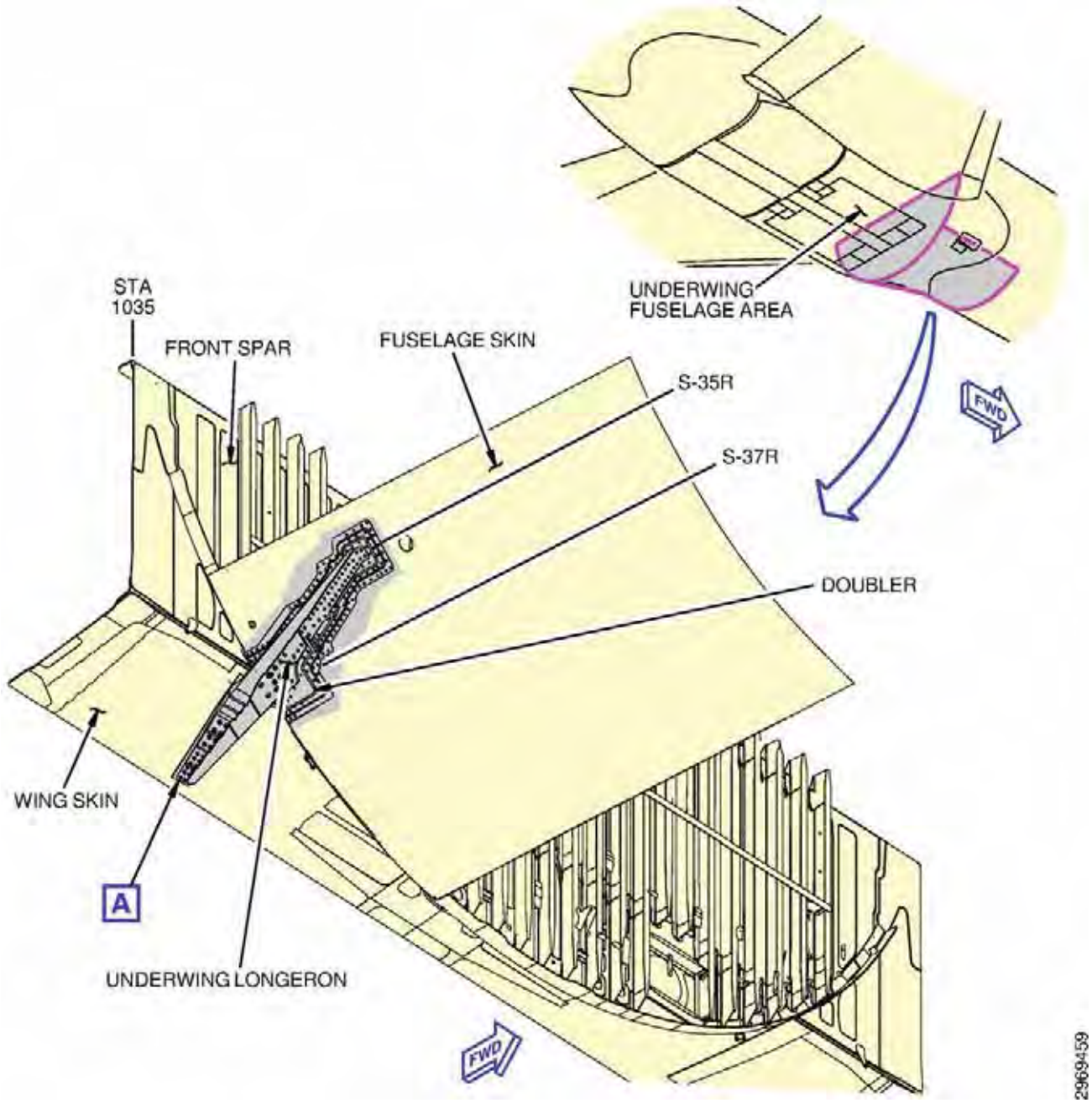


FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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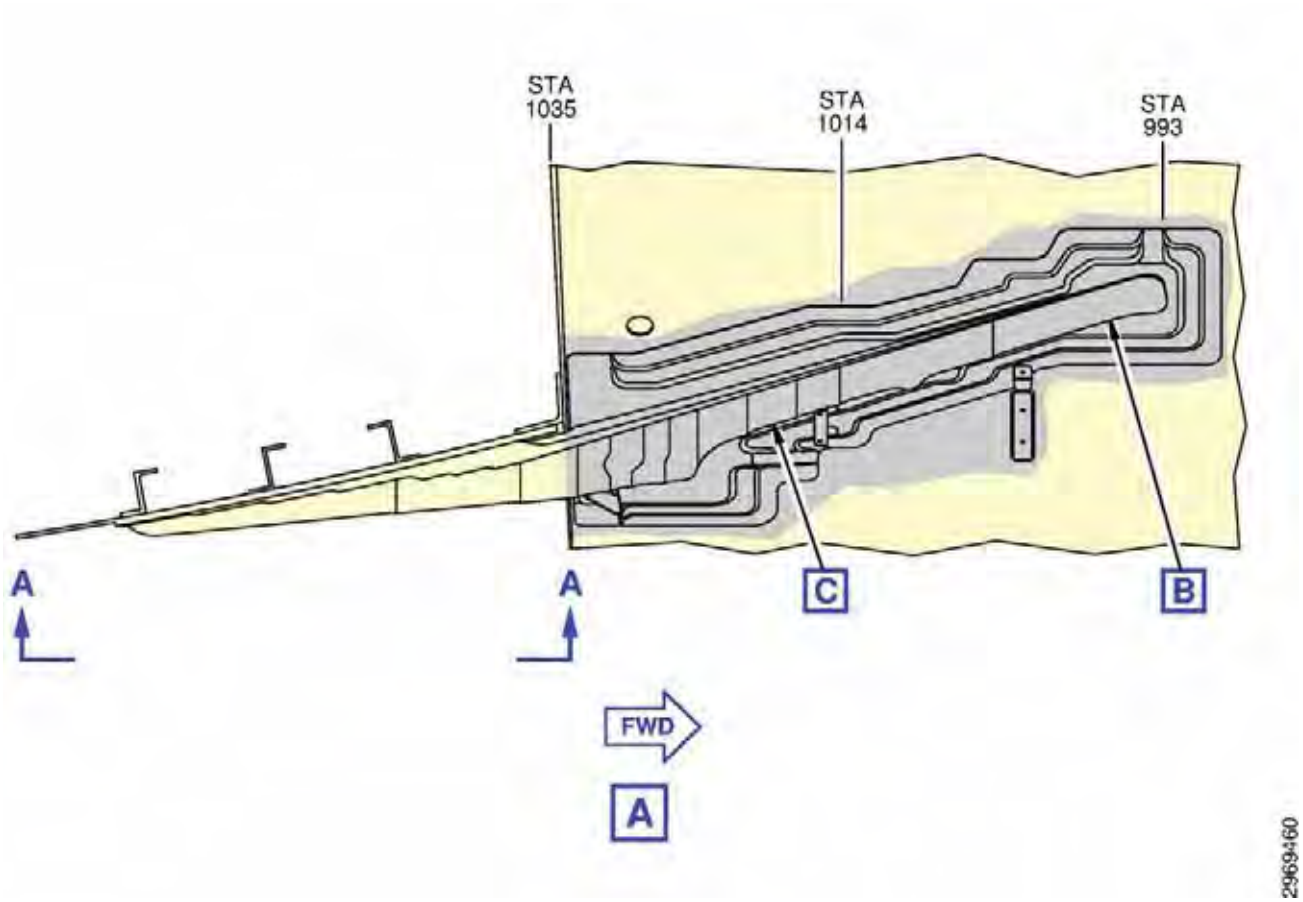


FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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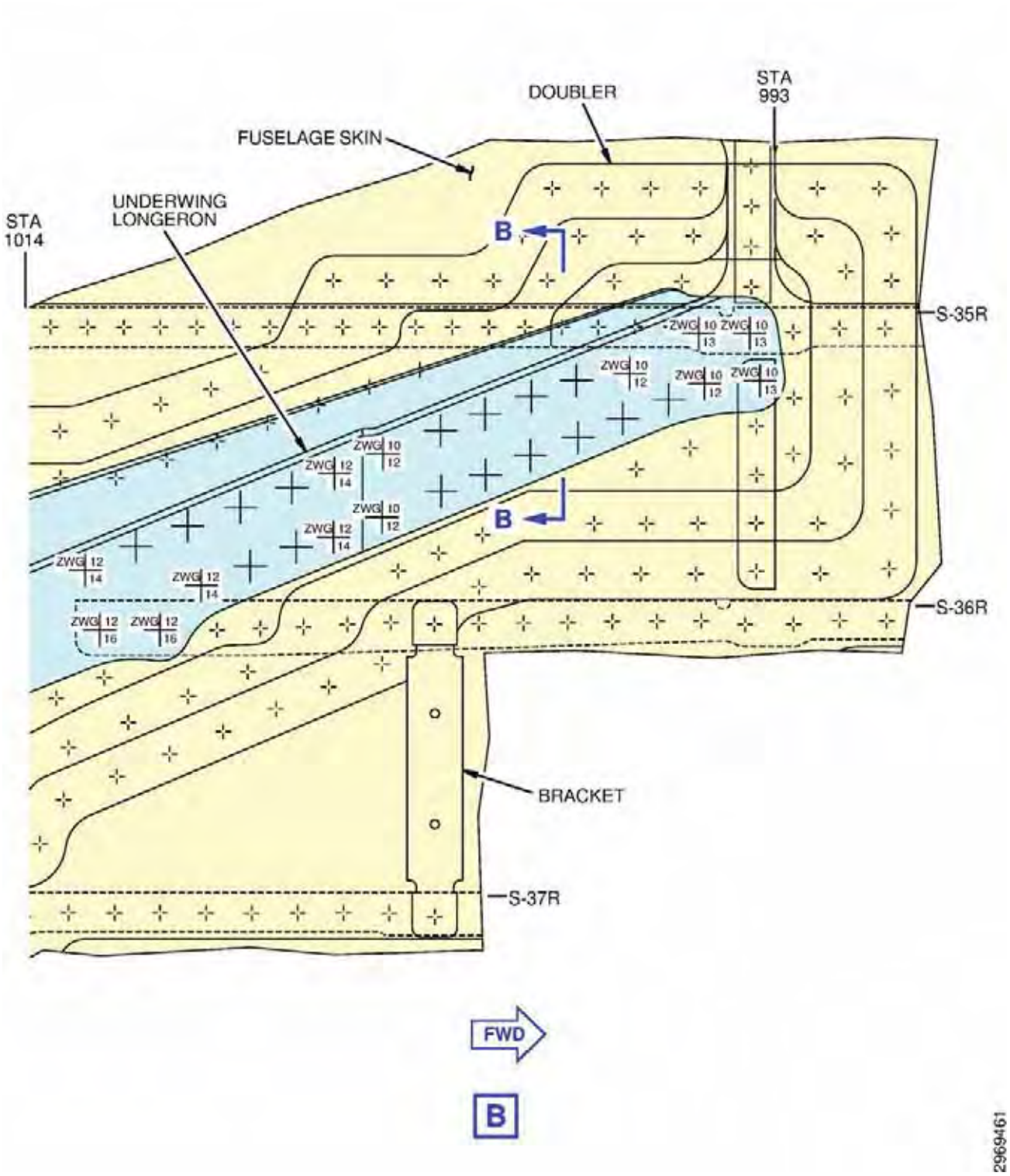


FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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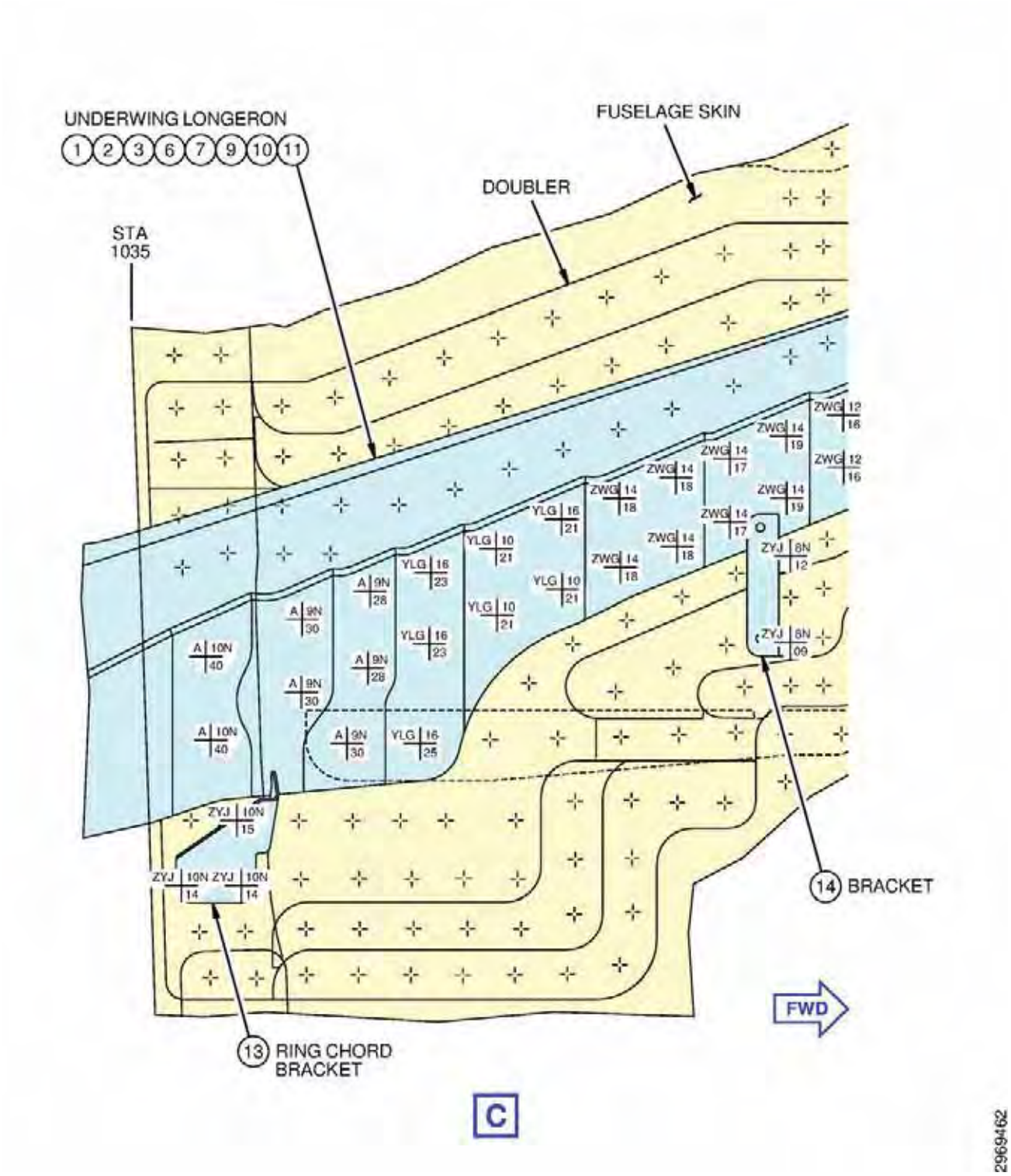


FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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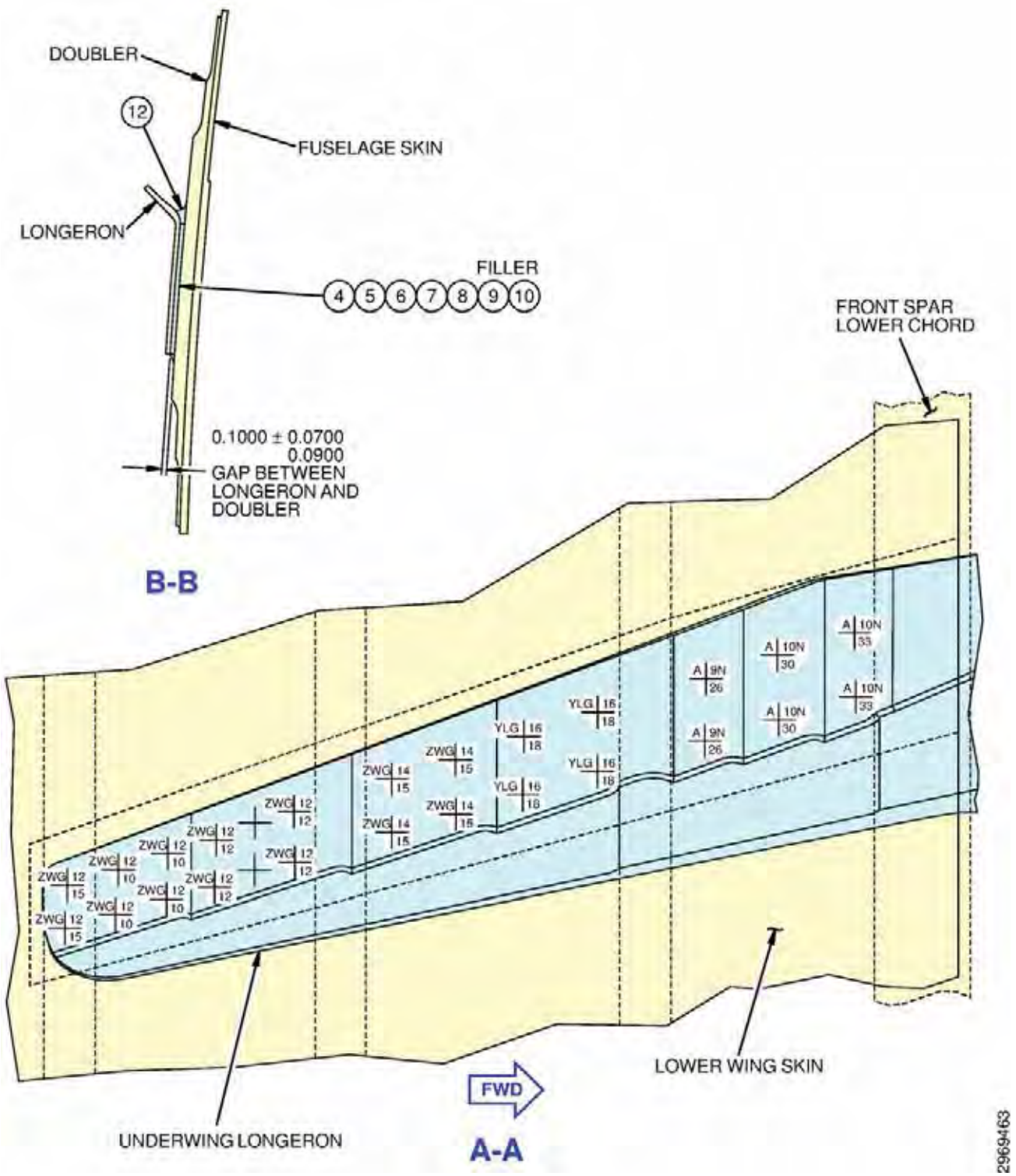


FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

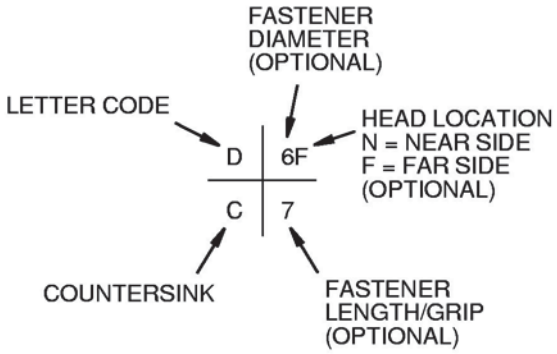
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-200 SRM 51-40-05 or 777F SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-200 SRM 51-40-02 or 777F SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-200 SRM 51-40-04 or 777F SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYJ	BACB30NX8K()Y	BOLT	-	0.278 - 0.281	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()Y	BOLT	-	0.341 - 0.344	
	BACN10YT5CD	NUT	-		
A	BACB30US9K()	BOLT	-	0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
(a) Install under head.					
(b) Install under nut.					

FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 138: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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This Figure applies only to: Group 7, Configuration 1, 5, 9, 13.

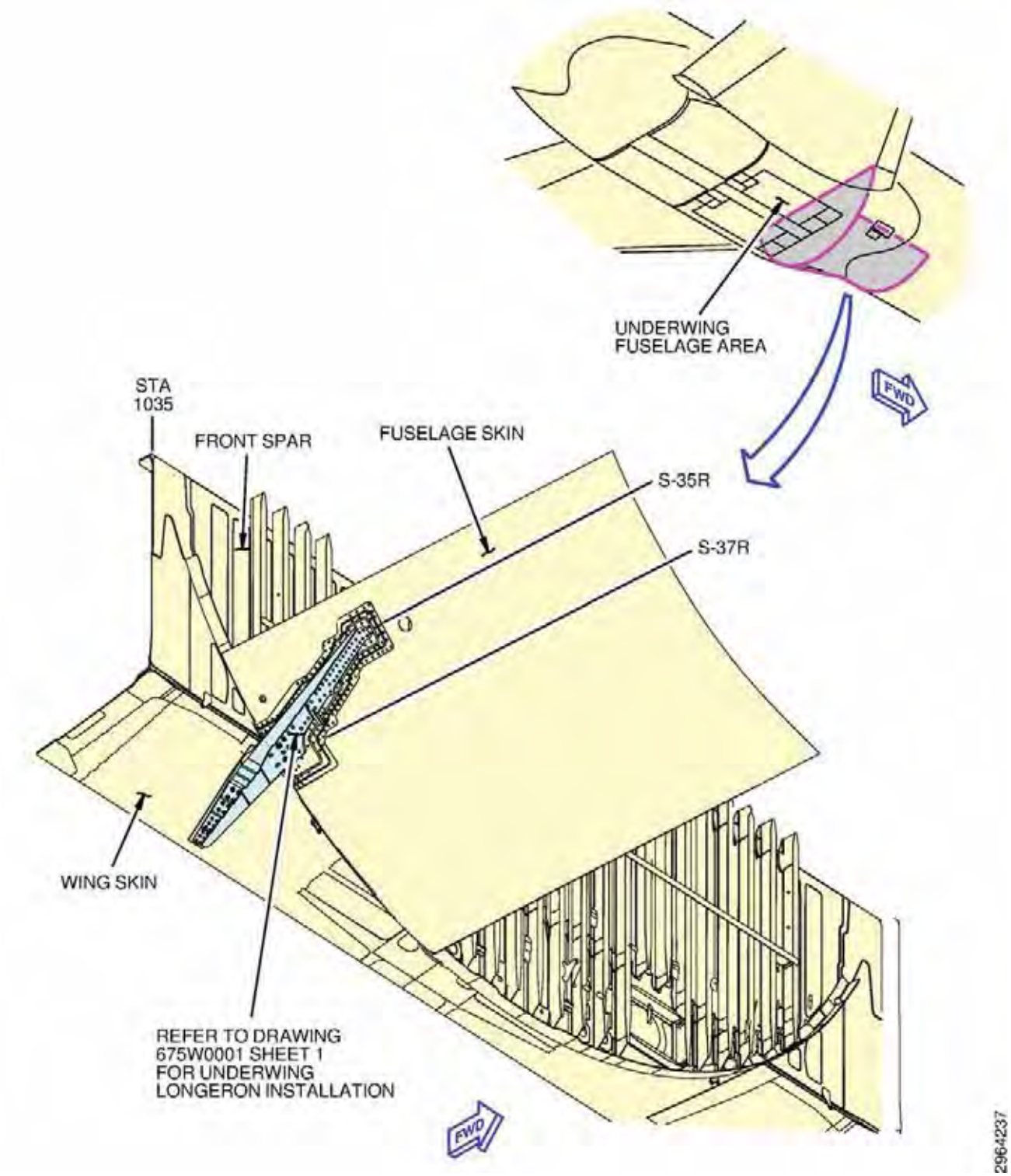


FIGURE 139: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 6)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 2, Views 2B6-1, 1B28, 1D29, 1D20, 1D4, 1F24 and 1H29 and Drawing 675W0001, Sheet 3, View 2B19-2. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	Align using P4 and P1 pilot holes. (a)(b)(c)(d)
2	Measure	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	(e)(g)(f)
3	Remove / Keep	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	(c)(d)
4	Machine	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(g)(h)(i)
5	Install (Temporary)	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(c)(j)
	Install (Temporary)	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	(c)(d)(j)
6	Drill / Ream	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	Pick up existing wing skin holes. Refer to 777-300 SRM 51-40-05 as an accepted procedure. (b)(d)
	Drill / Ream	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)(m)
	Drill / Ream	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	Pick up existing fuselage skin holes. (b)(c)(k)(l)
7	Remove / Keep	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	Clean and break all sharp edges. (c)(d)
	Remove / Keep	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	Clean and break all sharp edges. (c)

FIGURE 139: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure. (c)
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(n)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(c)(o)
10	Install (New)	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(c)(p)
	Install (New)	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	(c)(d)(p)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure. (c)(d)
12	Apply	SEALANT	BMS 5-45	-	Apply cap seal to the fastener heads inside the center fuel tank. Refer to 777 AMM 28-11-00 as an accepted procedure. (d)

FIGURE 139: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 6)

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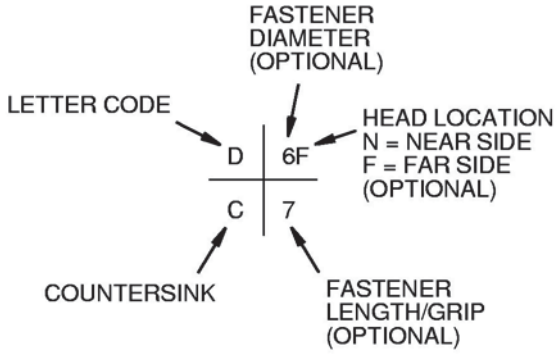
Step	Task	Name	Identification	Qty	More Data
13	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure. (g)
(a)	Put the longeron to the lower wing skin mating surface with a temporary fastener at the P4 location. Align the longeron P1 pilot hole to the P1 hole location on the doubler but do not fasten.				
(b)	Make sure all fasteners have minimum 1.7D edge margin.				
(c)	Accomplish task in accordance with drawing 675W0001, Sheet 2, Views 2B6-1, 1B28,1D29, and 1D20.				
(d)	Accomplish task in accordance with drawing 675W0001, Sheet 2, View 1D4.				
(e)	Apply a maximum force of 10 pounds to the P1 pilot hole location on the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use the 140W9254-303 shim or a substitute shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment.				
(f)	For gaps greater than 0.005 inch between the longeron and the lower wing skin, shim using the 140W9254-303 shim or a substitute shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. The shim thickness must be between 0.01 - 0.075 inch. The gap after shimming and before fastener installation may not exceed 0.005 inch. All fasteners common to the shim and the longeron must go through the shim. The shim must have a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(g)	Accomplish task in accordance with drawing 675W0001, Sheet 2, View 1F24 and 1H29.				
(h)	Machine filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(i)	If the gap between the doubler and the longeron is .005 - .080 inch, the 675W0003-7 (140W9524-304 optional) filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(j)	Apply up to 10 pounds of force to the longeron at the P1 pilot hole location. Make sure the filler fills the gaps between the doubler and the machined longeron to within 0.005 inch.				
(k)	Refer to drawing 675W0001, Zone 2G5, Table II for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(l)	Maintain a minimum 1.6D edge margin for fastener locations noted as Flagnote 19.				

FIGURE 139: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(m)	Spotface the fastener location in drawing 675W0001, Sheet 2, View 1D20 as necessary. Refer to drawing 675W0001, Sheet 3, View 2B19-2 for spotface requirements. Spotface must have a minimum flat surface diameter of 0.120 inch more than the diameter of the washer and it must have a minimum fillet radius of 0.25 inch. The spotface depth must not exceed the next mill step of the longeron. Break sharp edges. Maintain a surface finish of 125 microinches RA or better. Apply Type 2, Class A chemical conversion coating to bare surfaces. Refer to SOPM 20-43-03 as an accepted procedure. Apply two layers of BMS10-11, Type I primer to the reworked area. Refer to SOPM 20-41-02 as an accepted procedure.				
(n)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(o)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(p)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1261 - 1339 pound-inches to BACB30US8K() fasteners, 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1319- 1339 pounds-inches to BACB30US8K() fasteners, 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.				

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 2. 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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 139: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
YYT	BACB30NX10K()	BOLT	-	(a)	(b)(c)
	BACC30BH10	COLLAR	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACC30BH14	COLLAR	-		
YLK	BACB30NX16K()	BOLT	-	(a)	(b)(c)
	BACC30X16	COLLAR	-		

(a) Refer to drawing 675W0001, Zone 2G5, Table II for hole diameter sizes.

(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.

(c) Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.

FIGURE 139: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 7, Configuration 2, 6, 10, 14.

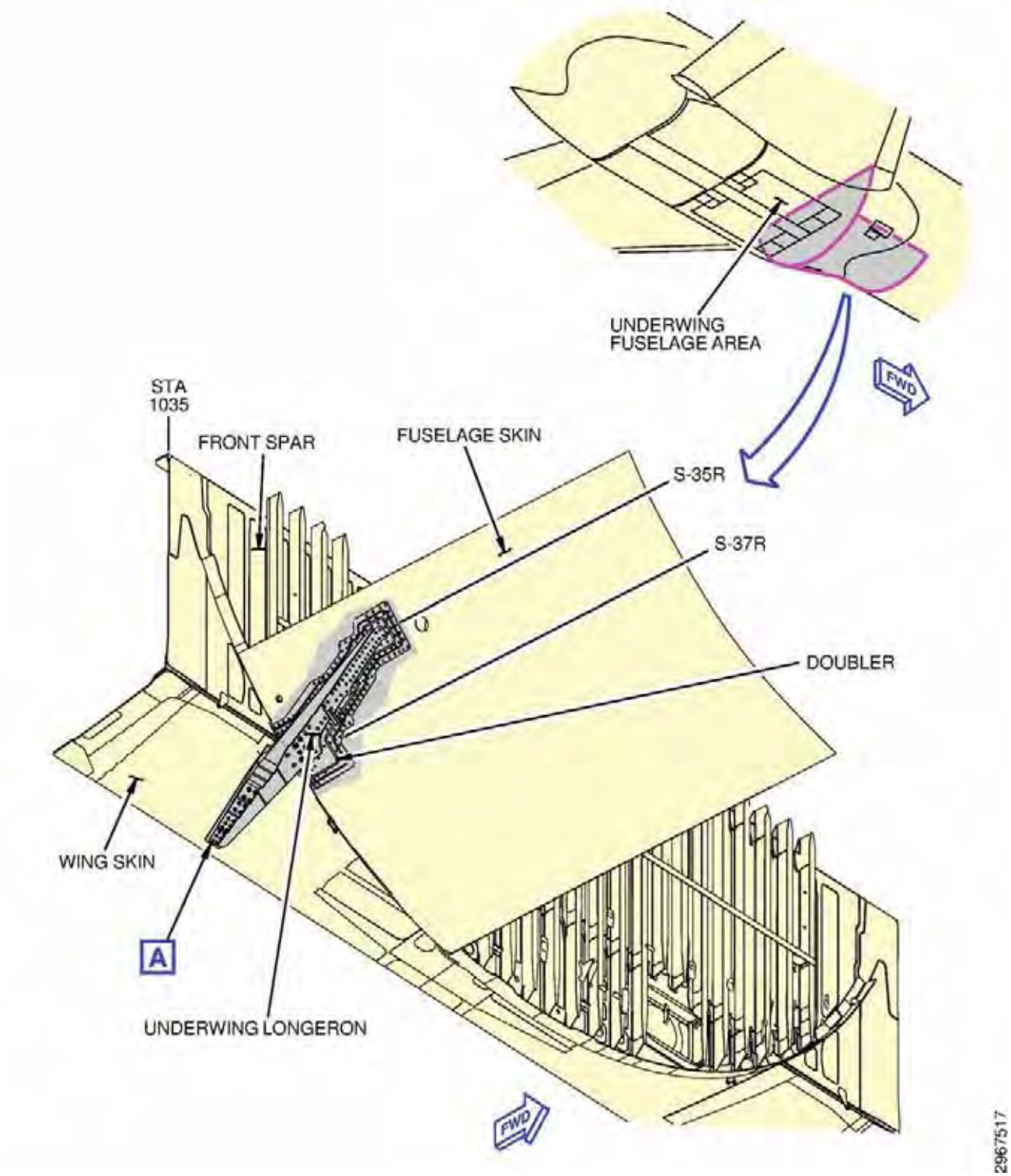


FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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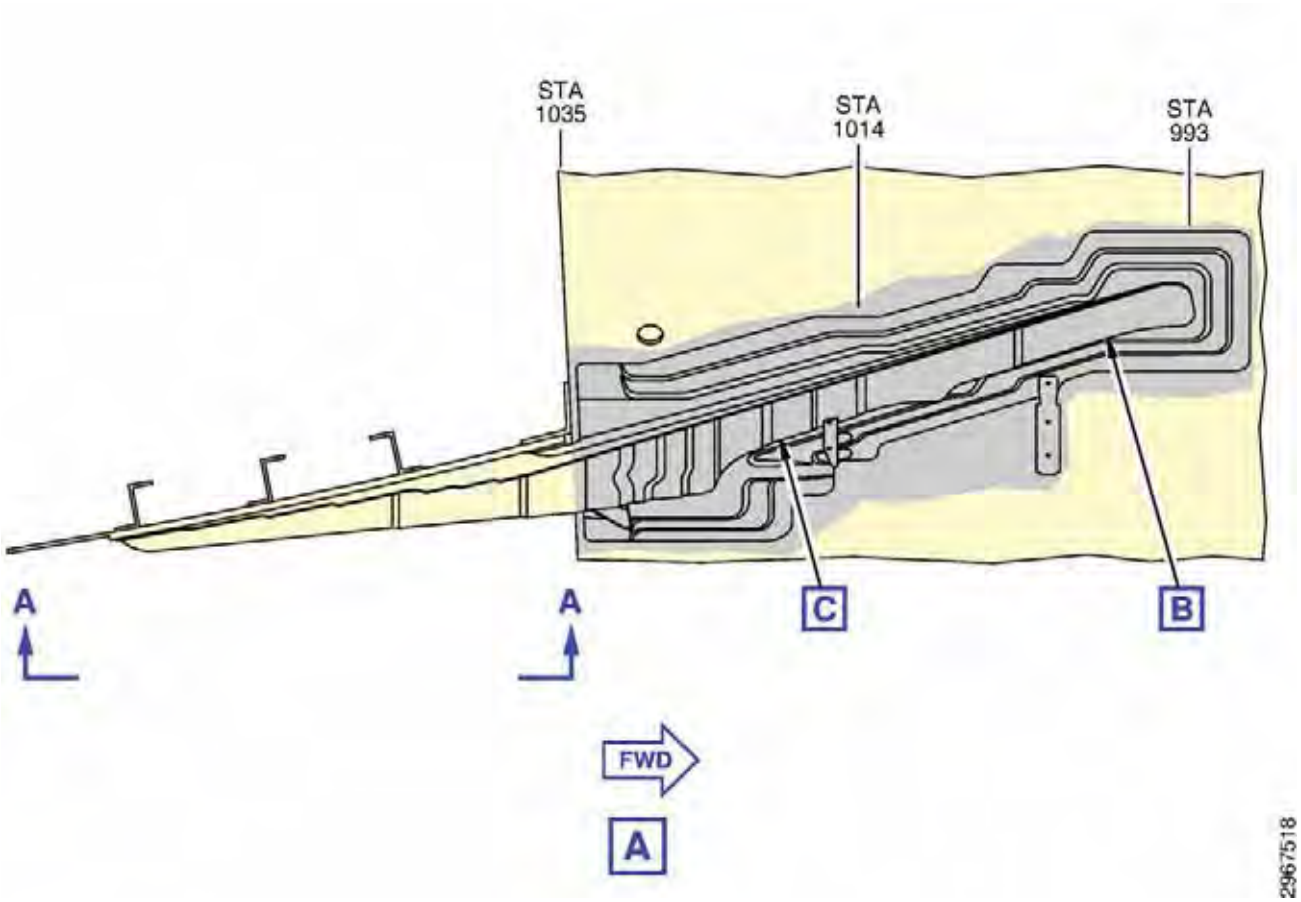


FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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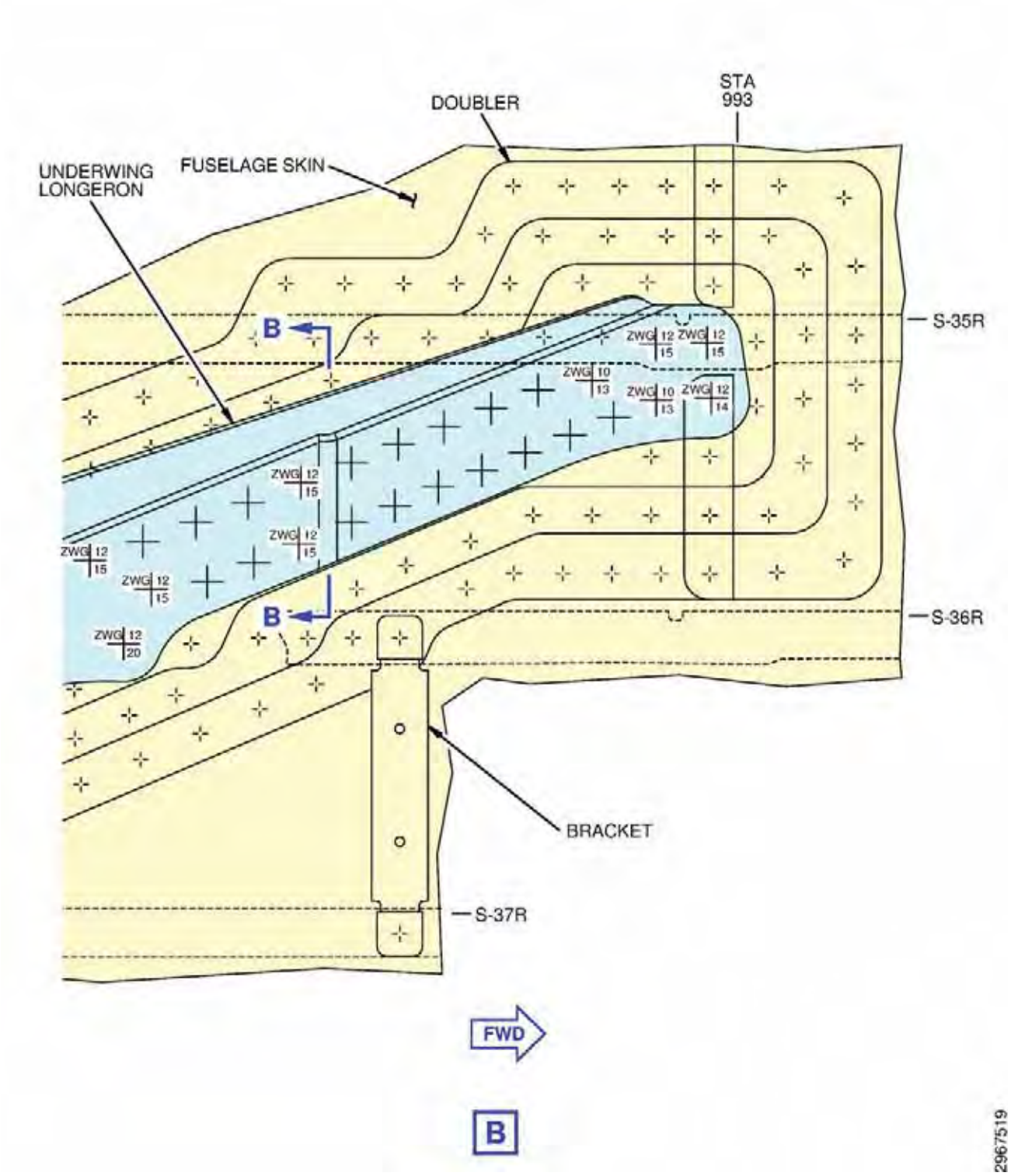


FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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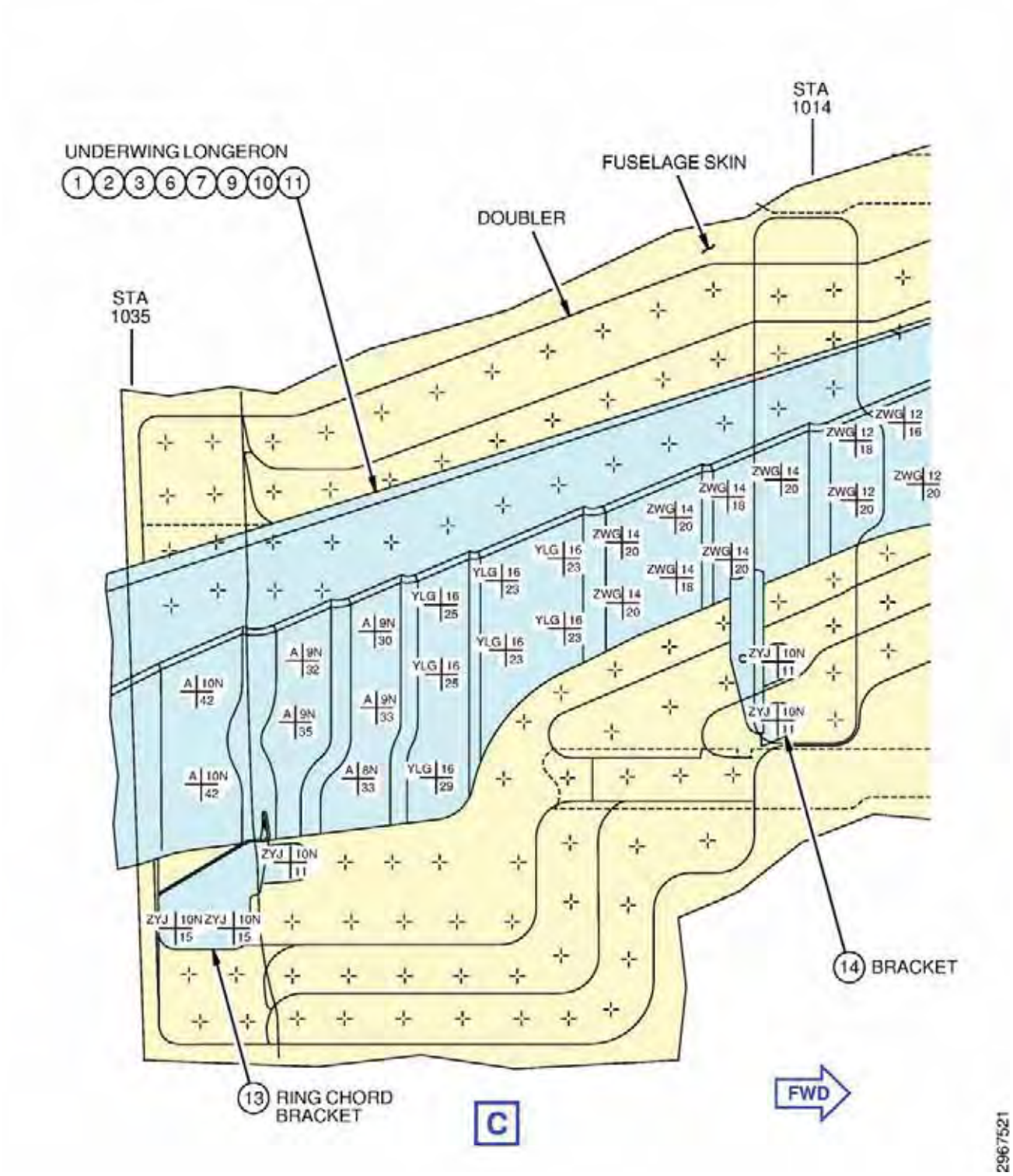


FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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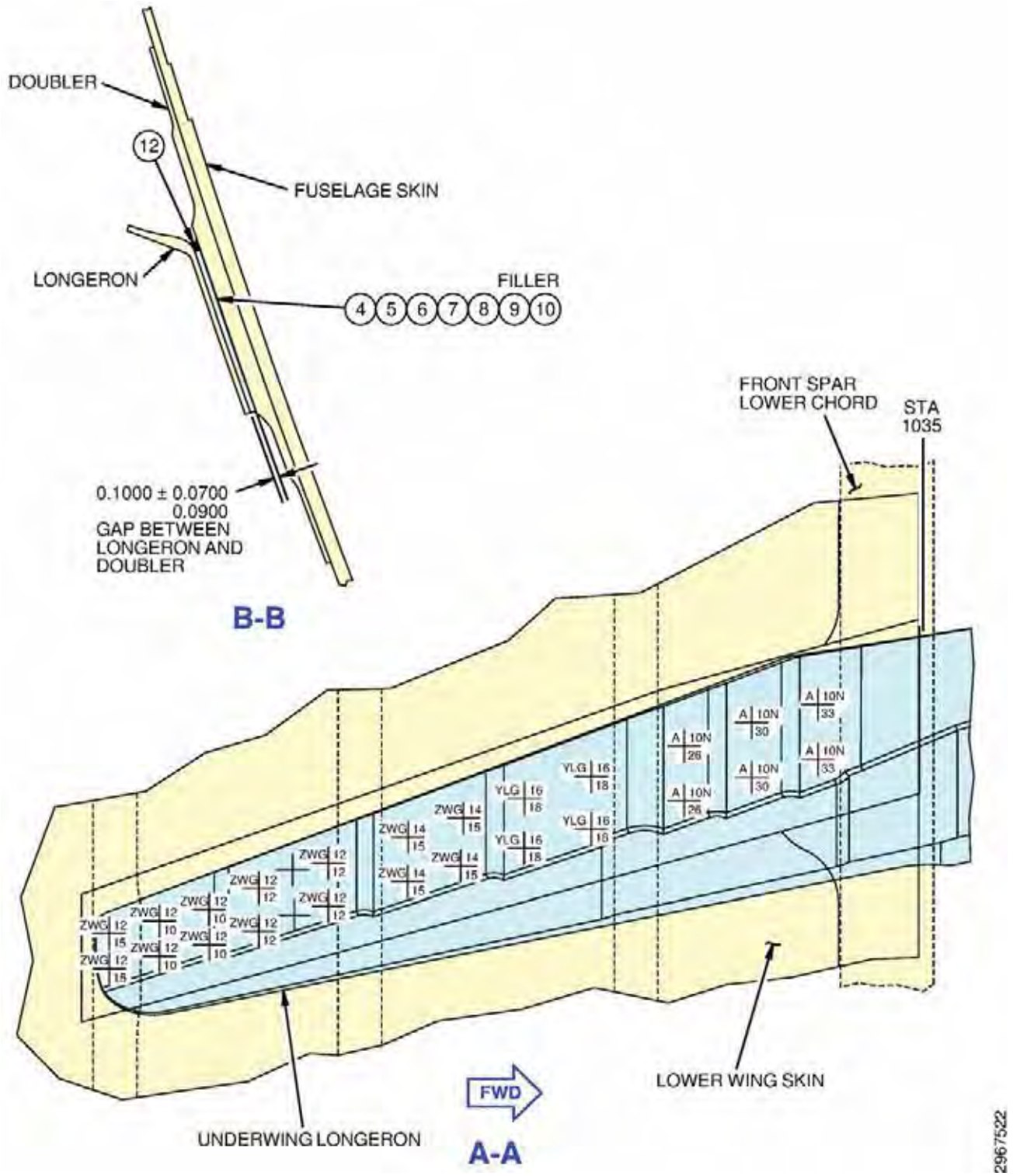


FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

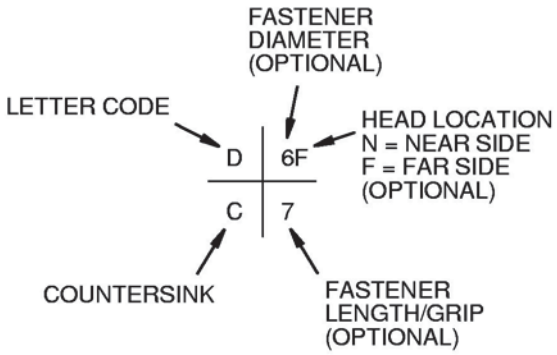
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYJ	BACB30NX8K()Y	BOLT	-	0.278 - 0.281	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()Y	BOLT	-	0.341 - 0.344	
	BACN10YT5CD	NUT	-		

FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
A	BACB30US8K()	BOLT	-	0.4995-0.5005	-
	BACW10BP8CD	WASHER	-		(a)
	BACW10BP8DP	WASHER	-		(b)
	BACN10HR8CD	NUT	-		-
	BACB30US8K()X	BOLT	-	0.5151-0.5161	(c)
	BACW10BP81CD	WASHER	-		(a)
	BACW10BP81DP	WASHER	-		(b)
	BACN10HR8CD	NUT	-		-
	BACB30US9K()	BOLT		0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-

(a) Install under head.

(b) Install under nut.

(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.

FIGURE 140: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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This Figure applies only to: Group 8, Configuration 1, 5, 9, 13.

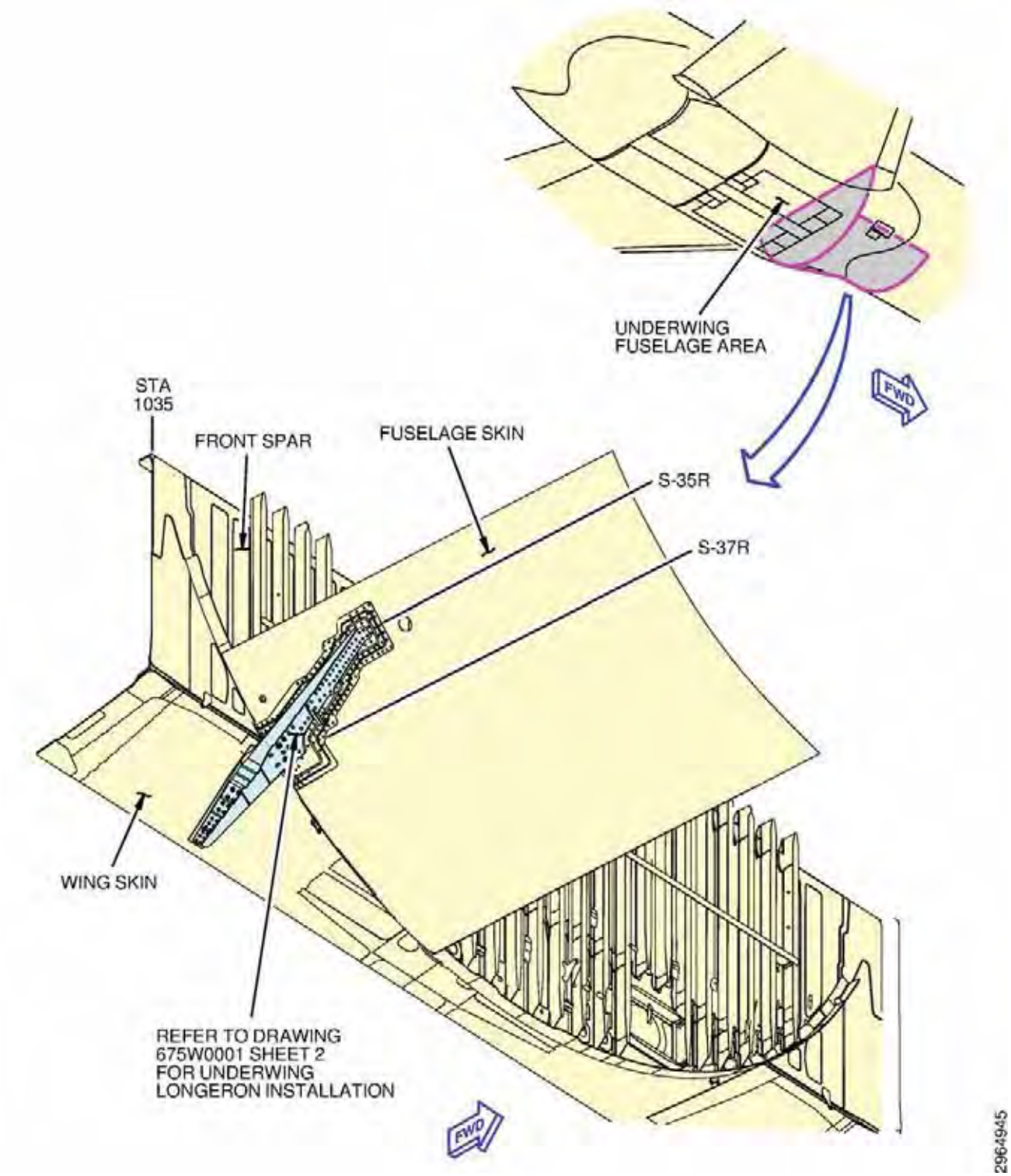


FIGURE 141: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 6)

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ALERT **ALERT**

The step numbers shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 2, Views 2B6-1, 2B28, 2D29, 1D4, 1F24 and 1H29 and Drawing 675W0001, Sheet 3, View 2B19-2. The QTY numbers shown below are the number of parts necessary for each figure.

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	Align using P4 and P1 pilot holes. (a)(b)(c)(d)
2	Measure	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	(e)(f)(g)
3	Remove / Keep	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	(c)(d)
4	Machine	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(f)(h)(i)
5	Install (Temporary)	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(c)(j)
	Install (Temporary)	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	(c)(d)(j)
6	Drill / Ream	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	Pick up existing wing skin holes. Refer to 777-300 SRM 51-40-05 as an accepted procedure. (b)(d)
	Drill / Ream	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	Pick up existing fuselage skin holes. (b)(c)(k)
	Drill / Ream	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	Pick up existing fuselage skin holes. (b)(c)(k)
7	Remove / Keep	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	Clean and break all sharp edges. (c)(d)
	Remove / Keep	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	Clean and break all sharp edges. (c)

FIGURE 141: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 6)

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Step	Task	Name	Identification	Qty	More Data
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure. (c)
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure. (c)
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(d)(l)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(c)(m)
10	Install (New)	FILLER - UNDERWING LONGERON	675W0003-7 (140W9254-304 OPTIONAL)	-	(c)(n)
	Install (New)	UNDERWING LONGERON, MACHINED	675W0003-6 (140W9255Y308 OPTIONAL)	-	(c)(d)(n)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure. (c)(d)
12	Apply	SEALANT	BMS 5-45	-	Apply cap seal to the fastener heads inside the center fuel tank. Refer to 777 AMM 28-11-00 as an accepted procedure. (d)

FIGURE 141: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 6)

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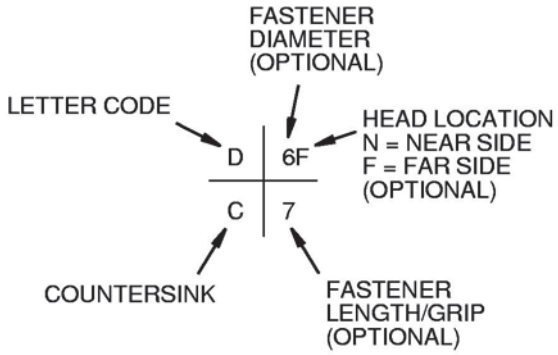
Step	Task	Name	Identification	Qty	More Data
13	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure. (f)
(a)	Put the longeron to the lower wing skin mating surface with a temporary fastener at the P4 location. Align the longeron P1 pilot hole to the P1 hole location on the doubler but do not fasten.				
(b)	Make sure all fasteners have minimum 1.7D edge margin.				
(c)	Accomplish task in accordance with drawing 675W0001, Sheet 2, Views 2B6-1, 2B28, and 2D29.				
(d)	Accomplish task in accordance with drawing 675W0001, Sheet 2, View 1D4.				
(e)	Apply a maximum force of 10 pounds to the P1 pilot hole location on the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use the 140W9254-303 shim or a substitute shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment.				
(f)	Accomplish task in accordance with drawing 675W0001, Sheet 2, View 1F24 and 1H29.				
(g)	For gaps greater than 0.005 inch between the longeron and the lower wing skin, shim using the 140W9254-303 shim or a substitute shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. The shim thickness must be between 0.01 - 0.075 inch. The gap after shimming and before fastener installation may not exceed 0.005 inch. All fasteners common to the shim and the longeron must go through the shim. The shim must have a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(h)	Machine filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(i)	If the gap between the doubler and the longeron is .005 - .080 inch, the 675W0003-7 (140W9254-304 optional) filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.				
(j)	Apply up to 10 pounds of force to the longeron at the P1 pilot hole location. Make sure the filler fills the gaps between the doubler and the machined longeron to within 0.005 inch.				
(k)	Refer to drawing 675W0001, Zone 2G5, Table II for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(l)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim if required. Refer to SOPM 20-50-19 as an accepted procedure.				

FIGURE 141: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 6)

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Step	Task	Name	Identification	Qty	More Data
(m) Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.					
(n) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1261 - 1339 pound-inches to BACB30US8K() fasteners, 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1319- 1339 pounds-inches to BACB30US8K() fasteners, 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.					

The codes shown below agree with the numbers shown in the circle symbols in Drawing 675W0001, Sheet 2. 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.



2314994

EXAMPLE OF FASTENER SYMBOL

Code	Name	Identification	Qty	Hole Dia	More Data
YYT	BACB30NX10K()	BOLT	-	(a)	(b)(c)
	BACC30BH10	COLLAR	-		
	BACB30NX12K()	BOLT	-	(a)	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()	BOLT	-	(a)	
	BACC30BH14	COLLAR	-		
YLK	BACB30NX16K()	BOLT	-	(a)	(b)(c)
	BACC30X16	COLLAR	-		
(a) Refer to drawing 675W0001, Zone 2G5, Table II for hole diameter sizes.					

FIGURE 141: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 6)

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Code	Name	Identification	Qty	Hole Dia	More Data
(b) Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure.					
(c) Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.					

FIGURE 141: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 6)

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This Figure applies only to: Group 9, Configuration 1, 3.

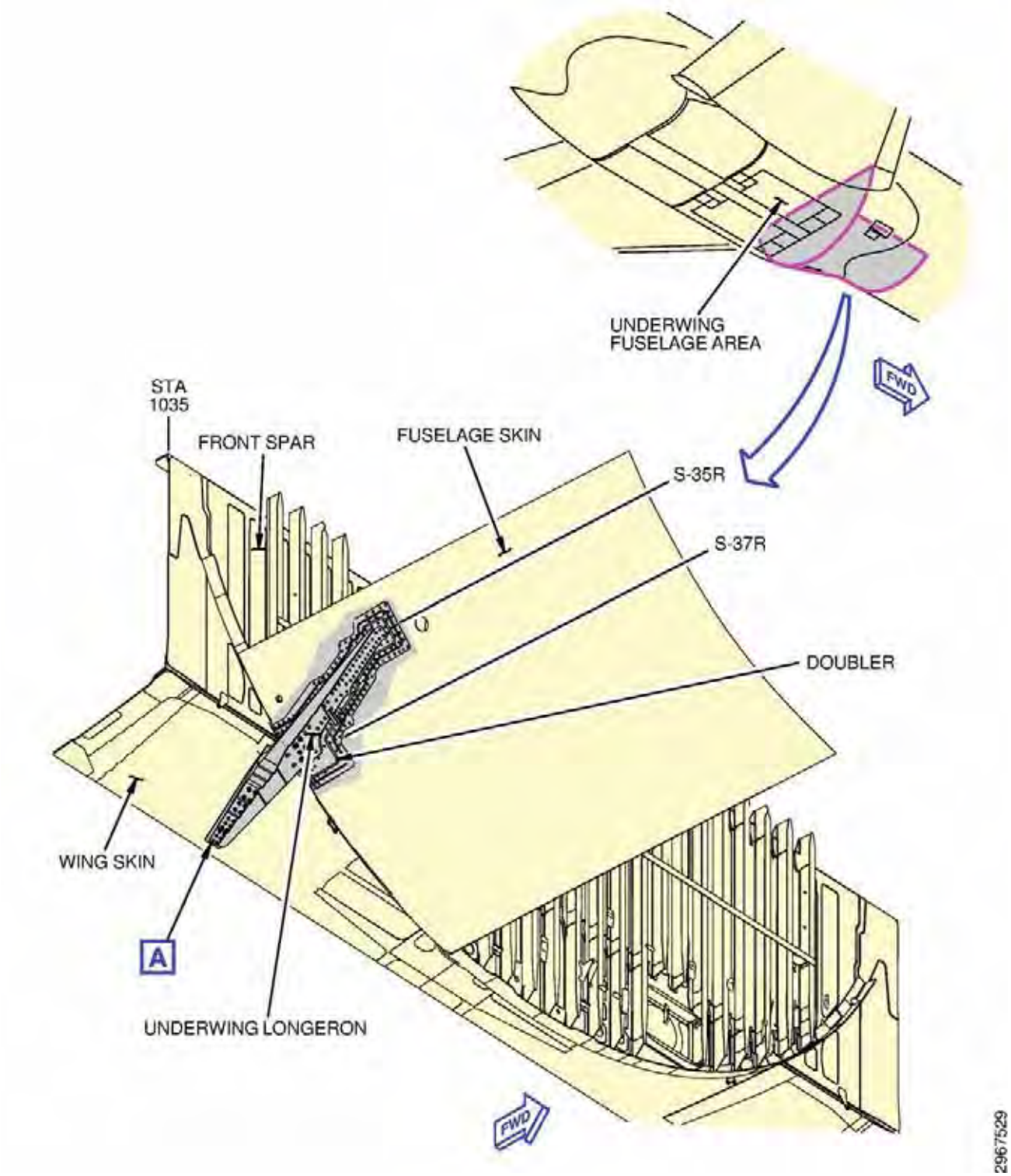


FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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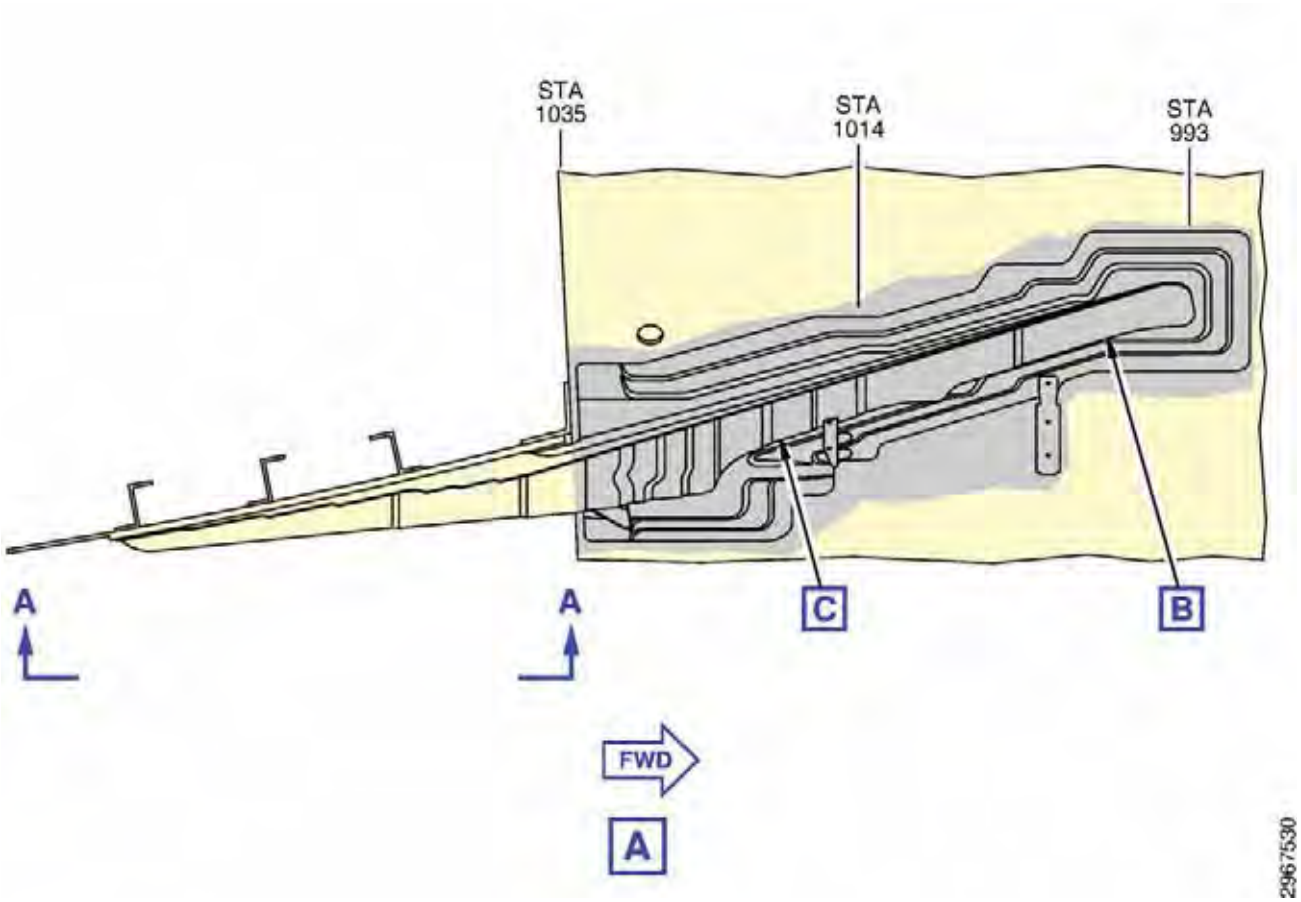


FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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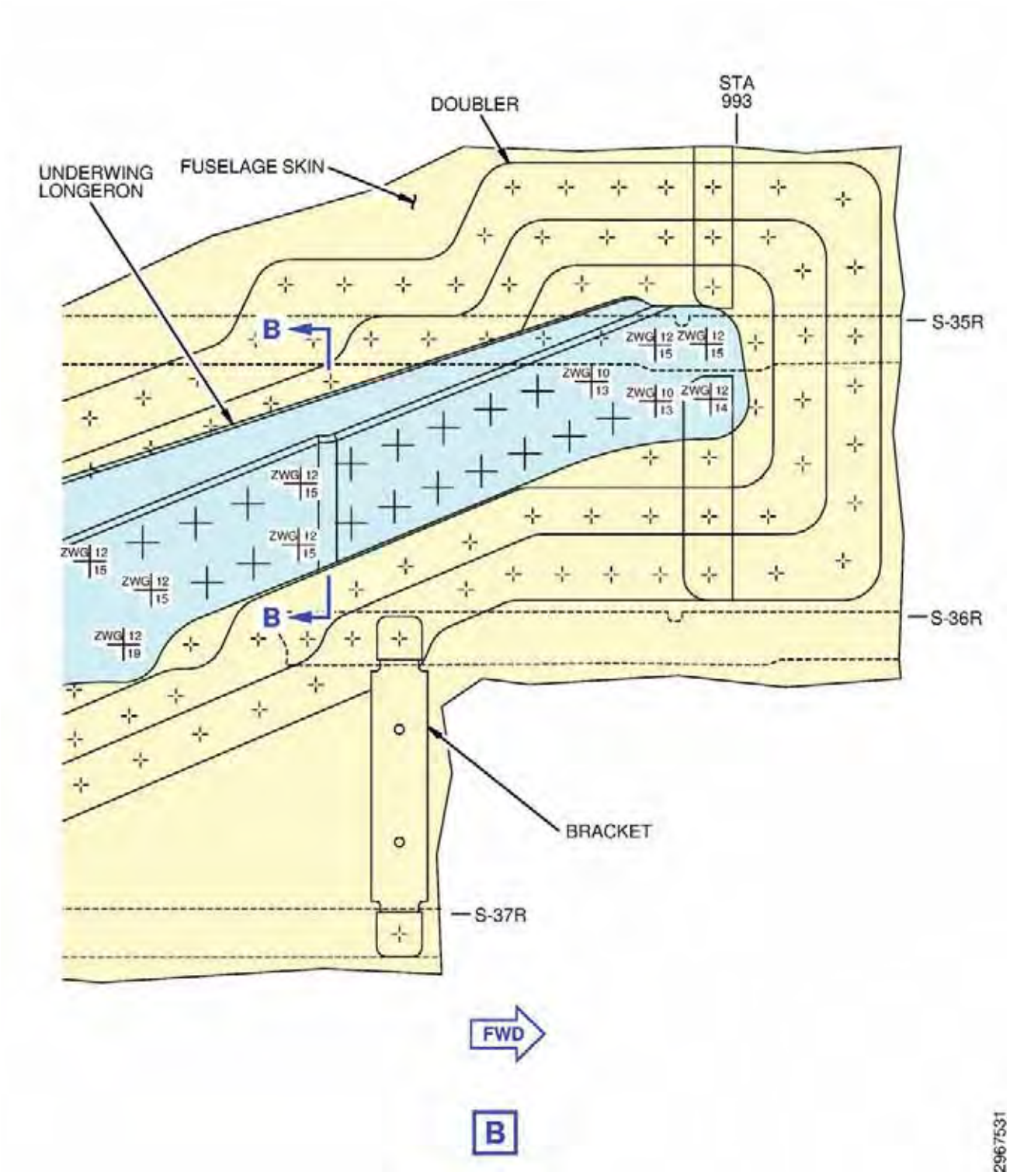


FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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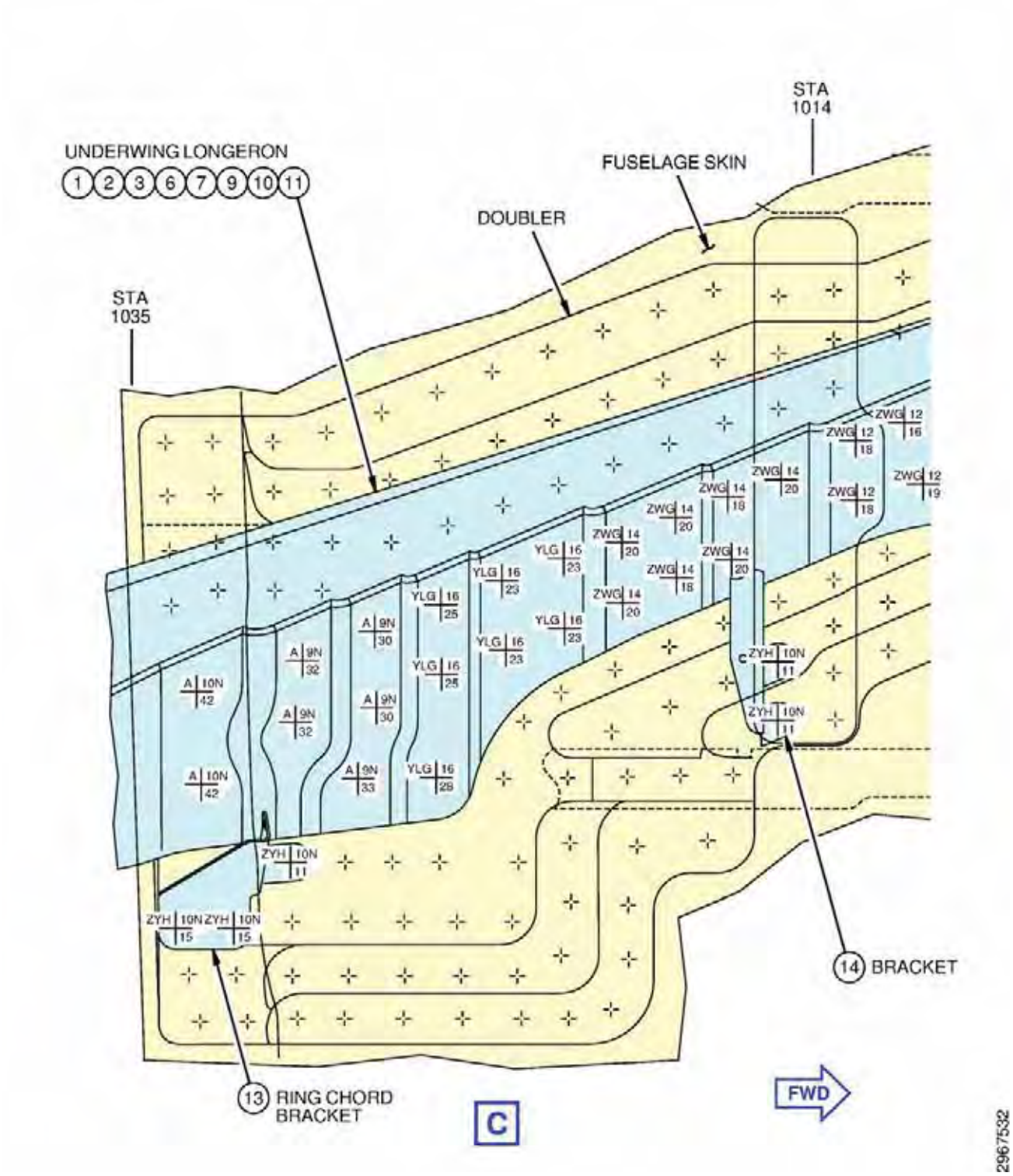


FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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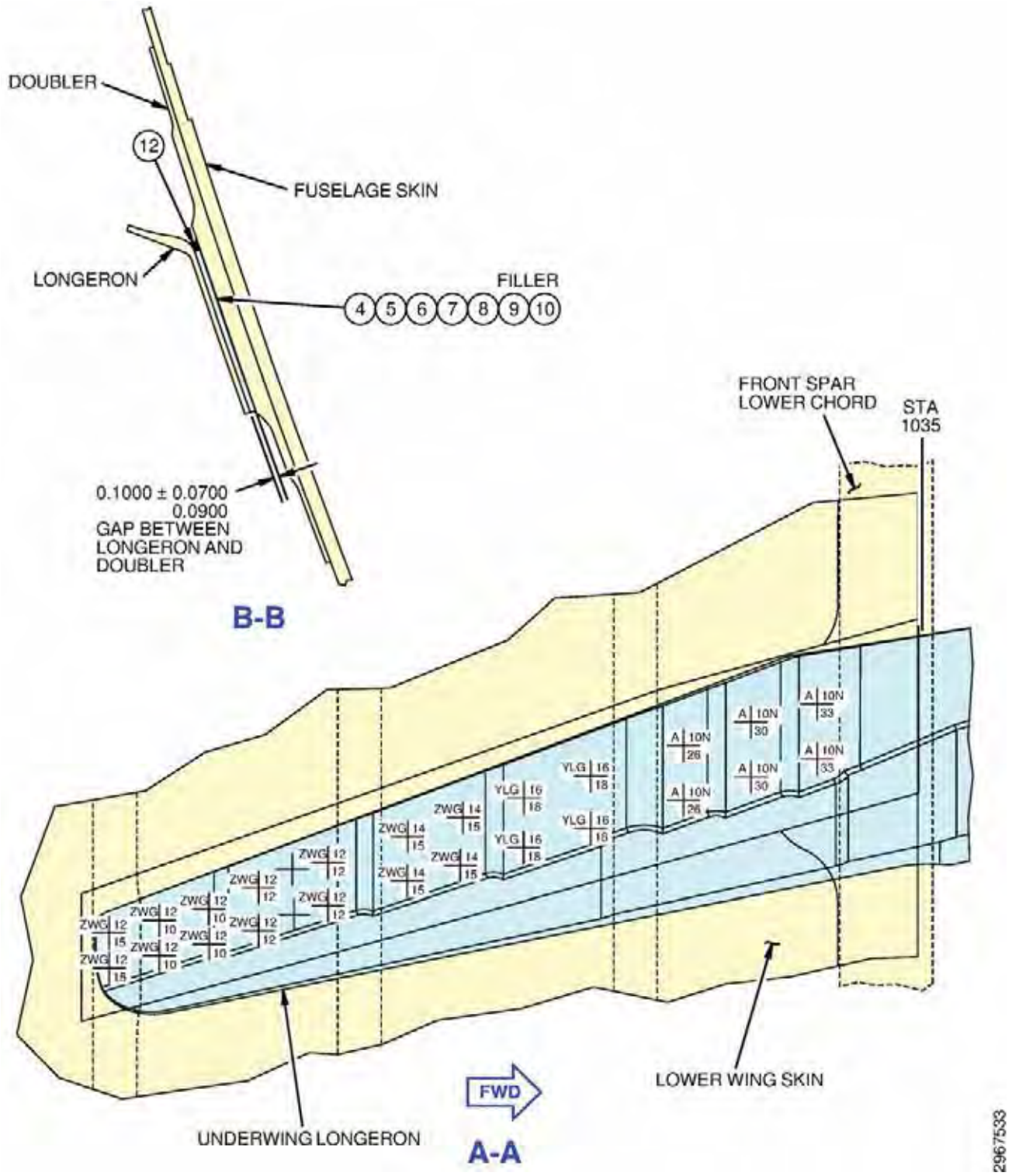


FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

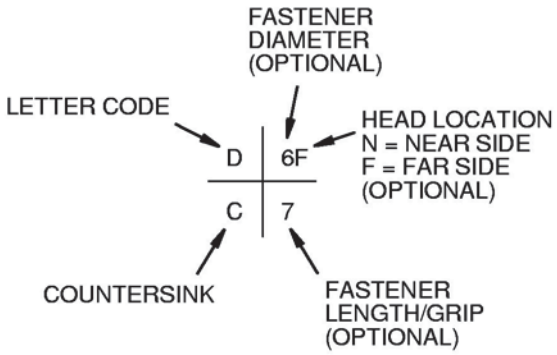
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYH	BACB30NX8K()X	BOLT	-	0.263 - 0.266	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()X	BOLT	-	0.325 - 0.328	
	BACN10YT5CD	NUT	-		
A	BACB30US9K()	BOLT	-	0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
(a) Install under head.					
(b) Install under nut.					

FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 142: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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This Figure applies only to: Group 8, Configuration 2, 6, 10, 14.

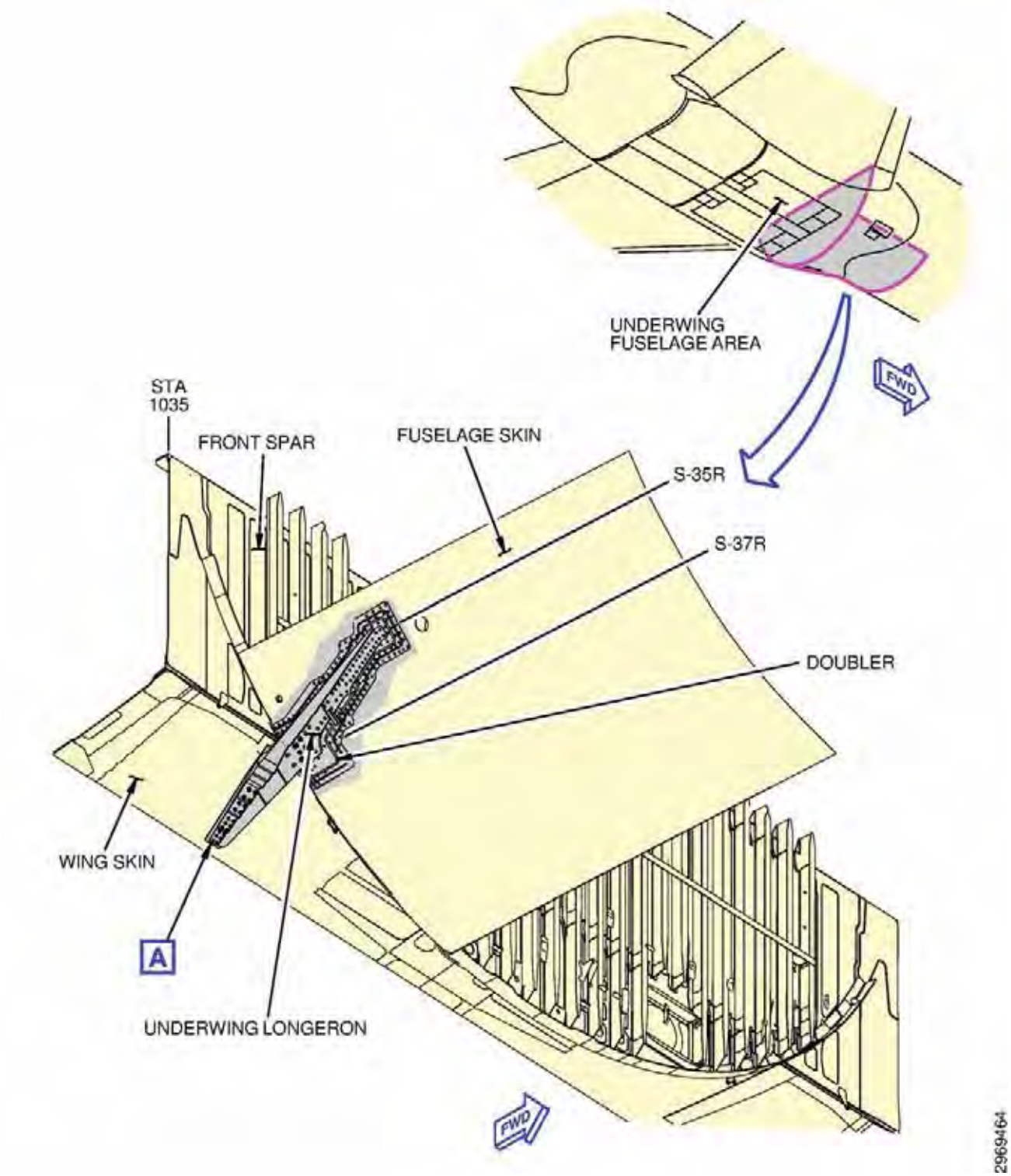


FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 1 OF 10)

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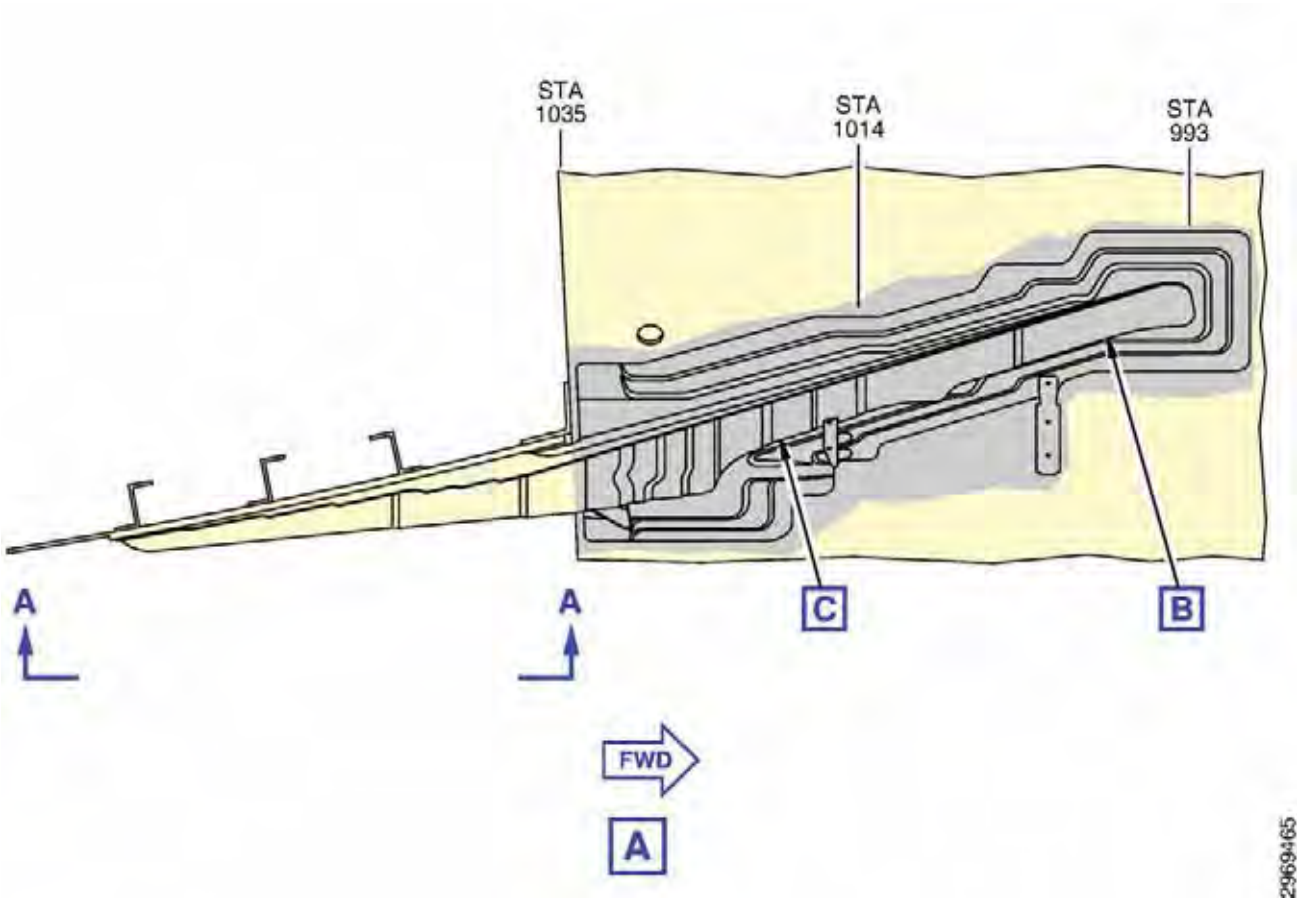


FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 2 OF 10)

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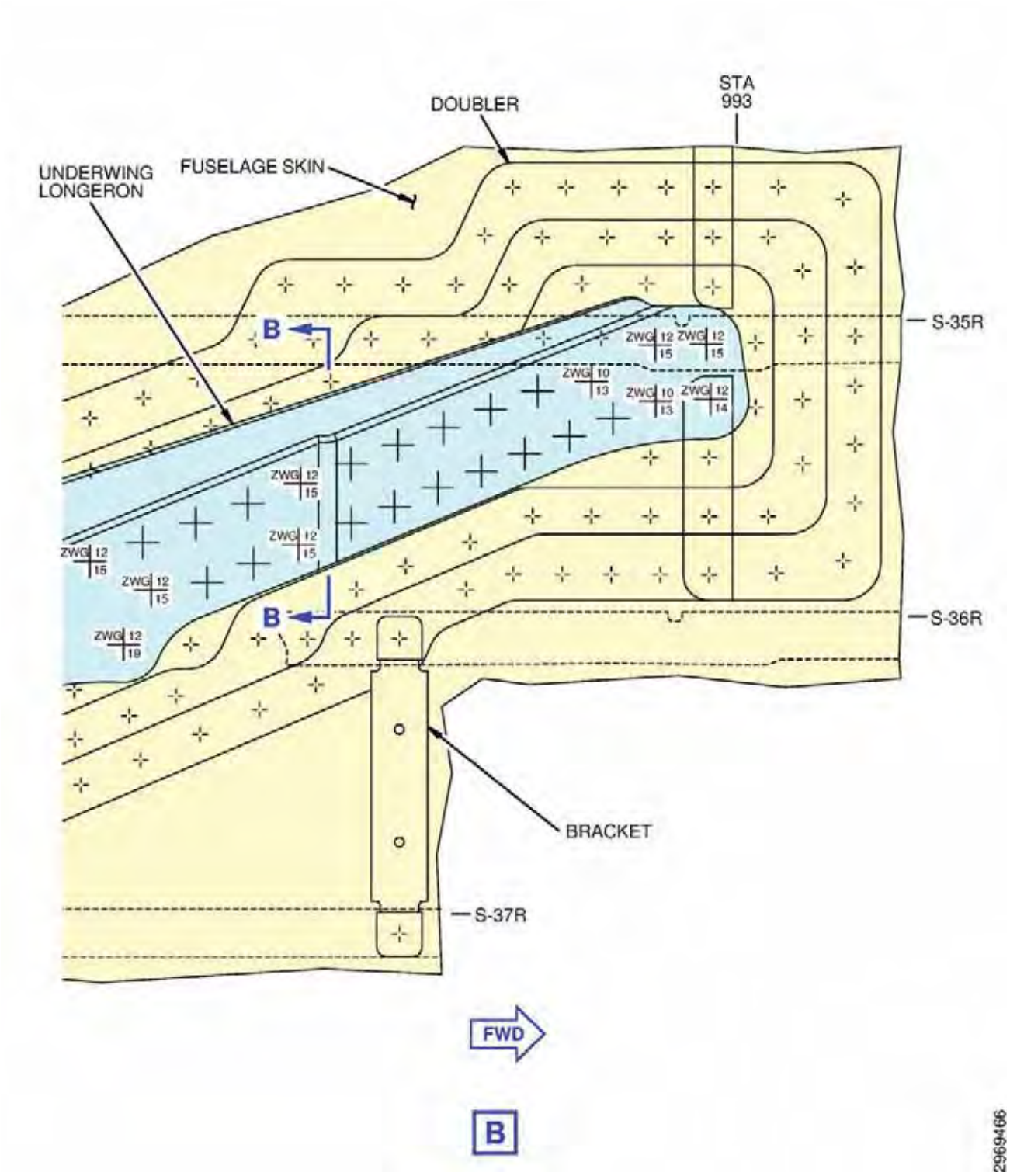


FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 3 OF 10)

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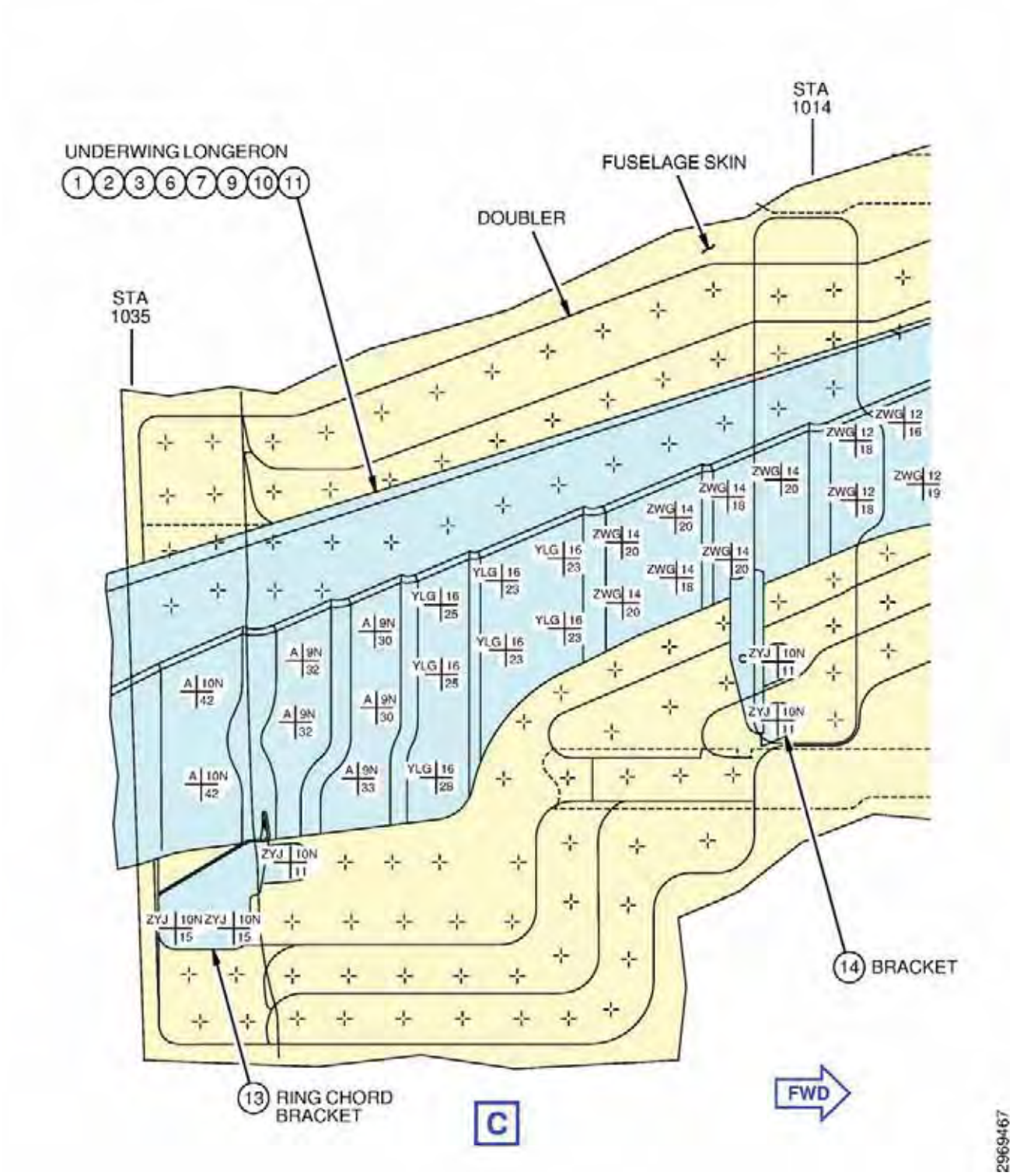


FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 4 OF 10)

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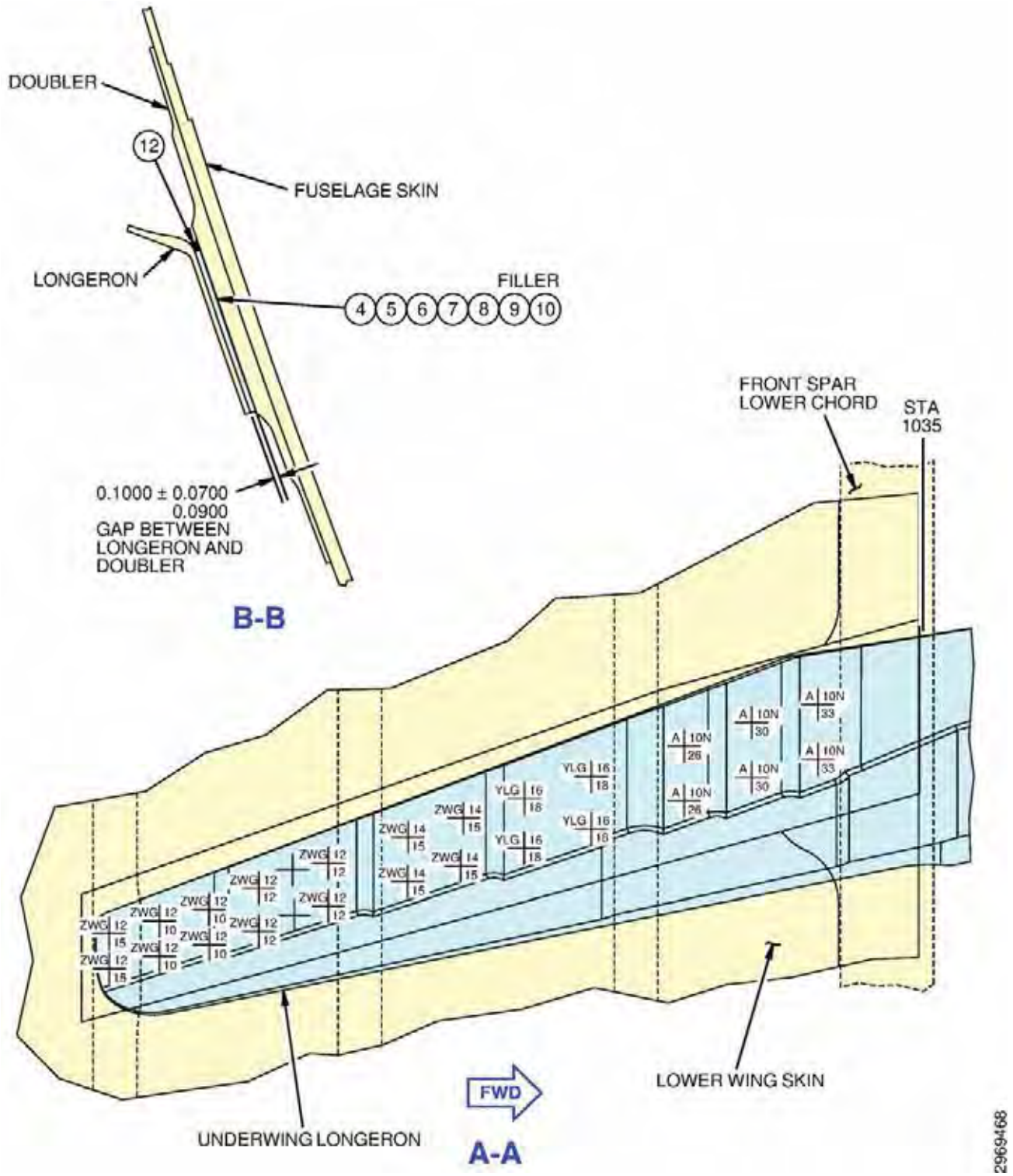


FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 5 OF 10)

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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	Put / Hold	UNDERWING LONGERON	-	-	(a)
2	Measure	UNDERWING LONGERON	-	-	(b)
3	Remove / Keep	UNDERWING LONGERON	-	-	-
4	Machine	FILLER - UNDERWING LONGERON	-	-	(c)(d)(e)
5	Drill	FILLER - UNDERWING LONGERON	-	-	Match drill new filler to fuselage. (f)
6	Drill / Ream	UNDERWING LONGERON	-	-	(f)(g)
	Drill / Ream	FILLER - UNDERWING LONGERON	-	-	(f)(g)
7	Remove / Keep	UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
	Remove / Keep	FILLER - UNDERWING LONGERON	-	-	Clean and break all sharp edges. Refer to BAC 5300.
8	Apply	CHEMICAL CONVERSION COATING	TYPE 2, CLASS A	-	Apply one coat of chemical conversion coating to bare metal surfaces of the filler. Refer to SOPM 20-43-03 as an accepted procedure.
	Apply	PRIMER	BMS 10-11 TYPE I	-	Apply two coats of primer to the filler. Refer to SOPM 20-41-02 as an accepted procedure.
9	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(h)
	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	(i)

FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 6 OF 10)

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Step	Task	Name	Identification	Qty	More Data
10	Install (Kept)	FILLER - UNDERWING LONGERON	-	-	-
	Install (Kept)	UNDERWING LONGERON	-	-	(j)(k)(l)
11	Apply	SEALANT	BMS 5-95 (BMS 5-45 OPTIONAL)	-	Apply fillet seal to fastener heads, collars,and nuts common to the longeron. Refer to SOPM 20-50-19 as an accepted procedure.
12	Apply	SEALANT	BMS 5-142 (BMS 5-95 OR BMS 5-45 OPTIONAL)	-	Apply BMS 5-142 fillet seal to edges of the machined longeron. Refer to SOPM 20-50-19 as an accepted procedure.
13	Install (Kept)	BRACKET	-	-	(g)(k)
14	Install (Kept)	BRACKET	-	-	(g)(k)

(a) Put the kept longeron to the lower wing skin mating surface with a temporary fasteners.

(b) Apply a maximum force of 10 pounds to the longeron to achieve a gap of 0.010 - 0.170 inches between the doubler and longeron. Measure the gap between the doubler and longeron. If unable to locate the longeron and meet gap requirements then use a shim, made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy, between the longeron and lower wing skin for adjustment. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

(c) If required machine kept filler to match gap measurements within 0.000 - 0.005 inch. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges.

(d) If the gap between the doubler and the longeron is .005 - .080 inch, the kept filler may be substituted by a shim made of 7075-T73 (7075-T6 or 2024-T4 or 2024-T3 optional) Aluminum Alloy. Refer to SOPM 20-50-20 as an accepted procedure. Shim thickness must be between 0.01 and 0.075 in. The gap after shimming may not exceed 0.005 inch. Shim must pick up all fasteners common to the longeron and fuselage skin. Maintain a minimum 2D edge margin. Maintain a surface roughness of 125 microinches RA or better. Remove sharp edges. Apply one coat of chemical conversion coating to bare metal surfaces of the shim. Refer to SOPM 20-43-03 as an accepted procedure. Apply two coats of BMS 10-11 TYPE I primer. Refer to SOPM 20-41-02 as an accepted procedure.

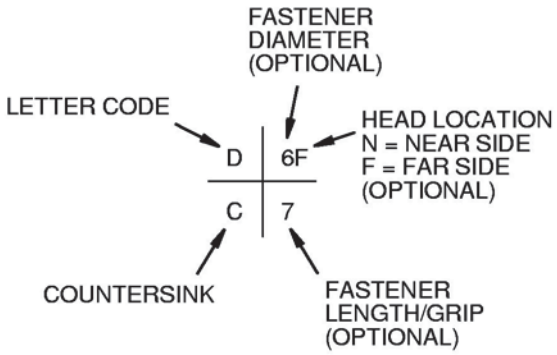
(e) If kept filler does not meet required fit tolerances, install a new 140W9254-404 filler.

FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 7 OF 10)

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Step	Task	Name	Identification	Qty	More Data
(f)	Maintain a minimum 1.7D edge margin for fastener locations.				
(g)	Refer to fastener code table for hole diameter sizes. Refer to 777-300 SRM 51-40-05 as an accepted procedure.				
(h)	Apply faying surface seal to the filler and the longeron common to the doubler. Refer to SOPM 20-50-19 as an accepted procedure.				
(i)	Apply corrosion faying surface seal to surfaces common to the longeron and the wing skin, and to both sides of the shim. Refer to SOPM 20-50-19 as an accepted procedure.				
(j)	Install fasteners wet with BMS 5-95 (BMS 5-45 OPTIONAL) sealant. Refer to SOPM 20-50-19 and 777-300 SRM 51-40-02 as an accepted procedure. All fasteners common to the wing skin shall be installed with heads up and collars or nuts down. Apply an initial torque of 1746 -1854 pound-inches to BACB30US9K() fasteners, and 2231 - 2369 pounds-inches to BACB30US10K() fasteners. After a minimum of 20 minutes from the initial torque application, torque within 20 pounds-inches of maximum torque 1834 - 1854 pound-inches to BACB30US9K() fasteners, and 2349 - 2369 pound-inches to BACB30US10K() fasteners. Complete the torquing before the sealant application life expires. Install collars onto BACB30NX bolts. Refer to 777-300 SRM 51-40-02 as an accepted procedure.				
(k)	Refer to fastener code table.				
(l)	Torque fasteners to underwing longeron. Refer to 777-300 SRM 51-40-04 as an accepted procedure.				

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.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 8 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
ZWG	BACB30NX10K()X	BOLT	-	0.325 - 0.328	-
	BACC30BH10	COLLAR	-		
	BACB30NX12K()X	BOLT	-	0.388 - 0.391	
	BACC30BH12	COLLAR	-		
	BACB30NX14K()X	BOLT	-	0.450 - 0.453	
	BACC30BH14	COLLAR	-		
YLG	BACB30NX16K()X	BOLT	-	0.513 - 0.516	-
	BACC30X16	COLLAR	-		
ZYJ	BACB30NX8K()Y	BOLT	-	0.278 - 0.281	-
	BACN10YT4CD	NUT	-		
	BACB30NX10K()Y	BOLT	-	0.341 - 0.344	
	BACN10YT5CD	NUT	-		
A	BACB30US9K()	BOLT	-	0.5620-0.5630	-
	BACW10BP9CD	WASHER	-		(a)
	BACW10BP9DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US9K()X	BOLT	-	0.5776 - 0.5786	(c)
	BACW10BP91CD	WASHER	-		(a)
	BACW10BP91DP	WASHER	-		(b)
	BACN10HR9CD	NUT	-		-
	BACB30US10K()	BOLT	-	0.6245-0.6255	-
	BACW10BP10CD	WASHER	-		(a)
	BACW10BP10DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
	BACB30US10K()X	BOLT	-	0.6401 - 0.6411	(c)
	BACW10BP101CD	WASHER	-		(a)
	BACW10BP101DP	WASHER	-		(b)
	BACN10HR10CD	NUT	-		-
(a) Install under head.					
(b) Install under nut.					

FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 9 OF 10)

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Code	Name	Identification	Qty	Hole Dia	More Data
(c) Only use oversize fastener if the hole requires clean up and is reamed to 1st oversize. If holes require clean up after fastener removal, hole can be reamed to 1st oversize. Ream the hole to1st oversize final hole diameter. Do an open hole High Frequency Eddy Current Inspection on oversized hole to make sure it is free of any crack in accordance with 777 NDT Manual Part 6, 51-00-02. If any crack found, contact The Boeing Company for repair instructions and do the repair.					

FIGURE 143: RIGHT SIDE UNDERWING LONGERON INSTALLATION (SHEET 10 OF 10)

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This Figure applies only to: Group 2, Configuration 1-2, 5-6, 9-10, 13-14; Group 3, Configuration 1-2, 5-6, 9-10, 13-14; Group 4, Configuration 1, 3; Group 5, Configuration 1-2, 5-6, 9-10, 13-14; Group 6, Configuration 1, 3.

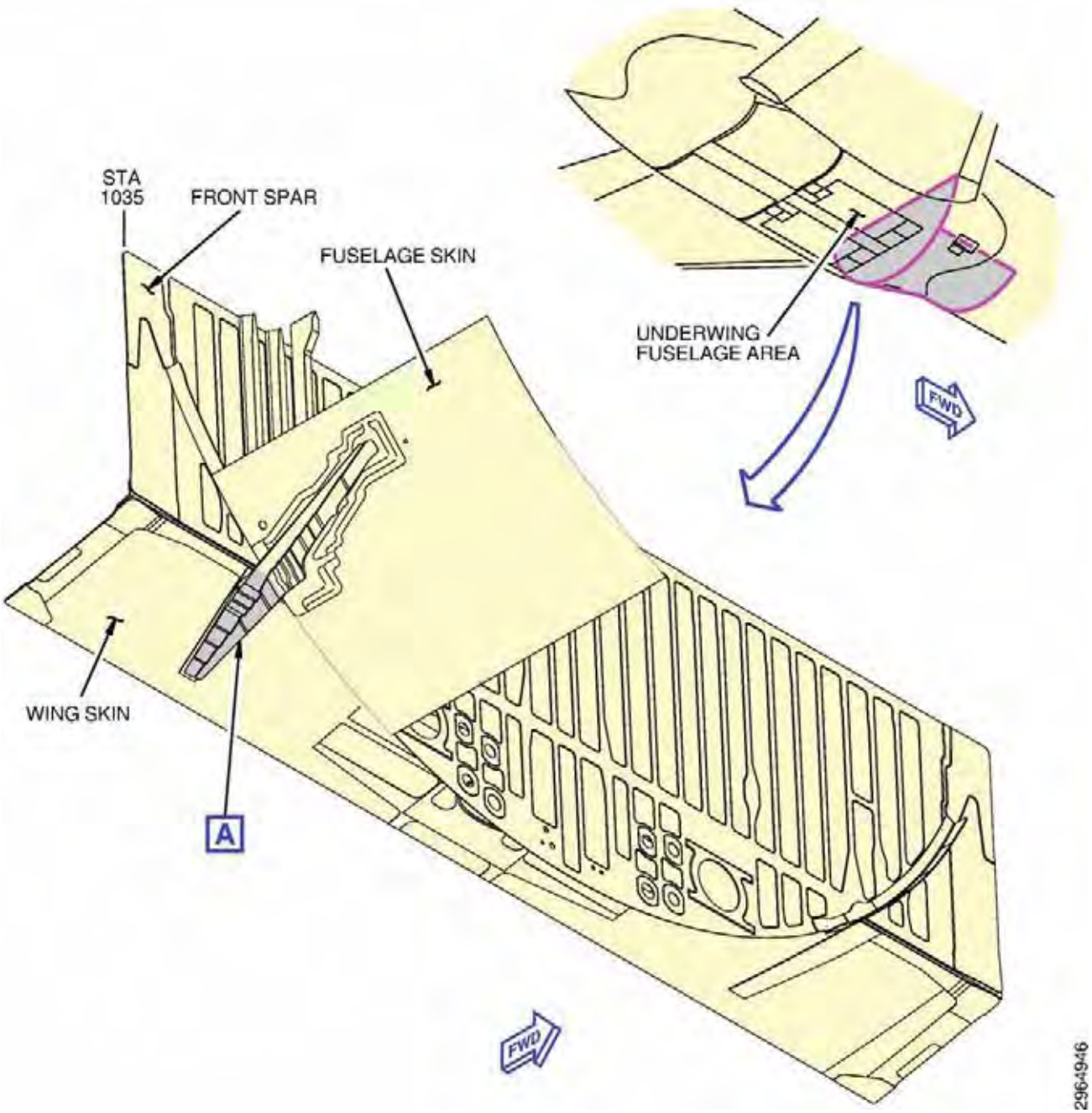
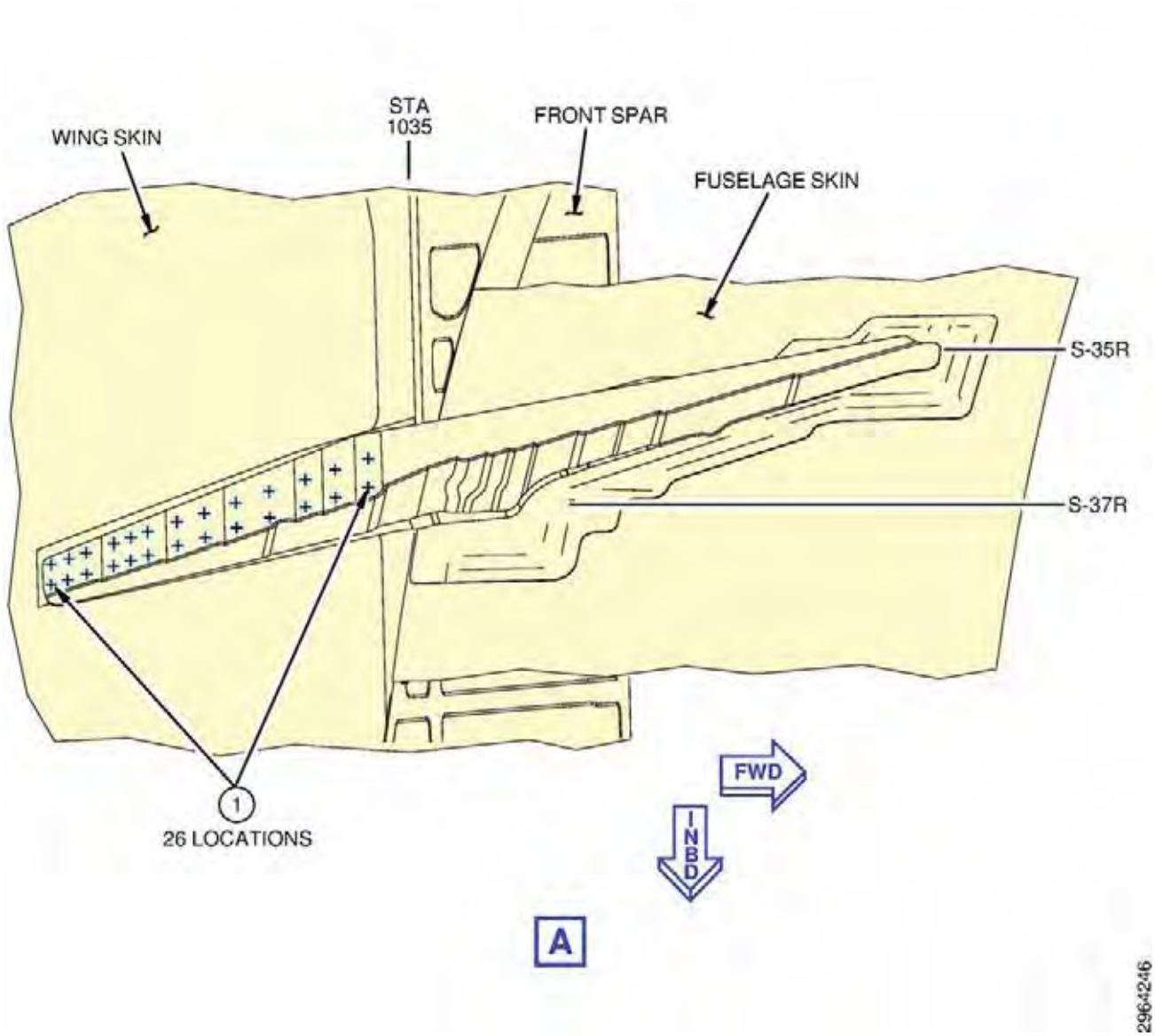


FIGURE 144: RIGHT SIDE UNDERWING LONGERON CAP SEAL APPLICATION (SHEET 1 OF 2)

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

Step	Task	Name	Identification	Qty	More Data
1	Apply	SEALANT	BMS 5-45	-	(a)
(a) Apply cap seal to the fastener heads and/or fastener threads and collars inside the center fuel tank. Refer to 777 AMM 28-11-00 as an accepted procedure.					

FIGURE 144: RIGHT SIDE UNDERWING LONGERON CAP SEAL APPLICATION (SHEET 2 OF 2)

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This Figure applies only to: Group 2, Configuration 1-2, 5-6, 9-10, 13-14; Group 3, Configuration 1-2, 5-6, 9-10, 13-14; Group 5, Configuration 1-2, 5-6, 9-10, 13-14; Group 7, Configuration 1-2, 5-6, 9-10, 13-14; Group 8, Configuration 1-2, 5-6, 9-10, 13-14.

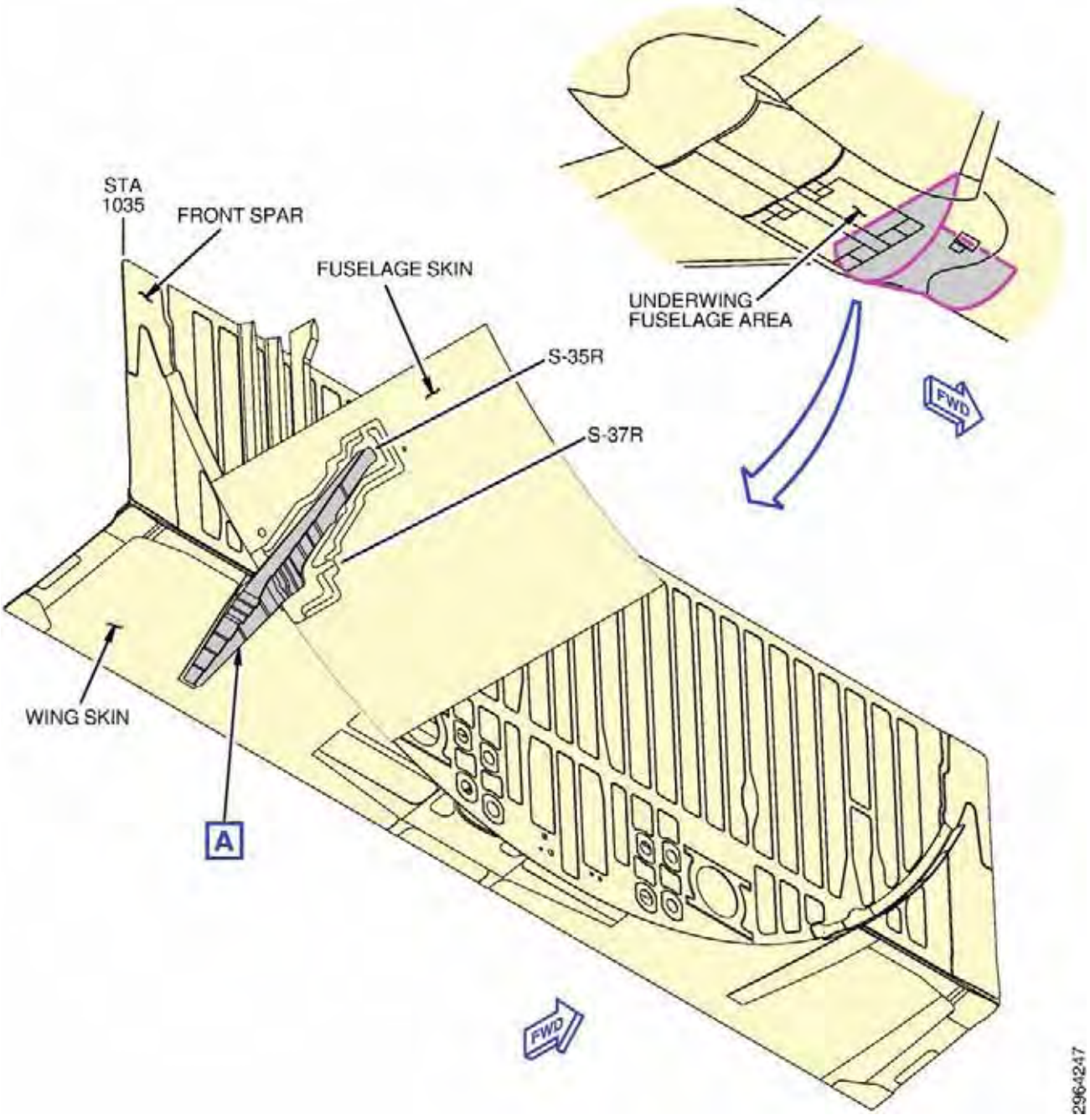


FIGURE 145: RIGHT SIDE POST MODIFICATION UNDERWING LONGERON INSPECTION (SHEET 1 OF 3)

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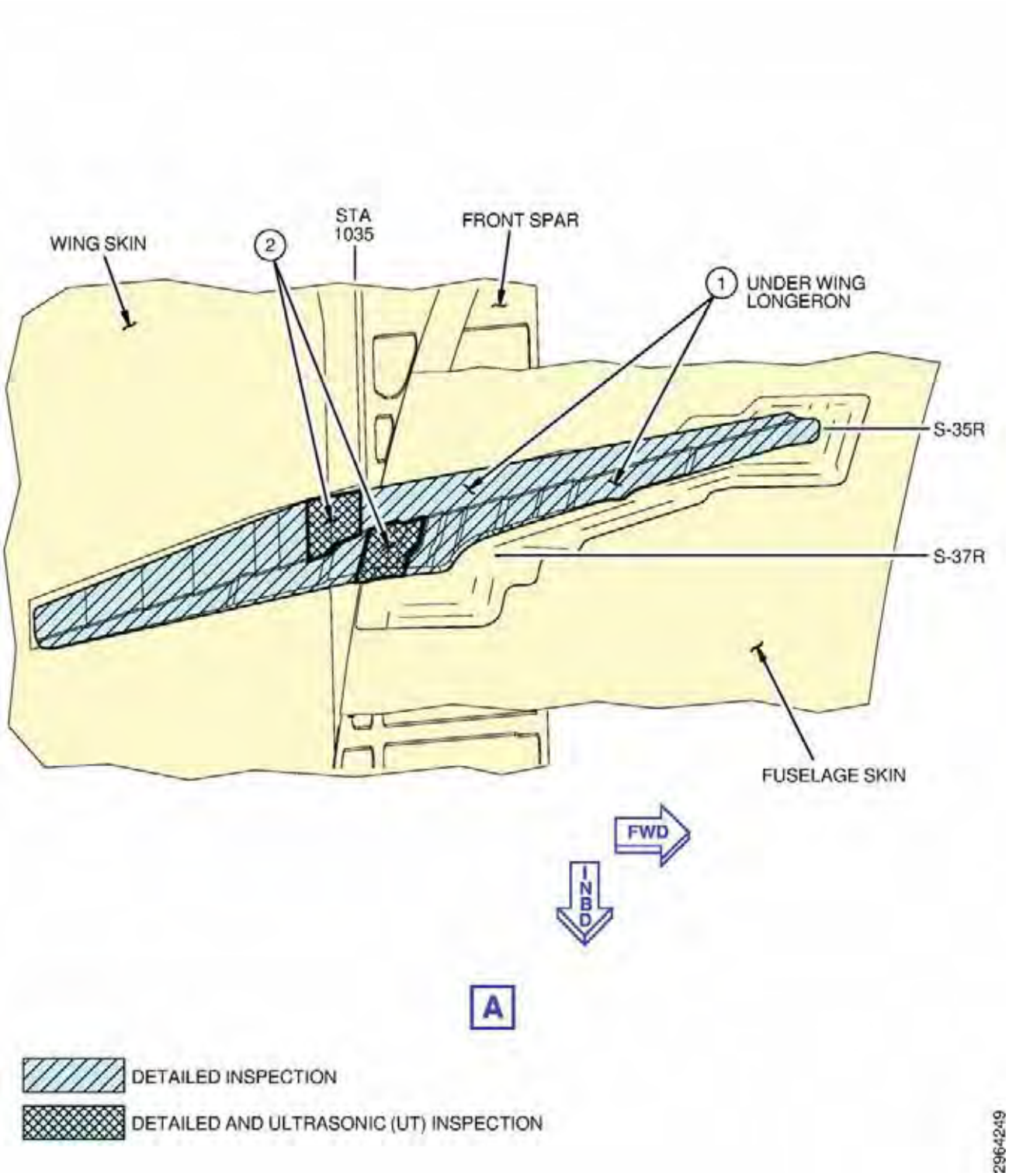


FIGURE 145: RIGHT SIDE POST MODIFICATION UNDERWING LONGERON INSPECTION (SHEET 2 OF 3)

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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	UNDERWING LONGERON	-	-	(a)
2	Inspect	UNDERWING LONGERON	-	-	(a)(b)
(a) Do a detailed inspection of the underwing longeron for any crack.					
(b) Do an Ultrasonic inspection on the underwing longeron for any crack in accordance with 777 NDT Manual Part 4, 53-40-06.					

FIGURE 145: RIGHT SIDE POST MODIFICATION UNDERWING LONGERON INSPECTION (SHEET 3 OF 3)

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This Figure applies only to: Group 2, Configuration 1-2, 5-6, 9-10, 13-14; Group 3, Configuration 1-2, 5-6, 9-10, 13-14; Group 5, Configuration 1-2, 5-6, 9-10, 13-14; Group 7, Configuration 1-2, 5-6, 9-10, 13-14; Group 8, Configuration 1-2, 5-6, 9-10, 13-14.

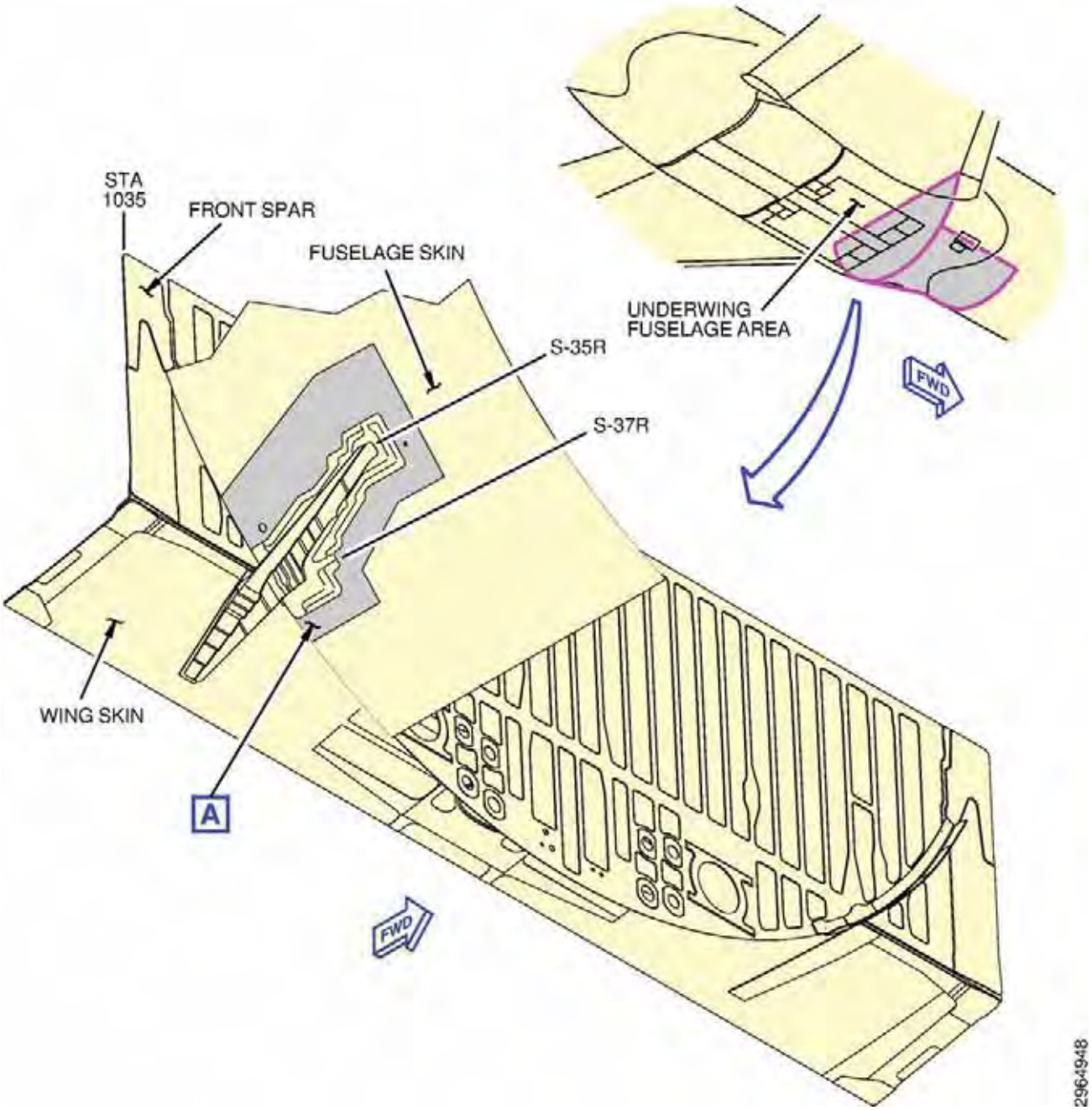


FIGURE 146: RIGHT SIDE POST MODIFICATION FUSELAGE SKIN INSPECTION (SHEET 1 OF 3)

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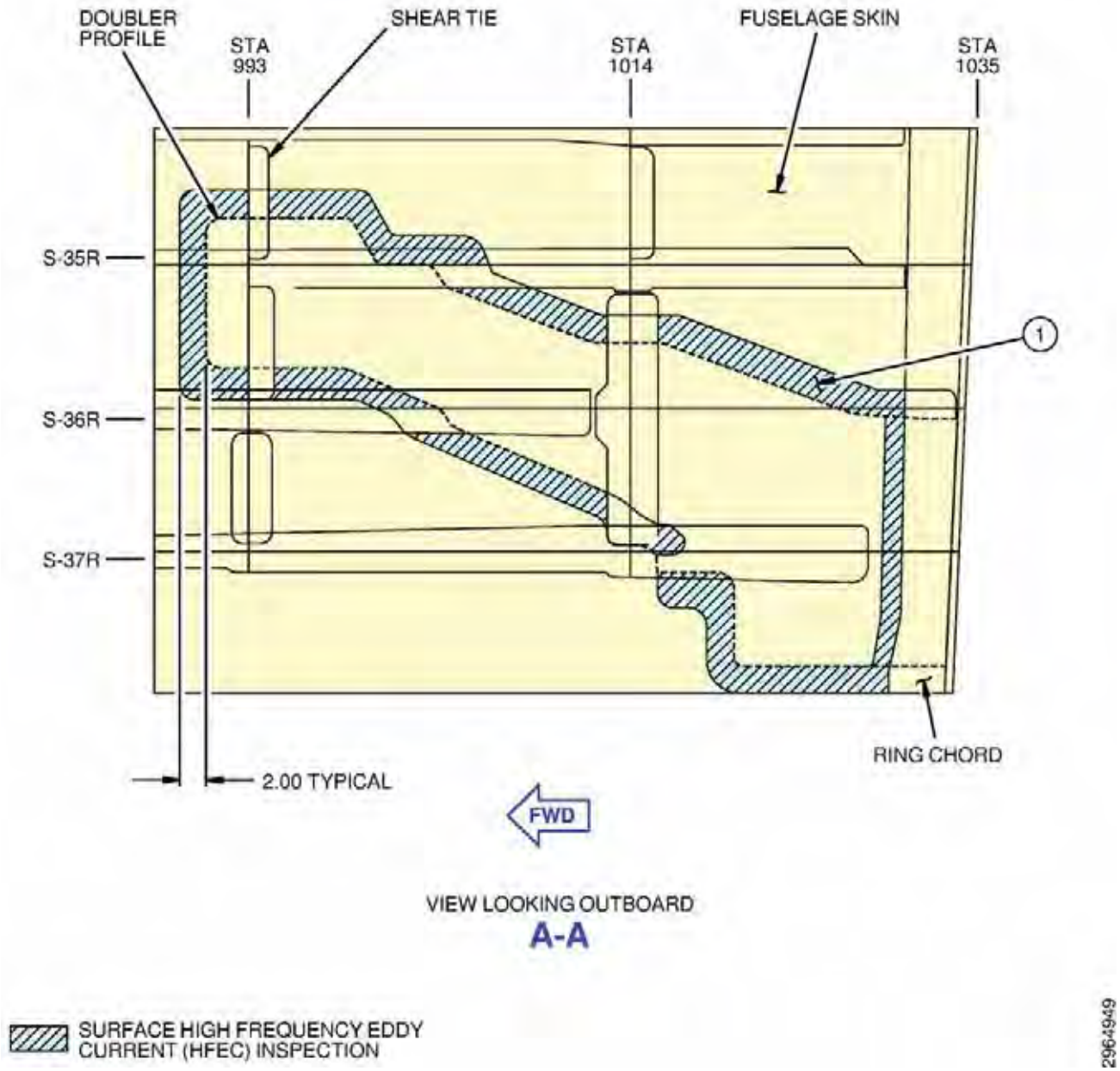


FIGURE 146: RIGHT SIDE POST MODIFICATION FUSELAGE SKIN INSPECTION (SHEET 2 OF 3)

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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	FUSELAGE SKIN	-	-	(a)
(a) Do an High Frequency Eddy Current (HFEC) inspection on the Fuselage Skin for any crack in accordance with 777 NDT Manual Part 6, 53-40-07.					

FIGURE 146: RIGHT SIDE POST MODIFICATION FUSELAGE SKIN INSPECTION (SHEET 3 OF 3)

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