U.S. Department
of Transportation
**Federal Aviation
Administration**

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue SW
Renton, Washington 98057-3356

JUL 9 2009

In Reply
Refer To: 120S-09-390

Mr. J. B. Zundell
Lead Project Administrator
Production and Retrofit Projects
P.O. Box 3707, M/C 67-LR
Seattle, WA 98124-2207

Dear Mr. Zundell

Subject: Approval of 767 Maintenance Planning Data (MPD) Document, Section 9, Revision May 2009 and Damage Tolerance Rating (DTR) Document Release May 2009 767-200, 767-300, 767-300F, 767-400ER

References:
(1) Boeing letter BDCO-09-02438, dated June 11, 2009
(2) D622T001-9, 767 Maintenance Planning Data (MPD) Document, Section 9 Airworthiness Limitations (AWL) and Certification Maintenance Requirements (CMR), May 2009
(3) D622T001-DTR, Damage Tolerance Rating Document (DTR), May 2009

The Federal Aviation Administration (FAA) has received your reference (1) letter transmitting the above reference (2) and (3) documents for our review and approval. The document was submitted with FAA Forms 8100-9 signed by the cognizant Boeing Delegated Compliance Organization authorized representatives (AR). Subsection B, section 9, of 767 MPD Document D622T001-9 is the subject of AD 2003-18-10. The reference (3) document supersedes Appendix B of Boeing 767 MPD Document D622T001. These revisions, among other things, add new door and trailing edge flap structurally significant items (SSI), revise trailing edge flap SSIs, and revise engine strut DTR Forms.

The FAA approves the reference (2) and (3) documents.

Additionally, the FAA approves the incorporation of subsection B of Boeing Document D622T001-9, Revision June 2008, as an alternative method of compliance (AMOC) to the incorporation of Subsection B of Boeing Document D622T001-9, Revision October 2002, required by paragraph (c) of Airworthiness Directive (AD) 2003-18-10.

All provisions of AD 2003-18-10 that are not specifically referenced in the preceding paragraph remain fully applicable and must be complied with.

This approval is applicable to all Boeing Model 767 airplanes in the applicability of AD 2003-18-10. This approval is transferable with airplanes transferred to other operators.

In accordance with FAA Order 8110.103, dated September 28, 2007, the following conditions to this approval are applicable:

FAA approval of a global AMOC applies only to United States registered aircraft. Approval of this type of AMOC for a foreign registered aircraft is the responsibility of the appropriate civil aviation authority of the state of registry.

Before using this AMOC, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

This approval is subject to the following condition: If in the future the ACO determines that this AMOC does not provide an acceptable level of safety, the ACO may revoke or revise the terms of the AMOC following notice to the requester and a seven-day opportunity for the requester to comment on the revocation or proposed revision.

For any other questions or comments pertaining to this letter, please contact Mr. Berhane Alazar, Aerospace Engineer, at berhane.alazar@faa.gov or at (425) 917-6577.

Sincerely,

for Jeffrey E. Duven
Manager, Seattle Aircraft
Certification Office, ANM-100S

Enclosure
767 Maintenance Planning Data, Revisions

767

MAINTENANCE PLANNING DATA (MPD) DOCUMENT

SECTION 9

AIRWORTHINESS LIMITATIONS (AWLs) AND CERTIFICATION MAINTENANCE REQUIREMENTS (CMRs)

D622T001-9

MAY 2009

COMPILED AND PUBLISHED BY:
MAINTENANCE PROGRAMS ENGINEERING
COMMERCIAL AVIATION SERVICES

BOEING COMMERCIAL AIRPLANE GROUP
SEATTLE, WASHINGTON

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REVISIONS

REVISION AND REVISION DESCRIPTION		APPROVAL	
MAY 1990 – Original Release Although this information was previously issued as Revision "B" to Section 9 of the MPD, this issue is considered the original release because it is now assigned a new document number (D622T001-9).	Prepared by: M. H. LAEDER (Boeing) 4/9/90	Supervised by: S. J. BRADBURY (Boeing) 4/9/90	Approved by: S. R. MILLER for D. L. RIGGIN (FAA) 5/4/90
FEBRUARY 1993 Revision to the Maintenance Planning Data Document, including Section 9, "Airworthiness Limitations and Certification Maintenance Requirements."	Prepared by: K. L. UTTERBACK (Boeing) 2/19/93	Supervised by: S. J. BRADBURY (Boeing) 2/19/93	Approved by: S. R. MILLER (FAA) 2/19/93
MAY 1995 Deleted CMRs 28-22-00-5A, 28-25-00-5B, and 28-41-00-5A. Added structural safe life limits for the engine mounts on the RB211-524H Engines.	Prepared by: E. WISEMAN (Boeing) 4/14/95	Supervised by: S. R. WILLIFORD (Boeing) 4/14/95	Approved by: D.E. GONLER for D. L. RIGGIN (FAA) 6/2/95
OCTOBER 1995 Added paragraph C, "Structural Inspections – Model 767-300 Package Freighter only." This paragraph outlines the requirements for the 50 Series inspections for the newly certified Model 767-300 Package Freighter airplane.	Prepared by: W. F. LINDHOLM (Boeing) 10/5/95	Supervised by: S. R. WILLIFORD (Boeing) 10/5/95	Approved by: D. L. RIGGIN (FAA) 10/10/95

REVISIONS

REVISION AND REVISION DESCRIPTION		APPROVAL	
FEBRUARY 1996 Revised CMRs H77-35-00-2B and N77-35-00-2B to increase CMR interval from 500 HRS to 1000 HRS.	Prepared by: R. C. MOORE (Boeing) 2/15/96 	Supervised by: S. R. WILLIFORD (Boeing) 2/15/96 	Approved by: D. L. RIGGIN (FAA) 12/4/96 
JUNE 1997 Revised Airworthiness Limitations section to reflect the reassessment of the "50-Series" Supplemental Structural Inspection Program. Previous Sections B and C have been merged into a new section B and remaining sections have been renumbered.	Submitted by: S. WILLIFORD (Boeing) 6/26/97 	Approved by: D. L. RIGGIN (FAA) 7/25/97 	
AUGUST 1997 Revised CMRs D77-35-00-2B and H77-35-00-2B from 500 HRS to 560 HRS and 1000 HRS to 2000 HRS respectively. Reworded CMR H77-35-00-2B.	Submitted by: S. WILLIFORD (Boeing) 8/6/97 	Approved by: D. L. RIGGIN (FAA) 11/17/97 	

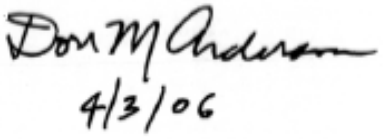
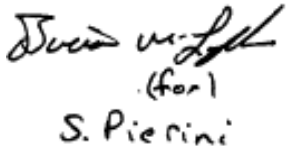
REVISIONS

REVISION AND REVISION DESCRIPTION		APPROVAL
JUNE 2000 Revised Airworthiness Limitations (AWL) section to include limitations for 767-400ER and revised Airplane Applicability for current AWLs. Revised current AWL title to more accurately reflect inspection areas. Revised AWL for Strut to reflect reassessment of the damage tolerance ratings. Revised interval for CMRs 24-33-00-6A and 26-10-00-6A from DAILY to 48 HRS. Added CMR 27-51-00-5I applicable only to the 767-400ER airplane. Added CMR H78-34-00-5A applicable to airplanes with GE CF6-80C2 engines. Revised CMR 29-11-00-6F by adding a note to indicate the hydraulic system internal leakage limits. Revised airplane applicability for CMRs 27-51-00-5D and H77-00-00-6D. Revised effectivity for CMR 31-41-02-4A since it is not applicable to the 767-400ER. Added AWLs for Fuselage to reflect reassessment of damage tolerance rating due to recent test and fleet performance data.	Submitted by: N. HENNIGS (Boeing) 7/6/00 FOR Dan Rosson	Approved by: A. BAHRAMI (FAA) Ranji 7/20/00
FEBRUARY 2001 Revised CMR 31-41-00-2A to limit airplane applicability to the 767-200/-300 airplanes. Added CMR 31-63-00-2A applicable only to the 767-400ER airplane. Deleted CMR H78-00-5A for both Engine 1 and Engine 2. Revised CMR N77-41-01-4A and H77-00-00-6D by adding an airplane note applicable to the 767-200/ 300 airplanes only. Revised statement in preamble to airworthiness limitations that specifies roll back of any escalated baseline structural inspection intervals when reaching the AWL threshold. Revised Instruction 3 for use of FLS threshold curve to add 400ER.	Submitted by: A. K. STENDER (Boeing) 4/18/01	Approved by: L. LIU-NELSON (FAA)
SEPTEMBER 2002 Added CMR 52-51-07-4A applicable only to airplanes incorporating Boeing Service Bulletin 767-25-0325. This amended type certificate complies with the new 14 CFR 25.795 and the amended 14 CFR 25.772 as issued under Federal Register Docket No. FAA-2001-11032.	Submitted by: LINH Q. VU (Boeing) 8/30/02 LINH Q. VU 767 Model Manager	Approved by: L. LIU-NELSON (FAA)

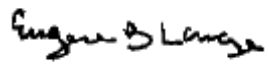
REVISIONS

REVISION AND REVISION DESCRIPTION		APPROVAL
OCTOBER 2002 Revised CMR 52-51-07-4A to change applicability to show airplane Line Number 895 and on and any airplane that has incorporated Service Bulletin 767-25-0325 or 767-25-0327 or 767-25-0332. Revised the Structural Safe Life Parts section to reference current Service Letter 767-SL-32-092 in place of superseded Service Letters 767-SL-32-21 and 767-SL-32-37.	Submitted by: LINH Q. VU (Boeing) 10/15/02 LINH Q. VU 767 Model Manager	Approved by: L. LIU-NELSON (FAA) FOR 10/30/02
AUGUST 2004 Revised Airworthiness Limitations (AWL) Section 9 to add FAA Letter 120S-03-953 and 6 page enclosure as an AMOC for AD 2003-18-10 in lieu of superseded AD 2001-08-28 and FAA AMOC letter 120S-02-962. Revised Section 9 CMR 36-11-01-6C to add Rolls-Royce engine note on Page 9.1-3. Revised the Structural Safe Life Parts Section page 9.0-57 to escalate Life Limits and define additional Life Limit components for the 767-400ER.	Submitted by: S. A. PIERINI (Boeing) 8/15/04	Approved by: DMD 10/8/04
JULY 2005 Revised CMR 31-41-02-4A Interval from 04000 HRS to 10800 HRS. Item Number H77-00-00-6D was renamed as H77-41-00-5A to agree with corresponding Item Number in Section 6.	Submitted by: B. McLoughlin (Boeing) 11/9/05	Approved by: Dorr Anderson 11/4/05

REVISIONS

REVISION AND REVISION DESCRIPTION		APPROVAL
MARCH 2006 Added new Fuel System Airworthiness Limitations section which includes inspections of the Auto Shutoff and Ground Fault Interrupter systems, and design limitations of the Hot Short Protector and motor operated valves.	Submitted by: S. Pierini (Boeing) 	Approved by: Dorr Anderson (Seattle FAA ACO): 
OCTOBER 2006 Revised CMR Task 52-51-07-4A interval from 4 years to 6 years to reflect improved reliability data for the Flight Deck Door Strike Assembly.	Submitted by: S. Pierini (Boeing) 	Approved by: Seattle FAA ACO: 
JANUARY 2007 Revised Airworthiness Limitations – Systems section introduction to include revisions recommended by the Seattle FAA Flight Standards group. Revised applicability of Fuel System Airworthiness Limitation Numbers 28-AWL-23 and 28-AWL-24 to remove ITT actuator part number reference. The part number is listed in Service Bulletin 767-28A0090.	Submitted by: S. Pierini (Boeing) 	Approved by: Dorr Anderson (Seattle FAA ACO): 

REVISIONS

REVISION AND REVISION DESCRIPTION		APPROVAL
OCTOBER 2007 Revised Section D. Airworthiness Limitations (AWLs) – Systems paragraph on Exceptional Short-Term Extensions for AWLs to clarify notification requirements. Revised Systems AWL Page Format paragraph to become Section E. Page Format: Fuel Systems Airworthiness Limitations, and relettered the Sections following Section E. Added AWL Number 28-AWL-27, a yearly check of the Main and Center Auxiliary Fuel Tank Boost Pump Ground Fault Interruption (GFI) Control Relay System, applicable to airplane Line Numbers 961 and on and airplanes that have incorporated Service Bulletin 767-28A0085. Added AWL Number 28-AWL-28, a yearly check of the Center Auxiliary Fuel Tank Override/Jettison Fuel Pump Uncommanded-On System, applicable to airplane Line Numbers 961 and on and airplanes that have incorporated Service Bulletin 767-28A0085. Revised CMR 52-51-07-4A Task Interval from 6 years to 9 years to reflect improved reliability data for the Flight Deck Security Door. Added Section I. Reporting Uncontrolled High Thrust Failure Conditions per FAR 121.703 and FAR 135.415.	Submitted by: (Boeing) 	Approved by: Dorr Anderson (Seattle FAA ACO): 
MARCH 2008 Revised 28-AWL-01and 28-AWL-26 by removing the 36000FH task interval limitation based upon engineering review and operator maintenance practice. Revised 28-AWL-18 to reflect the new maximum loop resistance values associated with the lightning protection of the unpressurized FQIS wire bundle installations so as to satisfy the Airworthiness Limitation Instructions required by SFAR 88. Also removed the joint resistance values and 36000FH task interval limitation based upon engineering review and operator maintenance practice.	Submitted by: John Sabolchy (Boeing) 	Approved by: Dorr Anderson (Seattle FAA ACO): 

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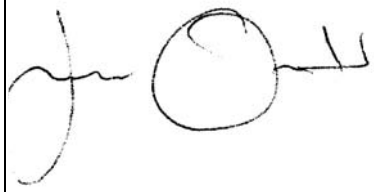
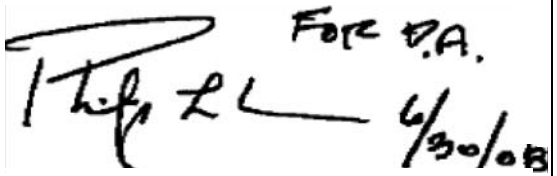
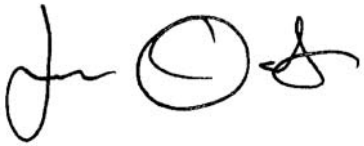
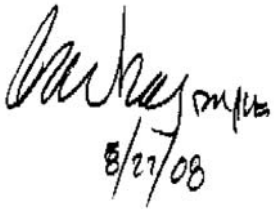
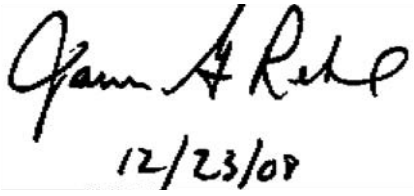
REVISION AND REVISION DESCRIPTION		APPROVAL
APRIL 2008 Revised 28-AWL-06 to add additional Component Maintenance Manual (CMM) information.	Submitted by: Jason Onorati (Boeing) 	Approved by: Philip Forde (Seattle FAA ACO): 
MAY 2008 Revised B. AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS to add restrictions on flight hours and flight cycles for 767-200SF and 76-300BCF to comply with FAA Title 14 CFR Part 26. Revised C. AIRWORTHINESS LIMITATIONS – STRUCTURAL SAFE LIFE PARTS to limit 767-200SF Nose Landing Gear, Main Landing Gear and Landing Gear Support Structure to 1,000 flight cycles. Revised C. AIRWORTHINESS LIMITATIONS – STRUCTURAL SAFE LIFE PARTS to limit 767-300BCF Nose Landing Gear, Main Landing Gear and Landing Gear Support Structure to 2,000 flight cycles.	Submitted by: John Sabolchy (Boeing) 	Approved by: Philip Forde (Seattle FAA ACO): 
JUNE 2008 Revised airplane applicability table to add the 767-300BCF. Added CMRs 31-51-00-5B and 31-51-00-5C that are applicable to the 767-300BCF model. The CMRs are necessary for compliance to 14 CFR 25.703 and 14 CFR 25.1309.	Submitted by: Mike Eckelberry (Boeing) 	Approved by: Dorr Anderson (Seattle FAA ACO): 

REVISIONS

REVISION AND REVISION DESCRIPTION		APPROVAL
JUNE 2008 R1 Revised Airworthiness Limitations-Structural Inspection Table Tasks 53-10-I07C, 53-30-I04C, 53-60-I05C, 53-10-I07D, 53-30-I04D, 53-30-I04D, 53-60-105D, 53-30-I01, 53-50-I01, 53-60-I01 by adding airplane effectivities and intervals from Service Bulletin 767-53-0210.	Submitted by: Mike Eckelberry (Boeing) 	Approved by: Dorr Anderson (Seattle FAA ACO): 
AUGUST 2008 Revised Airworthiness Limitations-Structural Inspection Table Tasks 53-10-I07C, 53-30-I04C, 53-60-I05C, 53-10-I07D, 53-30-I04D, 53-60-105D by adding an additional inspection threshold and interval for aircraft L/N 971. Revised text to refer to correct Flight Standards Handbook.	Submitted by: Jason Onorati (Boeing) 	Approved by: Dorr Anderson (Seattle FAA ACO): 
SEPTEMBER 2008 Revised airplane applicability table to add the 767-200SF Revised CMRs 31-51-00-5B and 31-51-00-5C to add applicability for the 767-200SF model. The CMRs are necessary for compliance to 14 CFR 25.703 and 14 CFR 25.1309.	Submitted by: Jason Onorati (Boeing) 	Approved by: Dorr Anderson (Seattle FAA ACO): 
NOVEMBER 2008 Revised Airworthiness Limitations-Structural Inspection table tasks 53-10-I07A, 53-30-I04A, 53-60-I05A, 53-10-I07B, 53-30-I04B, and 53-60-105B by adding revised inspection method and new inspection threshold of 37,500 cycles due to structural repair for L/N 973.	Submitted by: John Sabolchy (Boeing) 	Approved by: Seattle FAA ACO 

REVISIONS

REVISION AND REVISION DESCRIPTION		APPROVAL
JANUARY 2009 Revised Section B. AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS by removing the 900 flight cycle or 2,700 flight hour restrictions for the 767-300BCF, to comply with FAA Title 14 CFR Part 26.	Submitted by: John Sabolchy (Boeing) 	Approved by: Jeffrey Duven, Seattle FAA ACO 
MARCH 2009 Revised Section B. AIRWORTHINESS LIMITATIONS for compliance with 14 CFR 26.45 (c) by adding VN194 (Serial Number 25616) to the list of 767 airplanes.	Submitted by: John Sabolchy (Boeing) 	Approved by: Jeffrey Duven, Seattle FAA ACO 
MAY 2009 Revised B. AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS to clarify effectivity on passenger to freighter conversion in accordance with FAA Title 14 CFR Part 26. Revised Airworthiness Limitations-Structural Inspection Table by adding airplane effectivities and intervals from Service Bulletins 767-53-0103, 767-53-0190, 767-53-0191, 767-53-0208, 767-53-0210, and 767-53-0212. Revised text to refer to correct Flight Standards Handbook. Added Flag Note to the Airworthiness Limitations-Structural Inspection Table to highlight operational limits for certain applicable SSIs. Revised SSI 53-50-I11 by updating applicability column from "200" to "ALL" to reflect requirements called out in the DTR forms. Revised 53-80-I01A, B, C, D, E and 53-80-I15, 16 and 17 to add line number reference to applicability and a note to refer to the DTR forms. Revised SSIs 54-50-I01 and 54-50-I04 by dividing them into their own separate task requirements. (Continued on next page)	Submitted by: John Sabolchy (Boeing) 	Approved by: Jeffrey Duven, Seattle FAA ACO SIGNATURE ON FILE

REVISIONS

REVISION AND REVISION DESCRIPTION		APPROVAL
MAY 2009, Continued Revised SSI 54-50-I13 by adding additional rows to clarify engine effectivity and to reflect the DTR document (D622T001-DTR). Revised 57-20-I16A to change applicability from “400E” to “ALL” to reflect the correct airplane model. Revised text to refer to Document D622T001-DTR rather than Appendix B. Revised Airworthiness Limitations to include new cargo door limitations. One new cargo door limitation is applicable to passenger airplanes, eight are applicable to freighter airplanes, and three are applicable to all airplanes. Revised and added new Trailing Edge Flap limitations (Flap Loss Mitigation Program) and added wording regarding the tracking of removable parts. Forty revised Trailing Edge Flap limitations are applicable to 767-200, -300 passenger and -300 freighter airplanes, Line Numbers 922 and later, except as noted, and are applicable to all 767-400ER airplanes. Forty-nine new Trailing Edge Flap limitations are applicable to the 767-200, -300 passenger and -300 freighter airplanes, Line Numbers 1 to 921, except as noted. Added airplane effectivity note to the AIRPLANE ENGINE APPLICABILITY column of both entries for Airworthiness Limitation 53-10-I21A. Revised CMR section by correcting typographical errors by changing CMR D77-41-01-4A to CMR D77-41-00-5A and CMR P77-00-00-6B to CMR P77-41-00-5A.		

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9.0	1	MAY 2009	9.0	40	MAY 2009	9.0	79	APR 2008						
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9.0	3	MAY 2009	9.0	42	MAY 2009	9.0	81	APR 2008						
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9.0	5	MAY 2009	9.0	44	MAY 2009	9.0	83	APR 2008						
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9.0	17	JAN 2007	9.0	56	MAY 2009	9.0	95	SEP 2008						
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9.0	20	JUN 2000	9.0	59	MAY 2009	9.0	98	SEP 2008						
9.0	21	MAY 2009	9.0	60	MAY 2009	9.0	99	SEP 2008						
9.0	22	JAN 2009	9.0	61	MAY 2009	9.0	100	SEP 2008						
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A. SCOPE

The scheduled maintenance requirements described in this section result from Model 767 airplane certification activities with the U.S. Federal Aviation Administration (FAA). Accordingly, this FAA approved Airworthiness Limitations and Certification Maintenance Requirements document is cross-referenced in the Model 767 Type Certificate Data Sheet. These maintenance actions are mandatory.

This Airworthiness Limitations Section is FAA approved and specifies maintenance required under Federal Aviation Regulation (FAR) 43.16 and 91.403 unless an alternative program has been FAA approved.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

The Airworthiness Limitations may only be revised with the approval of the Seattle FAA Aircraft Certification Office (ACO).

If the inspections cannot be accomplished due to repairs and/or modifications, an alternate inspection approved by the Seattle FAA ACO must be used.

CERTIFICATION MAINTENANCE REQUIREMENTS (CMRs)

These scheduled maintenance tasks may only be revised by the Seattle FAA ACO (appropriate regulatory authority). Principal Airworthiness Inspectors (local regulatory authority) may not change these requirements or the intervals associated with these requirements.

B. AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

The Structural Inspection Program approved in Section 3 of the 767 Maintenance Review Board (MRB) Report and contained in Section 8 of this MPD describes an initial baseline structural maintenance program for all Structural Significant Items (SSIs). This program was developed in accordance with the guidelines of MSG-3 and partially satisfies the requirements of FAR 25.571 by providing accidental and environmental damage detection opportunity for all SSIs, and in some cases, fatigue damage detection opportunity. The supplemental structural inspections listed in this Section 9 “Airworthiness Limitations” are for those SSIs that do not receive adequate fatigue damage detection opportunity from the initial baseline structural program that is listed in Section 8. The supplemental inspections shown in Section 9 Airworthiness Limitations are to be accomplished in conjunction with and not as a substitute for the existing structural maintenance program found in Section 8.

The supplemental structural inspection program uses the Damage Tolerance Rating (DTR) system to determine the inspections (and repeat intervals) necessary to provide adequate fatigue damage detection. The DTR system defines a required DTR (a numerical value) that must be achieved for each SSI. DTR Check Forms which define the inspection options and the required DTR are contained in Document D622T001-DTR. Two forms are shown for each SSI. One is an example showing one possible method of achieving the required DTR. The second form is blank and intended for operator use. This allows development by an operator of a customized inspection program.

THRESHOLD

The certifying authority (Seattle FAA ACO) requires designation of all SSIs into two categories. These two categories are referred to as Type 1 and Type 2. Type 1 structure requires the implementation threshold to be established by crack growth analysis. Type 2 structure is allowed to have the implementation threshold established by fatigue analysis (supported by test evidence) and allows for the future escalation of the inspection threshold when sufficient data from the initial inspections statistically support an increased threshold. See Document D622T001-DTR for a detailed definition of Type 1 and Type 2 categories.

The inspections are to be done on the basis of the threshold specified in the AWL – Structural Inspections table and repeat inspections determined from DTR Check Forms contained in Document D622T001-DTR.

A formal control system must be established for removable structural parts (repairable/rotable/expendables) which are subject to supplemental inspections, such as the flap support members. If part usage history data is available for all parts, the supplemental inspection program would follow the actual part usage history data. If part usage history data is not available, but records indicate that no part changes have occurred between airplanes, airplane usage history data can be used to start a tracking program for the supplemental inspections. If parts usage data is not available and the parts could have been switched between airplanes in the same maintenance program, it should be assumed that the time on any part is equal to the oldest airplane in the maintenance program. If a maintenance program includes airplanes from several operators, the oldest airplane in that group of airplanes would be used as the oldest airplane in the maintenance program. After overhaul or upon replacement of a part, as appropriate, a tracking program should be established to control the removable parts. This system must also apply to used structural parts which are purchased for installation on an airplane.

Where no cumulative cycles history is available for any removed/interchangeable SSI, then calculate the accumulated flight cycles by using previous installation history. If previous installation history, too, is not available then assume that the limiting cycles (threshold) has already been reached and then inspection is to be done before installation of the removed SSI on the applicable airplane series.

The table shown on page 9.0-25 through 9.0-55 of this section (Airworthiness Limitations – Structural Limitations) define the inspection implementation threshold. Some items are sensitive to flight length and identified by “FLS” (Flight Length Sensitive) in the threshold column of the table. FLS items require both flight hours and flight cycles to determine the implementation threshold. Refer to Figure 1, shown on the next page, to determine the threshold for FLS Items.

The Airworthiness Limitations – Structural Limitations table defines the inspection implementation threshold. Some items are sensitive to flight length and identified by “FLS” (Flight Length Sensitive) in the threshold column of the table. FLS items require both flight hours and flight cycles to determine the implementation threshold. Refer to Figure 1, shown on the next page, to determine the threshold for FLS Items.

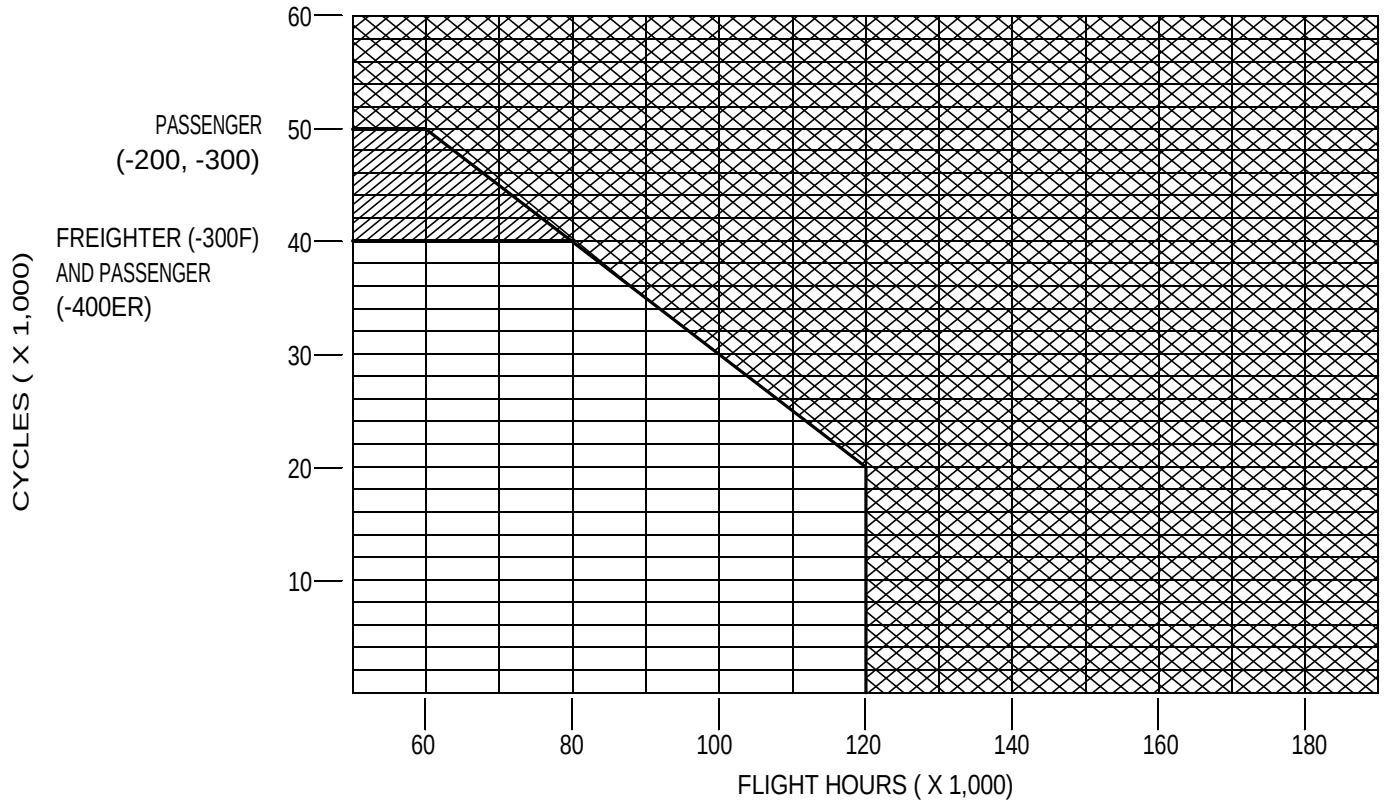

FIGURE 1. FLIGHT LENGTH SENSITIVE (FLS) THRESHOLD CURVE

Instructions for the use of the Flight Length Sensitive (FLS) Threshold Curve:

1. Determine, for each airplane, the accumulated flight cycles and flight hours.
2. Enter the FLS Threshold Curve at the appropriate flight cycles and flight hours and plot point.
3. The initial supplemental inspection must be accomplished before crossing into the shaded area on the FLS Threshold Curve. Note that the shaded area for the -200 and -300 Passenger aircraft is different from that for the -300F Freighter and -400ER Passenger aircraft.

In addition to the thresholds described above, a calendar threshold of 20 years applies unless an initial inspection of an FAA approved Corrosion Prevention and Control Program (CPCP) has occurred, constituting CPCP implementation.

When reaching the threshold of 50,000 flight cycles (-200 and -300 Passenger) or 40,000 flight cycles (-300F Freighter or -400ER Passenger), all C-check (or higher) structural inspection repeat intervals must be no greater than those shown in the MPD Section 8 (Structures C-check is defined in Section 1). This means that any operator, who has escalated the structures program by changing either task intervals or the C-check interval, must reduce the repeat frequencies back to the MPD baseline structures program intervals before accumulating 50,000 or 40,000 flight cycles respectively. The reason for this is that the FAR 25.571 damage tolerance evaluation takes credit for the baseline structures program. The airworthiness limitations listed in Section 9 cover structure for which the required DTR is not satisfied by the baseline structural inspections of Section 8. Any continued escalation beyond the MPD baseline structures program may result in additional structure not meeting the required DTR which was the basis of certification.

767 PASSENGER-TO-FREIGHTER CONVERSION AIRPLANES

The following operational limitations are made with respect to passenger model airplanes that have been converted to a freighter configuration via Boeing service bulletin. After incorporation of the Boeing passenger-to-freighter service bulletin, these 767-200 and 767-300 airplanes are designated as 767-200SF and 767-300BCF. Refer to Section C of this chapter for additional data related to 767-200SF and 767-300BCF structural safe life parts.

For Compliance to 14CFR §26.45, with respect to Fatigue Critical Alteration Structure (FCAS) and affected Fatigue Critical Baseline Structure (FCBS), operation of the airplane is limited to 3,750 flight cycles or 11,250 flight hours, whichever occurs first, from the time of conversion except as follows:

For the following significant structural items, the inspection threshold is 25,000 total accumulated flight cycles:

SSI 53-80-I15	BS 1809.5 Bulkhead Outboard Chord
SSI 53-80-I16	BS 1809.5 Bulkhead Outboard Chord
SSI 53-80-I17	BS 1809.5 Bulkhead Outboard Chord
SSI 53-80-I25	Horizontal Stabilizer Hinge Pins
SSI 55-10-I13B	Horizontal Stabilizer Pivot Fitting Upper and Lower Attachments
SSI 55-10-I13C	Horizontal Stabilizer Pivot Fitting Upper and Lower Attachments
SSI 53-50-I13B*	Rear Spar Bulkhead Inner Chord at Seat Track Bracket
SSI 53-50-I14C*	Aft Wheel Well Bulkhead-Hidden Detail at Chord

For the following significant structural items, the inspection threshold is 25,000 total accumulated flight cycles or 80,000 accumulated flight hours, whichever occurs first:

SSI 57-10-I03A*	Center Section Rear Spar Lower Chord and Skin
SSI 57-10-I03B*	Center Section Rear Spar Lower Chord and Skin
SSI 57-10-I16*	Lower Surface Side-of-Body Splice
SSI 57-20-I15A*	Outboard Wing Lower Surface Splice Stringer
SSI 57-20-I15B*	Outboard Wing Lower Surface Splice Stringer
SSI 57-20-I15C*	Outboard Wing Lower Surface Splice Stringer
SSI 57-20-I16D*	Outboard Wing Rear Spar Lower Chord & Skin

* In addition, for Boeing Model 767 airplane Serial Number 22317, the inspection threshold is reduced to 900 flight cycles or 2,700 flight hours from time of conversion, whichever occurs first.

Also, for Boeing Model 767 airplanes, Serial Numbers 24632, 25136, 25616, 25654, 27339 and 25619, the early inspection fuselage and wing detail inspection threshold is required at the time of conversion due to the existing number of flight cycles on these airplanes prior to the modification.

This approval for compliance to 14 CFR§ 26.45 (c) is only applicable to Boeing Model 767-200 series airplane serial number 22317 and Boeing Model 767-300 series airplane Serial Numbers 24400, 24632, 25136, 25616, 25654, 27339 and 25619.

REPEAT INSPECTION INTERVAL

A repeat inspection interval for the fatigue inspection of an SSI is established from its DTR Check Form. Airplanes with an average flight length (flight hours per landing) equal to or more than 8 hours must use the DTR Check Form labeled "767 $\geq$ 8 hours" at the top of the form (see Document D622T001-DTR for DTR Check Forms). Revision to the required DTR or the DTR curve is not allowed without approval from the Seattle FAA ACO.

REPORTING RESULTS OF STRUCTURAL INSPECTIONS

All cracks found during these inspections shall be reported within ten (10) days directly to the Manager of the Seattle FAA ACO, Transport Airplane Directorate, FAA and to Boeing Commercial Airplanes using the Discrepant Structure Report Form. Refer to Document D622T001-DTR for the required report form (any suitable alternative which contains the same information may be used).

The following pages, included in the Airworthiness Limitations – Structural Inspections table, list the Airworthiness Limitation supplemental inspection requirements. Each item is listed by SSI Number, DTR Check Form Title, Inspection Zone, Airplane/Engine Applicability, Type and Threshold. There are corresponding DTR Check Forms (in Document D622T001-DTR) for each item listed in the table. Where there is more than one listing for a given SSI Number, the DTR Check Form Title is the unique identifier along with the Airplane/Engine Applicability. Airplane/engine applicability is listed as follows:

ALL = All Airplanes
PASS = Passenger Airplanes
200 = 767-200, -200ER
300 = 767-300, -300ER
400E = 767-400ER
300F = All 767-300 Freighters
4000 = P&W PW4052, PW4056, PW4060, PW4062
7R4 = P&W JT9D-7R4D and -7R4E
80A = GE CF6-80A
80C = GE CF6-80C
524 = RR RB211-524H

PASS (-ER ONLY) = Passenger Airplanes, Extended Range Only.
< 8 HOURS = Airplanes with cumulative stage length (Flight Hours per Landing) less than 8 hours.
≥ 8 HOURS = Airplanes with cumulative stage length (Flight Hours per Landing) equal to or more than 8 hours.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
27-40-I01A	Stabilizer Trim Actuator – Lower Gimbal Lug Assy BS 1708.5, WL 239.9	311, 312	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
27-40-I01B	Stabilizer Trim Actuator – Lower Gimbal Plate Assy BS 1708.5, WL 239.9, BL 0.0	311, 312	400E	Type 1 40,000 Cycles
52-30-I02A	Standard Cargo Door forward & aft – Applicable to 767-200, -300 & -400 passenger airplanes – Beam #2 @ STA 210.15, section between upper access and Vent Door Cutouts	821, 822	200, 300 PASS, 400E <2>	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (400E)
52-30-I05A	Latch Cam Support Frame Fitting – Forward large Cargo Door – Fitting Lug Bore	821	ALL <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
52-30-I05B	Latch frame inner chord – Forward large Cargo Door – Latch Frame Inner Chord at Splice to Latch Frame Support Fitting	821	ALL	Type 1 37,500 Cycles (200, 300 PASS) 30,000 Cycles (300F, 400E)
52-30-I05C	Outer Skin – Forward large Cargo Door – Outer Skin at attachment to main hinge segments at forward and aft ends of the door	821	ALL	Type 1 37,500 Cycles (200, 300 PASS) 30,000 Cycles (300F, 400E)
52-30-I07A	Latch Cam Support Fitting – Main Deck Cargo Door – Fitting Lug Bore	838	300F <2>	Type 2 40,000 Cycles (300F)
52-30-I07B	Latch Frame Inner Chord – Main Deck Cargo Door – Latch Frame Inner Chord at Splice to Latch Frame Support Fitting	838	300F <2>	Type 1 30,000 Cycles
52-30-I07C	Outer Skin – Main Deck Cargo Door – Outer Skin at attachment to main hinge segments at forward and aft ends of the door	838	300F <2>	Type 1 30,000 Cycles
52-30-I07E	MDCD Outer Skin Lap Splice – Upper row (upper skin) – Intercostal #5	838	300F <2>	Type 2 40,000 Cycles
52-30-I07F	MDCD Outer Skin Lap Splice – Lower row (lower skin) – Intercostal #5	838	300F <2>	Type 1 30,000 Cycles
52-30-I09A	Latch Cam Support Fitting – Aft large Cargo Door – Fitting Lug Bore	822	300F <2>	Type 2 40,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
52-30-I09B	Latch Frame Inner Chord – Aft large Cargo Door – Latch Frame Inner Chord at Splice to Latch Frame Support Fitting	822	300F	Type 1 30,000 Cycles
52-30-I09C	Outer Skin – Aft large Cargo Door – Outer Skin at attachment to main hinge segments at forward and aft ends of the door	822	300F	Type 1 30,000 Cycles
53-10-I07A 53-30-I04A 53-60-I05A	Skin Longitudinal Lap Splices – Upper Row – Crown and Upper Lobe, Sections 41, 43 and 46. L/N 973, Lap S-8R: BS 1547 to BS 1561 and S-7R to S-9R centerlines must be inspected with external detailed inspection every 600 flight cycles (after reaching threshold). DTR Form not applicable to: 1) L/N 945: STA 617 S-8R. Must inspect per SB 767-53-0190. 2) L/N 963: STA 1465 - 1476, STR 8L. Must inspect per SB 767-53-0208.	220, 230, 250	ALL Except L/N 945, L/N 963, and L/N 973	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E) 37,500 Cycles (L/N 945) 37,500 Cycles, (L/N 963) 37,500 Cycles (L/N 973)
53-10-I07B 53-30-I04B 53-60-I05B	Skin Longitudinal Lap Splices – Lower Row – Crown and Upper Lobe, Sections 41, 43 and 46. L/N 973, Lap S-8R: BS 1547 to BS 1561 and S-7R to S-9R centerlines must be inspected with external detailed inspection every 600 flight cycles (after reaching threshold). DTR Form not applicable to: 1) L/N 945: STA 617 S-8R. Must inspect per SB 767-53-0190. 2) L/N 963: STA 1465 - 1476, STR 8L. Must inspect per SB 767-53-0208.	220, 230, 250	ALL Except L/N 945, L/N 963, and L/N 973	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E) 37,500 Cycles (L/N 945) 37,500 Cycles (L/N 963) 37,500 Cycles (L/N 973)
53-10-I07C 53-30-I04C 53-60-I05C	Skin Longitudinal Lap Splices – Upper Row – Bilge and Lower Lobe, Sections 41, 43 and 46. DTR Form not applicable to: 1) L/N 946, STA 1175-1197, S-26R. Must inspect per SB 767-53-0191. 2) L/N 873: STA 1197+82 and 1197+121, S-36R. Must inspect per SB 767-53-0103. 3) L/N 969 from STA 1408 to 1417 S-26R: Must inspect per SB 767-53-0210. 4) L/N 971, Lap S-26L: BS 654 + 22 to BS 654 + 44 and S-25L to S-27L centerlines must be inspected with external detailed inspection every 600 flight cycles (after reaching threshold). 5) L/N 967, STA 1564 - 1582, STR 26R. Must inspect per SB 767-53-0212.	100	ALL Except L/N 873, L/N 946, L/N 967, L/N 969, and L/N 971	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E) 37,500 Cycles (L/N 946) 30,000 Cycles (L/N 873) 37,500 Cycles (L/N 967) 37,500 Cycles (L/N 969) 37,500 Cycles (L/N 971)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-10-I07D 53-30-I04D 53-60-I05D	Skin Longitudinal Lap Splices – Lower Row – Bilge and Lower Lobe, Sections 41, 43 and 46. DTR Form not applicable to: 1) L/N 946, STA 1175-1197, S-26R. Must inspect per SB 767-53-0191. 2) L/N 873: STA 1197+82 and 1197+121, S-36R. Must inspect per SB 767-53-0103. 3) L/N 969 from STA 1408 to 1417 S-26R: Must inspect per SB 767-53-0210. 4) L/N 971, Lap S-26L: BS 654 + 22 to BS 654 + 44 and S-25L to S-27L centerlines must be inspected with external detailed inspection every 600 flight cycles (after reaching threshold). 5) L/N 967, STA 1564 - 1582, STR 26R. Must inspect per SB 767-53-0212.	100	ALL Except L/N 873, L/N 946, L/N 967, L/N 969, and L/N 971	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E) 37,500 Cycles (L/N 946) 30,000 Cycles (L/N 873) 37,500 Cycles (L/N 967) 37,500 Cycles (L/N 969) 37,500 Cycles (L/N 971)
53-10-I08B 53-30-I24B	Frames, above S-20	220, 230	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I08C 53-30-I24C 53-60-I08C	Frames, S-20 and below. BS 246 to BS 786 and BS 1065 to BS 1582	100	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I10A	Forward Passenger Entry/Service Door Cutout- Edge Frame – Inner Chord Door STA 76.3, S-7 to S-12 and S-19 to S-23, Door STA 123.7, S-8 to S-12 and S-19 to S-23	119, 221, 222, 223, 224	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I10B	Forward Passenger Entry/Service Door Cutout- Upper Main Sill – Inner Chord Door STA 100 to Door STA 129.9	221, 222	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I12	Main Equipment Center Access Door Cutout BS 303 – BS 325, LBL 13.1 – RBL 13.1	119	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I13	Forward Equipment Bay Access Door Cutout BS 144.5 – BS 163.2. LBL 9 – RBL 9	113, 114	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I14A	Window #1 Cutout Structure – AB POST	211, 212	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I14B	Window #1 Cutout Structure – BD SILL	211, 212	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-10-I16	Window #2 Cutout Structure – EF POST	211, 212	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I18A	NLG Wheel Well – Canted Bulkhead Details – Outer Chord Typical Locations Between S-32L & S-32R	113, 114	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I18B	NLG Wheel Well – Canted Bulkhead Details – Outer Chord Hidden Locations L/RBL 10.60 & L/RBL 25.00	113, 114	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I20A	NLG Wheel Well – BL25 Side Panel Details – Vertical Beams & Panel Web from BS 180.5 to BS 276	117, 118	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I20B	NLG Wheel Well – Trunnion Support Fitting at Top Panel Beam Attachment. BS 276, BL 30, WL 181 to WL 187	117, 118	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I20C	NLG Wheel Well – Trunnion Support Fitting at Strap Attachment. BS 276, BL 30, WL 165 to WL 169	117, 118	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I21A	NLG Wheel Well – BS 287 Bulkhead Details – WL 159 Beam & Bulkhead Web from LBL 27 to LBL 23, LBL 10.0 to RBL 10.0, RBL 23 to RBL 27	119	ALL L/N 1-757 <1>	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
53-10-I21A	NLG Wheel Well – BS 287 Bulkhead Details – WL 159 Beam & Bulkhead Web from LBL 10.0 to RBL 10.0	119	ALL L/N 758 and on <1>	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I21B	NLG Wheel Well – BS 287 Bulkhead Details – Outer Chord Typical Locations between S-24L & S-24R	119	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I21C	NLG Wheel Well – BS 287 Bulkhead Details – Outer Chord – Stringer Splices between S-24L & S-24R	119	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-10-I21D	NLG Wheel Well – BS 287 Bulkhead Details – Outer Chord Hidden Locations at S-36L, S-36R & S-27R	119	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-10-I21E	NLG Wheel Well – BS 287 Bulkhead Details – WL 159 Beam and Bulkhead Web LBL 27 to LBL 23 and RBL 23 to RBL 27, C/L 758 on	119	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-30-I01 53-50-I01 53-60-I01	Fuselage Crown Stringers – BS 654 to BS 1395, S-8L to S-8R DTR Check Form not applicable to: 1) L/N 969 at S-4R from STA 758 to STA 770 must be inspected per SB 767-53-0210.	230, 240, 250	ALL Except L/N 969	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E) 37,500 Cycles (L/N 969)
53-30-I05 53-30-I21 53-30-I27 53-50-I03 53-60-I03 53-60-I26	Fuselage Circumferential Splices in the Body Crown – Specified Locations	230, 240, 250	200 300 PASS 300F <3>	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
53-30-I05 53-30-I08 53-30-I21 53-50-I03 53-60-I03 53-60-I04 53-60-I24 53-60-I33	Fuselage Circumferential Splices in the Body Crown – Specified Locations	230, 240, 250	400E <2>	Type 1 40,000 Cycles
53-30-I14A	Forward Large Cargo Door Cutout – Edge Frames – Frames at STA 539.5 & 615.5 Stringers S-17R to S-21 R & S-28R to S-36R	122, 124, 232	200 300 PASS	Type 2 50,000 Cycles
53-30-I19A	Forward Large Cargo Door Cutout – Edge Frame Inner Chord at BS 478, S-23R to S-28R & at BS 618, S-27R to S-28R & S-29R to S-30R	122	200 300 PASS	Type 2 50,000 Cycles
53-30-I19B	Forward Large Cargo Door Cutout – Edge Frame Inner Chord at BS 478, S-26R to S-27R and at BS 618, S-29R to S-30R	122	200 300 PASS	Type 2 50,000 Cycles
53-30-I19C	Forward Large Cargo Door Cutout – Edge Frame at BS 618, S-28R to S-29R	122	200 300 PASS	Type 2 50,000 Cycles
53-30-I19D	Forward Large Cargo Door Cutout – Lower Sill: BS 610 – 632, Upper Sill: BS 456 – 478, BS 482- 493	122, 124	200 300 PASS	Type 2 50,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-30-I19E	Forward Large Cargo Door Cutout – Upper Sill: BS 478 – 482	122	200 300 PASS	Type 2 50,000 Cycles
53-30-I19F	Forward Large Cargo Door Cutout – Upper Sill: BS 480	122	200 300 PASS	Type 2 50,000 Cycles
53-30-I19G	Forward Large Cargo Door Cutout – Upper Sill: BS 482 to BS 493	122	200 300 PASS	Type 2 50,000 Cycles
53-30-I19AB	Forward Large Cargo Door Cutout – FWD Edge Frame Inner Chord at BS 478, S-20R to S-22R and at BS 618, S-20R to S-22R	122	300F 400E <2>	Type 2 40,000 Cycles
53-30-I19AC	Forward Large Cargo Door Cutout – FWD Edge Frame Inner Chord at BS 478, S-17R to S-20R and S-22R to S-23R	122, 232	300F 400E <2>	Type 2 40,000 Cycles
53-30-I19AD	Forward Large Cargo Door Cutout – Upper Main Sill Inner Chord at BS 607 to BS 618	122	300F 400E <2>	Type 2 40,000 Cycles
53-30-I19AD1	Forward Large Cargo Door Cutout – Upper Main Sill Inner Chord Hidden Locations at BS 607 to BS 618	122	300F 400E <2>	Type 2 40,000 Cycles
53-30-I19AF	Forward Large Cargo Door Cutout – Lower Main Sill Inner Chord Hidden Locations at BS 466 to BS 483 and BS 614 to BS 625	124	300F 400E <2>	Type 2 40,000 Cycles
53-30-I19AF1	Forward Large Cargo Door Cutout – Lower Main Sill Inner Chord at BS 466 to BS 483 and BS 614 to BS 625	124	300F 400E <2>	Type 2 40,000 Cycles
53-30-I20A	Forward Large Cargo Door Cutout – Lower Latch Backup Structure – Latch Support Fitting at BS 487.7 & BS 608.3	124	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-30-I22C	Mid Passenger Entry/Service Door Cutout – Edge Frame Inner Chord at BS 654+ 44, S-8 to S-15, BS 654+91.4, S-8 to S-20	230	300 PASS 400E	Type 2 50,000 Cycles (300 PASS) 40,000 Cycles (400E)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-30-I22D	Mid Passenger Entry/Service Door Cutout – Upper Main Sill Inner Chord	230	300 PASS	Type 2 50,000 Cycles
53-30-I22D	Mid Passenger Entry/Service Door Cutout – Upper Main Sill Inner Chord – BS 654+33 to BS 654+110	230	400E	Type 2 40,000 Cycles
53-30-I24A 53-50-I01A 53-50-I02A 53-60-I08A	Frames above S-20	230, 240, 250	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-30-I28A	Reinforcement Around Cutouts – Main Deck Cargo Door – Cutout Structure – Upper Main Sill Inner Chord at BS 492	231	300F <2>	Type 2 40,000 Cycles
53-30-I28B	Reinforcement Around Cutouts – Main Deck Cargo Door – Cutout Structure – Lower Main Sill Inner Chord at BS 632	231	300F <2>	Type 2 40,000 Cycles
53-30-I28C	Reinforcement Around Cutouts – Main Deck Cargo Door – Cutout Structure – FWD Edge Frame Inner Chord at S-5L	233	300F <2>	Type 2 40,000 Cycles
53-30-I28D	Reinforcement Around Cutouts – Main Deck Cargo Door – Aft Edge Frame at BS 632 and S-16L – Frame Splice	231	300F <2>	Type 2 40,000 Cycles
53-30-I28E	Reinforcement Around Cutouts – Main Deck Cargo Door – Aft Edge Frame at BS 632 and S-2L	231, 233	300F <2>	Type 2 40,000 Cycles
53-30-I28F	Reinforcement Around Cutouts – Main Deck Cargo Door – Cutout Structure – Upper and Lower Main Sill Outer Chord at BS 496 & 628	231, 233	300F <2>	Type 2 40,000 Cycles
53-50-I06A	Single Emergency Exit Cutout – Frame Inner Chords at BS 859.5, S-18 to S-20 and at BS 883.5, S-16 to S-20	241, 242	200	Type 2 50,000 Cycles
53-50-I06B	Single Emergency Exit Cutout – Frame Inner Chords at Sill Intersect at BS 859.5 & 883.5	241, 242	200	Type 2 50,000 Cycles
53-50-I06C	Single Emergency Exit Cutout – Sill Inner Chord – Upper Sill at BS 859.5 to BS 871.5	241, 242	200	Type 2 50,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-50-I06D	Single Emergency Exit Cutout – Sill Inner Chord at Frame Intersect at BS 859.5 and BS 883.5	241, 242	200	Type 2 50,000 Cycles
53-50-I06E	Single Emergency Exit Cutout – Sill Outer Chord	241, 242	200	Type 2 50,000 Cycles
53-50-I06F	Single Emergency Exit Cutout – Sill Outer Chord at Frame Intersect	241, 242	200	Type 2 50,000 Cycles
53-50-I11	BS 1043 Frame Splice with the Landing Gear Fitting – BS 1043, BL 92, WL 193 to WL 199	141, 142	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-50-I13A	Fuselage Rear Spar Bulkhead – Bulkhead Fitting Inboard Prong Attachment to Wing Rear Spar	DELETED		
53-50-I13B	Fuselage Rear Spar Bulkhead – Bulkhead Fitting Inner Chord S-20 to S-21 at Seat Track Bracket	131, 132	ALL	Type 1 25,000 Cycles
53-50-I13C	Fuselage Rear Spar Bulkhead – Inboard Chord Flange – BS 955, BL 91, S-18 to S-20	241, 242	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-50-I14A	Aft Wheel Well Bulkhead BS 1065 – Vertical Beam BL 26 Intercostal Upper Chord Splice	143, 144	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-50-I14B	Aft Wheel Well Bulkhead BS 1065 – Hidden Details at Chord Splices S-27 to S-28 & S-35 to S-36	151, 152	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-50-I14C	Aft Wheel Well Bulkhead BS 1065 – Hidden Details at Chord between S-29 & S-34	151, 152	ALL	Type 1 25,000 Cycles
53-50-I18 53-50-I24 53-50-I28	Section 45 Stub Frames – BS 808 – 933 Frame Inner Chord at Stub Beam	131, 132	200 300 PASS 300F	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-50-I19	MLG Wheel Well – BS 1021 Transverse Floor Beam Lower Chord – From LBL 33 to LBL 60 & RBL 33 to RBL 60	143, 144	PASS	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (400E)
53-50-I19B	MLG Wheel Well Transverse Floor Beam BS 1021 Lower Chord – From LBL 33 to LBL 60 & RBL 33 to RBL 60	DELETED		
53-50-I22A	Dual Emergency Exit Cutout – Frame Inner Chords	241, 242	200 300 PASS	Type 2 50,000 Cycles
53-50-I22B	Dual Emergency Exit Cutout – Frame Inner Chord at Sill Intersect	241, 242	200 300 PASS	Type 2 50,000 Cycles
53-50-I22C	Dual Emergency Exit Cutout – Sill Inner Chord	241, 242	200 300 PASS	Type 2 50,000 Cycles
53-50-I22D	Dual Emergency Exit Cutout – Sill Inner Chord at Frame Intersect	241, 242	200 300 PASS	Type 2 50,000 Cycles
53-50-I22E	Dual Emergency Exit Cutout – Upper Sill Inner Chord at BS 859.5 and BS 903.5	241, 242	300 PASS	Type 2 50,000 Cycles
53-50-I22F	Dual Emergency Exit Cutout – Sill Outer Chord	241, 242	200 300 PASS	Type 2 50,000 Cycles
53-50-I22G	Dual Emergency Exit Cutout – Sill Outer Chord at Frame Intersect	241, 242	200 300 PASS	Type 2 50,000 Cycles
53-50-I25A	Single Aft Emergency Exit Cutout – Frame Inner Chords	241, 242	300 PASS	Type 2 50,000 Cycles
53-50-I25B	Single Aft Emergency Exit Cutout – Frame Inner Chord at Sill Intersect	241, 242	300 PASS	Type 2 50,000 Cycles
53-50-I25C	Single Aft Emergency Exit Cutout – Sill Inner Chord	241, 242	300 PASS	Type 2 50,000 Cycles
53-50-I25D	Single Aft Emergency Exit Cutout – Sill Inner Chord at Frame Intersect	241, 242	300 PASS	Type 2 50,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-50-I25E	Single Aft Emergency Exit Cutout – Upper Sill Inner chord BS 903.5	241, 242	300 PASS	Type 2 50,000 Cycles
53-50-I25F	Single Aft Emergency Exit Cutout – Sill Outer Chord	241, 242	300 PASS	Type 2 50,000 Cycles
53-50-I25G	Single Aft Emergency Exit Cutout – Sill Outer Chord at Frame Intersect	241, 242	300 PASS	Type 2 50,000 Cycles
53-50-I28	Section 45 Stub Frames – BS 808 – 933 Frame Inner Chord at Stub Beam	131, 132	400E	Type 2 40,000 Cycles
53-60-I06B	Aft Main Cargo Door Cutout – Edge Frames – Inner Chord at BS 1270, S-23R to S-29R and at BS 1346, S-23R to S-29R	154	PASS	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (400E)
53-60-I06C 53-30-I14C	Forward/Aft Main Cargo Door Cutout – Edge Frames – Outer Chord at BS 539.5, BS 615 and BS 1270, BS 1346 between Upper & Lower Sills	122, 154	PASS	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (400E)
53-60-I06D 53-30-I14D	Forward/Aft Main Cargo Door Cutout – Upper Main Sill – Inner Chord, BS 522 to BS 544 & BS 1346 to BS 1395	122, 154	PASS	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (400E)
53-60-I06E 53-30-I14E	Forward/Aft Main Cargo Door Cutout – Lower Main Sill – Inner Chord, BS 610 to BS 632 & BS 1263 to BS 1270	122, 154	PASS	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (400E)
53-60-I10A	Bulk Cargo Door Cutout – Edge Frames Inner Chord/Strap	161, 163	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-60-I10B	Bulk Cargo Door Cutout – Frame Splice – Aft Edge Frame, BS 1461 Inner Chord at S-26	161	ALL	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-60-I10C	Bulk Cargo Door Cutout – Upper Main Sill Inner Chord and Strap – BS 1461	161	300F <2>	Type 2 40,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-60-I14E	Aft Passenger Entry/Service Door Cutout – Edge Frames, Inner Chord, Door Station 876.3, S-9 to S-12 & S-17 to S-23 and Door Station 923.7, S-8 to S-13 & S-21 to S-23	251, 252	PASS	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (400E)
53-60-I14F	Aft Passenger Entry/Service Door Cutout – Upper Main Sill – Inner Chord, Door Station 911 to BS 1562	251, 252	PASS	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (400E)
53-60-I27A	Type I Door Cutout – Edge Frame – Inner Chord – BS 1153, S-8 to S-13 & S-16 to S-23 and BS 1183.4, S-8 to S-13 & S-16 to S-23	153, 154, 251, 252	300 PASS	Type 2 50,000 Cycles
53-60-I27A	Type I Door Cutout – Edge Frame – Inner Chord – BS 1153, S-8 to S-13 & S-16 to S-23 and BS 1183.4, S-8 to S-13 & S-16 to S-23	153, 154, 251, 252	400E	Type 2 40,000 Cycles
53-60-I27B	Type I Door Cutout – Upper Main Sill – Inner Chord, BS 1131 to BS 1197+22	251, 252	300 PASS 400E	Type 2 50,000 Cycles (300 PASS) 40,000 Cycles (400E)
53-60-I27C	Type I Door Cutout – Lower Main Sill – Inner Chord, BS 1131 to BS 1175	251, 252	300 PASS 400E	Type 2 50,000 Cycles (300 PASS) 40,000 Cycles (400E)
53-60-I29A	Aft Large Cargo Door Cutout – Edge Frame – Inner Chord, BS 1344, S-24	154	300F <2>	Type 2 40,000 Cycles
53-60-I29B	Aft Large Cargo Door Cutout – Edge Frame – Inner Chord, BS 1344, S-24.3	154	300F <2>	Type 2 40,000 Cycles
53-60-I29C	Aft Large Cargo Door Cutout – Upper Main Sill – Inner Chord, BS 1219	154	300F <2>	Type 2 40,000 Cycles
53-60-I29D	Aft Large Cargo Door Cutout – Lower Main Sill – Inner Chord, BS 1344	154, 156	300F <2>	Type 2 40,000 Cycles
53-60-I29F	Aft Large Cargo Door Cutout – Lower Main Sill – Inner Chord, BS 1334.3	154, 156	300F <2>	Type 2 40,000 Cycles
53-60-I30A	Aft Large Cargo Door Cutout – Latch Backup Fitting – BS 1331.58 Latch 12 Lower Flange	154	300F <2>	Type 2 40,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
53-80-I01A	Aft Pressure Bulkhead – Circumferential Attachment of Web to Y-Ring	165, 166, 251, 252, 253, 254	ALL L/N 424 & on <1>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-80-I01B	Aft Pressure Bulkhead – Radial Web Lap Splices	311, 312	ALL L/N 424 & on <1>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-80-I01C	Aft Pressure Bulkhead – Radial Web Lap Splices	311, 312	ALL L/N 424 & on <1>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-80-I01D	Aft Pressure Bulkhead – Circumferential Tear Strap Splice	311, 312	ALL L/N 424 & on <1>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-80-I01E	Aft Pressure Bulkhead – Circumferential Tear Strap	311, 312	ALL L/N 424 & on <1>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-80-I03	Section 48 – Jackscrew Fitting Lug – Upper Bulkhead at STA 1702	311, 312	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-80-I13	Section 48 – Pivot Fitting Lug	313, 314	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
53-80-I15 53-80-I16 53-80-I17	BS 1809.5 Bulkhead Outboard Chord	313, 314	ALL L/N 710 & on <1>	Type 1 25,000 Cycles
53-80-I25	Horizontal Stabilizer Fitting Hinge Pins – BS 1809, BL 41.5	313, 314	ALL	Type 1 25,000 Cycles
54-50-I01	Typical Midspar Chord Construction – JT9D Strut	432, 434, 436, 442, 444, 446	7R4	Type 2 50,000 Cycles
54-50-I01	Typical Midspar Chord Construction – PW4000 Strut	432, 434, 436, 442, 444, 446	4000	Type 2 25,000 Cycles
54-50-I01	Typical Midspar Chord Construction – CF6-80A Strut	432, 434, 436, 442, 444, 446	80A	Type 2 50,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
54-50-I01	Typical Midspar Chord Construction – CF6-80C Strut	432, 434, 436, 442, 444, 446	80C (Except 400E)	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I01a	Forward Midspar Chord – CF6-80C Strut	432, 442	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I01a	Forward Midspar Chord – CF6-80C Strut	432, 442	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I01c	Forward Midspar (Visible Portions) – CF6-80C2 Strut	432, 442	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I01c	Forward Midspar (Visible Portions) – CF6-80C2 Strut	432, 442	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I02 54-50-I03a	Sideskins/Skins, Stiffeners and Back-Up Chords – RB211 Strut	433, 443	524 <2>	Type 2 50,000 Cycles
54-50-I03b	Lower Spar Chords, Webs and Thrust Plate – RB211 Strut	431, 433, 441, 443	524 <2>	Type 2 25,000 Cycles
54-50-I04	Forward Engine Mount Bulkhead -RB211 Strut	433, 443	524 <2>	Type 2 50,000 Cycles
54-50-I04	Typical Midspar Chord Construction – JT9D Strut Note: No DTR Check Form.	432, 434, 436, 442, 444, 446	7R4	Type 2 50,000 Cycles
54-50-I04	Typical Midspar Chord Construction – PW4000 Strut Note: No DTR Check Form.	432, 434, 436, 442, 444, 446	4000	Type 2 25,000 Cycles
54-50-I04	Typical Midspar Chord Construction – CF6-80A Strut Note: No DTR Check Form.	432, 434, 436, 442, 444, 446	80A	Type 2 50,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
54-50-I04	Typical Midspar Chord Construction – CF6-80C Strut Note: No DTR Check Form.	432, 434, 436, 442, 444, 446	80C (Except 400E)	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I04a	Mid-Spar Fitting to Chord Splice – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I04a	Mid-Spar Fitting to Chord Splice – CF6-80C Strut	434, 436, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I04c	Mid-Spar Chord, Aft (Hidden Details) – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I04c	Mid-Spar Chord, Aft (Hidden Details) – CF6-80C Strut	434, 436, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I04e	Mid-Spar Chord, Aft (Visible Details) – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I04e	Mid-Spar Chord, Aft (Visible Details) – CF6-80C Strut	434, 436, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I05	Forward Engine Mount Bulkhead Fitting and Bulkhead – JT9D Strut	432, 442	7R4 <2>	Type 2 50,000 Cycles
54-50-I05	Forward Engine Mount Bulkhead Fitting and Bulkhead – PW4000 Strut	432, 442	4000 <2>	Type 2 50,000 Cycles
54-50-I05	Forward Engine Mount Bulkhead Fitting and Bulkhead – CF6-80A Strut	432, 442	80A <2>	Type 2 50,000 Cycles
54-50-I05	Forward Engine Mount Bulkhead Fitting and Bulkhead – CF6-80C Strut	432, 442	80C (Except 400E) <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
54-50-I05a	Forward Engine Mount Fitting Thrust Tang – CF6-80C Strut	432, 442	80C (400E) <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I06	Aft Engine Mount Bulkhead – JT9D Strut	434, 436, 444, 446	7R4	Type 2 50,000 Cycles
54-50-I06	Aft Engine Mount Bulkhead – PW4000 Strut	434, 436, 444, 446	4000	Type 2 50,000 Cycles
54-50-I06	Aft Engine Mount Bulkhead – CF6-80A Strut	436, 437, 446, 447	80A	Type 2 50,000 Cycles
54-50-I06	Aft Engine Mount Bulkhead – CF6-80C Strut	436, 437, 446, 447	80C (Except 400E)	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I06a	Aft Engine Mount Bulkhead (Barrel Nut Bore) – CF6-80C Strut	436, 437, 446, 447	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I06a	Aft Engine Mount Bulkhead (Barrel Nut Bore) – CF6-80C Strut	436, 437, 446, 447	80C (400E) $\geq$ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I06c	Aft Engine Mount Bulkhead (Vertical Splice Strap) – CF6-80C Strut	436, 437, 446, 447	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I06c	Aft Engine Mount Bulkhead (Vertical Splice Strap) – CF6-80C Strut	436, 437, 446, 447	80C (400E) $\geq$ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I06d	Aft Engine Mount Bulkhead (Aft Flange) – CF6-80C Strut	436, 437, 446, 447	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I06d	Aft Engine Mount Bulkhead (Aft Flange) – CF6-80C Strut	436, 437, 446, 447	80C (400E) $\geq$ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
54-50-I08	Diagonal Brace and Lower Spar Attachment Fitting – JT9D Strut Note: No DTR Check Form.	437, 447	7R4	Type 2 50,000 Cycles
54-50-I08	Diagonal Brace and Lower Spar Attachment Fitting – PW4000 Strut Note: No DTR Check Form.	437, 447	4000	Type 2 50,000 Cycles
54-50-I08	Diagonal Brace and Lower Spar Attachment Fitting – CF6-80A Strut Note: No DTR Check Form.	437, 447	80A	Type 2 50,000 Cycles
54-50-I08	Diagonal Brace and Lower Spar Attachment Fitting – CF6-80C Strut Note: No DTR Check Form.	437, 447	80C (Except 400E)	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I09	Midspar Fitting – JT9D Strut Note: No DTR Check Form.	437, 447	7R4	Type 2 50,000 Cycles
54-50-I09	Midspar Fitting – PW4000 Strut Note: No DTR Check Form.	437, 447	4000	Type 2 50,000 Cycles
54-50-I09	Midspar Fitting – CF6-80A Strut Note: No DTR Check Form.	437, 447	80A	Type 2 50,000 Cycles
54-50-I09	Midspar Fitting – CF6-80C Strut Note: No DTR Check Form.	437, 447	80C (Except 400E)	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I09	Diagonal Brace and Strut Attach Fitting and Fuse Pins – RB211 Strut Note: No DTR Check Form.	434, 444	524	Type 2 50,000 Cycles
54-50-I09a 54-50-I07 54-50-I08 54-50-I12	Strut to Wing Attachments (Midspar Fitting) – CF6-80C Strut	431, 433, 437, 441, 443, 447, 511, 521, 611, 621	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I09a 54-50-I07 54-50-I08 54-50-I12	Strut to Wing Attachments (Midspar Fitting) – CF6-80C Strut	431, 433, 437, 441, 443, 447, 511, 521, 611, 621	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
54-50-I10	Aft Upper Spar Fittings and Fuse Pins – RB211 Strut Note: No DTR Check Form.	434, 444	524 <2>	Type 2 50,000 Cycles
54-50-I10a	Forward Engine Mount (Platform at Forward Tension Bolt Holes) – CF6-80C Strut	410, 420	80C (400E) < 8 Hours	Type 1/ 16,000 Cycles/ 70,000 Flt. Hrs.
54-50-I10a	Forward Engine Mount (Platform at Forward Tension Bolt Holes) – CF6-80C Strut	410, 420	80C (400E) ≥ 8 Hours	Type 1/ 16,000 Cycles/ 70,000 Flt. Hrs.
54-50-I10b	Forward Engine Mount – CF6-80C Strut	410, 420	80C (400E) < 8 Hours <2>	Type 1/ 16,000 Cycles/ 70,000 Flt. Hrs.
54-50-I10b	Forward Engine Mount – CF6-80C Strut	410, 420	80C (400E) ≥ 8 Hours <2>	Type 1/ 16,000 Cycles/ 70,000 Flt. Hrs.
54-50-I11	Side Link and Strut Attach Fittings – RB211 Strut Note: No DTR Check Form.	434, 444	524	Type 2 50,000 Cycles
54-50-I11d	Aft Engine Mount (Lugs) – CF6-80C Strut	410, 420	80C (400E) < 8 Hours	Type 1/ 25,000 Cycles/ 80,000 Flt. Hrs.
54-50-I11d	Aft Engine Mount (Lugs) – CF6-80C Strut	410, 420	80C (400E) ≥ 8 Hours	Type 1/ 25,000 Cycles/ 80,000 Flt. Hrs.
54-50-I11f	Aft Engine Mount (Engine TRF Clevis Lugs) – CF6-80C Strut	410, 420	80C (400E) < 8 Hours	Type 1/ 16,000 Cycles/ 70,000 Flt. Hrs.
54-50-I11f	Aft Engine Mount (Engine TRF Clevis Lugs) – CF6-80C Strut	410, 420	80C (400E) ≥ 8 Hours	Type 1/ 16,000 Cycles/ 70,000 Flt. Hrs.
54-50-I12	Side Load Links – JT9D Strut Note: No DTR Check Form.	437, 447	7R4	Type 2 50,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
54-50-I12	Side Load Links – PW4000 Strut Note: No DTR Check Form.	437, 447	4000	Type 2 50,000 Cycles
54-50-I12	Side Load Links – CF6-80A Strut Note: No DTR Check Form.	437, 447	80A	Type 2 50,000 Cycles
54-50-I12	Side Load Links – CF6-80C Strut Note: No DTR Check Form.	437, 447	80C (Except 400E)	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I12b	SideLoad Fittings CF6-80C Strut	437, 447	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I12b	SideLoad Fittings CF6-80C Strut	437, 447	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I13	Typical Lower Spar Chord and Spar Web Construction – JT90 Strut	434, 436, 444, 446	7R4 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I13	Typical Lower Spar Chord and Spar Web Construction – CF6-80A Strut	434, 436, 444, 446	80A <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I13	Typical Lower Spar Chord and Spar Web Construction – PW4000 Strut	434, 436, 444, 446	4000 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I13	Typical Lower Spar Chord and Spar Web Construction – CF6-80C Strut	434, 436, 444, 446	80C (Except 400E) <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
54-50-I13a	Lower Spar Chord and Web (Hidden) – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I13a	Lower Spar Chord and Web (Hidden) – CF6-80C Strut	434, 436, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
54-50-I13e	Lower Spar Chord (Visible) – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I14	Mid Bulkhead – Upper Fitting (R1) Joint – CF6-80C Strut	432, 434, 436, 442, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I14	Mid Bulkhead – Upper Fitting (R1) Joint – CF6-80C Strut	432, 434, 436, 442, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I16a	Forward Upper Spar (Hidden) – CF6-80C Strut	432, 442	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I16a	Forward Upper Spar (Hidden) – CF6-80C Strut	432, 442	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I16e	Forward Upper Spar (Visible) – CF6-80C Strut	432, 442	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I17a	Aft Upper Spar Chord (Vertical Flange, Hidden) – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I17a	Aft Upper Spar Chord (Vertical Flange, Hidden) – CF6-80C Strut	434, 436, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I17c	Aft Upper Spar Chord (Vertical Flange, Shear Tie at NSTA 279 RHS) – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I17c	Aft Upper Spar Chord (Vertical Flange, Shear Tie at NSTA 279 RHS) – CF6-80C Strut	434, 436, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
54-50-I17e	Aft Upper Spar Chord (Vertical Flange, Visible RHS) – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I17e	Aft Upper Spar Chord (Vertical Flange, Visible RHS) – CF6-80C Strut	434, 436, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I17f	Aft Upper Spar Chord (Vertical Flange, Visible) – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I17f	Aft Upper Spar Chord (Vertical Flange, Visible) – CF6-80C Strut	434, 436, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I18	Side Skin/Aft Upper Spar Chord Stiffener – CF6-80C Strut	434, 436, 444, 446	80C (400E) < 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
54-50-I18	Side Skin/Aft Upper Spar Chord Stiffener – CF6-80C Strut	434, 436, 444, 446	80C (400E) ≥ 8 Hours <2>	Type 2 40,000 Cycles/ 90,000 Flt. Hrs.
55-10-I09	Horizontal Stabilizer Upper Skin – At BBL 41.5 Side of Body Splice	331, 341	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
55-10-I13A	Horizontal Stabilizer Pivot Fitting Lug	331, 341	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
55-10-I13B	Horizontal Stabilizer Pivot Fitting Upper & Lower Attachments	331, 341	ALL	Type 2 25,000 Cycles
55-10-I13C	Horizontal Stabilizer Pivot Fitting Upper & Lower Attachments	331, 341	ALL	Type 2 25,000 Cycles
55-10-I14A	Horizontal Stabilizer – Jackscrew Fitting Lug	331, 341	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
55-10-I14B	Horizontal Stabilizer Jackscrew Fitting – Upper and Lower Attachments	331, 341	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
55-10-I31	Horizontal Stabilizer Rear Spar Upper Chord – SOB Hidden Area	331, 341	ALL	Type 1 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-10-I01	Typical Stringer and Skin – Wing Center Section, Lower Surface at External Lower Beams (BBL 9.5 and BBL 62.0)	133, 134	400E < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I01	Typical Stringer and Skin – Wing Center Section, Lower Surface at External Lower Beams (BBL 9.5 and BBL 62.0)	133, 134	400E ≥ 8 Hour	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I02	Splice Stringer and Skin – Wing Center Section at Stringer 6 and 10	133, 134	300F	Type 1 40,000 Cycles
57-10-I02A	Front Spar Chord and Skin – Wing Center Section at Radius Fillers	133, 134	400E < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I02A	Front Spar Chord and Skin – Wing Center Section at Radius Fillers	133, 134	400E ≥ 8 Hour	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I02B	Front Spar Chord and Skin – Wing Center Section at Underwing Longeron	133, 134	400E < 8 Hours <2>	Type 1, FLS See Graph
57-10-I02B	Front Spar Chord and Skin – Wing Center Section at Underwing Longeron	133, 134	400E ≥ 8 Hours <2>	Type 1, FLS See Graph
57-10-I03A	Rear Spar Lower Chord and Skin – Wing Center Section – Typical – BBL 23.0 – 86.5	133, 134	PASS (200ER, 300ER) < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I03A	Rear Spar Lower Chord and Skin – Wing Center Section – Typical – BBL 23.0 – 86.5	133, 134	PASS (200ER, 300ER) ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-10-I03A	Rear Spar Lower Chord and Skin – Wing Center Section – Typical – BBL 23.0 – 86.5	133, 134	300F	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I03A	Rear Spar Lower Chord and Skin – Wing Center Section – Typical - LBL 86.5 – RBL 86.5	133, 134	400E < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I03A	Rear Spar Lower Chord and Skin – Wing Center Section – Typical – LBL 86.5 – RBL 86.5	133, 134	400E ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I03B	Rear Spar Lower Chord and Skin – Wing Center Section – Hidden Locations – BBL 49.5, 62.05 & 73.0	133, 134	PASS (200ER, 300ER) < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I03B	Rear Spar Lower Chord and Skin – Wing Center Section – Hidden Locations – BBL 49.5, 62.05 & 73.0	133, 134	PASS (200ER, 300ER) ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I03B	Rear Spar Lower Chord and Skin – Wing Center Section – Hidden Locations – BBL 49.5, 62.05 & 73.0	133, 134	300F	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I03C	Rear Spar Lower Chord and Skin – Wing Center Section – Hidden Locations – BBL 49.5, 62.05 & 73.0	133, 134	PASS (200ER, 300ER) < 8 Hours	Type 1, FLS See Graph
57-10-I03C	Rear Spar Lower Chord and Skin – Wing Center Section – Hidden Locations – BBL 49.5, 62.05 & 73.0	133, 134	PASS (200ER, 300ER) ≥ 8 Hours	Type 1, FLS See Graph
57-10-I03C	Rear Spar Lower Chord and Skin – Wing Center Section – Hidden Locations – BBL 49.5, 62.05 & 73.0	133, 134	300F	Type 1, FLS See Graph
57-10-I16	Lower Surface Side-Of-Body Splice (Section 11 & 12) – L-1 to L-10 Inboard and Outboard of BBL 97.42	193, 194	ALL < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I16B	Lower Surface Side-Of-Body Splice (Section 11 & 12) – L-1 to L-10 Inboard and Outboard of BBL 97.42	193, 194	ALL ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-10-I20	Rear Spar Lower Chord SOB Splice (Section 11 & 12) – Chords at Splice Fittings Inboard & Outboard of BBL 97.42	143, 144	ALL < 8 Hours	Type 1, FLS See Graph
57-10-I20	Rear Spar Lower Chord SOB Splice (Section 11 & 12) – Chords at Splice Fittings Inboard & Outboard of BBL 97.42	143, 144	ALL ≥ 8 Hours	Type 1, FLS See Graph
57-10-I24	Underwing Longeron Attachment (Center Section Structure) – BBL 70 Longeron from Front Spar Lower Chord to Stringer 18	133, 134	PASS (200ER, 300ER) 300F < 8 Hours <2>	Type 1, FLS See Graph
57-10-I24	Underwing Longeron Attachment (Center Section Structure) – BBL 70 Longeron from Front Spar Lower Chord to Stringer 18	133, 134	PASS (200ER, 300ER) 300F ≥ 8 Hours <2>	Type 1, FLS See Graph
57-10-I25	Rear Spar Lower Chord and Skin – Wing Center Section at Stiffener Clips at BBL 32.9, 40.2, 47.5, 54.7 and 62	133, 134	400E < 8 Hours <2>	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-10-I25	Rear Spar Lower Chord and Skin – Wing Center Section at Stiffener Clips at BBL 32.9, 40.2, 47.5, 54.7 and 62	133, 134	400E ≥ 8 Hours <2>	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I05	Rear Spar at Forward MLG Trunnion – Rib 5, WS 329.10	532, 632, 551, 651	400E < 8 Hours <2>	Type 1, FLS See Graph
57-20-I05	Rear Spar at Forward MLG Trunnion – Rib 5, WS 329.10	532, 632, 551, 651	400E ≥ 8 Hours <2>	Type 1, FLS See Graph
57-20-I06	Rear Spar at MLG Outboard Support – Rib 7, WS 372.20	532, 632, 551, 651	400E < 8 Hours <2>	Type 1, FLS See Graph
57-20-I06	Rear Spar at MLG Outboard Support – Rib 7, WS 372.20	532, 632, 551, 651	400E ≥ 8 Hours <2>	Type 1, FLS See Graph

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-20-I07	Rear Spar at Flap/Spoiler Backup Fitting Installation – Lower Chord Rib Bay 16, WS 605.50	551, 651	400E <2>	Type 1, FLS See Graph
57-20-I12A	Outboard Wing Typical Stringers Lower Surface – Rib 9: L-16 (Dry Bay) under Nacelle Fairing	437, 447, 533, 633	ALL, (Except 400E) < 8 Hours	Type 1, FLS See Graph
57-20-I12A	Outboard Wing Typical Stringers Lower Surface – Rib 9: L-16 (Dry Bay) under Nacelle Fairing	437, 447, 533, 633	ALL, (Except 400E) ≥ 8 Hours	Type 1, FLS See Graph
57-20-I12A	Outboard Wing Typical Stringers Lower Surface – Rib 9: L-16 (Dry Bay) under Nacelle Fairing	437, 447, 533, 633	400E < 8 Hours	Type 1, FLS See Graph
57-20-I12A	Outboard Wing Typical Stringers Lower Surface – Rib 9: L-16 (Dry Bay) under Nacelle Fairing	437, 447, 533, 633	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I12B	Outboard Wing Typical Stringers Lower Surface – Rib 9: L-17 at Outboard Side Load Fitting under Nacelle Fairing	533, 633	ALL, (Except 400E) < 8 Hours	Type 1, FLS See Graph
57-20-I12B	Outboard Wing Typical Stringers Lower Surface – Rib 9: L-17 at Outboard Side Load Fitting under Nacelle Fairing	533, 633	ALL, (Except 400E) ≥ 8 Hours	Type 1, FLS See Graph
57-20-I12B	Outboard Wing Typical Stringers Lower Surface – Rib 9: L-17 at Outboard Side Load Fitting under Nacelle Fairing	533, 633	400E < 8 Hours	Type 1, FLS See Graph
57-20-I12B	Outboard Wing Typical Stringers Lower Surface – Rib 9: L-17 at Outboard Side Load Fitting under Nacelle Fairing	533, 633	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I15A	Outboard Wing Lower Surface Splice Stringer – L-6 & 10. L-10 between Rib 7 & 20 (except under Nacelle Fairing) & L-6: SOB to Rib 3	531, 532, 541, 631, 632, 641	ALL < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15A	Outboard Wing Lower Surface Splice Stringer – L-6 & 10. L-10 between Rib 7 & 20 (except under Nacelle Fairing) & L-6: SOB to Rib 3	531, 532, 541, 631, 632, 641	ALL ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15B	Outboard Wing Lower Surface Splice Stringer – L-10 under Nacelle Fairing	532, 632	ALL < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-20-I15B	Outboard Wing Lower Surface Splice Stringer – L-10 under Nacelle Fairing	532, 632	ALL ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15C	Outboard Wing Lower Surface Splice Stringer – L-6, 10 & 15 under Nacelle Strut at External Doublers, Fittings & Angles	532, 533, 541, 632, 633, 641	ALL, (Except 400E) < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15C	Outboard Wing Lower Surface Splice Stringer – L-6, 10 & 15 under Nacelle Strut at External Doublers, Fittings & Angles	532, 533, 541, 632, 633, 641	ALL, (Except 400E) ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15C	Outboard Wing Lower Surface Splice Stringer – L-6 & 10 under Nacelle Strut at External Fittings & Skate Angles	532, 541, 632, 641	400E < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15C	Outboard Wing Lower Surface Splice Stringer – L-6 & 10 under Nacelle Strut at External Fittings & Skate Angles	532, 541, 632, 641	400E ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15D	Outboard Wing Lower Surface Splice Stringer – L-15 under Nacelle Strut at Rib 9 (Seal Pans)	530, 630	ALL, (Except 400E) < 8 Hours	Type 1, FLS See Graph
57-20-I15D	Outboard Wing Lower Surface Splice Stringer – L-15 under Nacelle Strut at Rib 9 (Seal Pans)	530, 630	ALL, (Except 400E) ≥ 8 Hours	Type 1, FLS See Graph
57-20-I15D	Outboard Wing Lower Surface Splice Stringer – L-15 under Nacelle Strut at Rib 9 (Seal Pans)	530, 630	400E < 8 Hours	Type 1, FLS See Graph
57-20-I15D	Outboard Wing Lower Surface Splice Stringer – L-15 under Nacelle Strut at Rib 9 (Seal Pans)	530, 630	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I15E	Outboard Wing Lower Surface Splice Stringer – L-6 & 10 at Rib 3	530, 630	ALL < 8 Hours	Type 1, FLS See Graph
57-20-I15E	Outboard Wing Lower Surface Splice Stringer – L-6 & 10 at Rib 3	530, 630	ALL ≥ 8 Hours	Type 1, FLS See Graph

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-20-I15F	Outboard Wing Lower Surface Splice Stringer – Seal Pan/ Baffles at Ribs 3, 6, 18 and 31	530, 540, 630, 640	400E < 8 Hours <2>	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15F	Outboard Wing Lower Surface Splice Stringer – Seal Pan/ Baffles at Ribs 3, 6, 18 and 31	530, 540, 630, 640	400E ≥ 8 Hours <2>	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15G	Outboard Wing Lower Surface Splice Stringer – L-6 at External Nacelle Fitting and Outboard Skate Angle	532, 541, 632, 641	400E < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15G	Outboard Wing Lower Surface Splice Stringer – L-6 at External Nacelle Fitting and Outboard Skate Angle	532, 541, 632, 641	400E ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15H	Outboard Wing Lower Surface Splice Stringer – L-15 at External Nacelle Fitting and Outboard Skate Angle	532, 541, 632, 641	400E < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I15H	Outboard Wing Lower Surface Splice Stringer – L-15 at External Nacelle Fitting and Outboard Skate Angle	532, 541, 632, 641	400E ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I16A	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Typical Details between Fairing at Side-Of-Body & Rib 3	530, 630	ALL < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I16A	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Typical Details between Fairing at Side-Of-Body & Rib 3	530, 630	ALL ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I16B	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Details Hidden by Rib Shear Ties Side-Of-Body to Rib 3	530, 630	ALL, (Except 400E) < 8 Hours	Type 1, FLS See Graph
57-20-I16B	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Details Hidden by Rib Shear Ties Side-Of-Body to Rib 3	530, 630	ALL, (Except 400E) ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16B	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Details Hidden by Rib Shear Ties Side-Of-Body to Rib 3	530, 630	400E < 8 Hours	Type 1, FLS See Graph

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-20-I16B	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Details Hidden by Rib Shear Ties Side-Of-Body to Rib 3	530, 630	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16C	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Hidden Details at Ribs 5, 6, 8 & 9 (Not Covered by Fairings)	530, 630	ALL, (Except 400E) < 8 Hours <2>	Type 1, FLS See Graph
57-20-I16C	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Hidden Details at Ribs 5, 6, 8 & 9 (Not Covered by Fairings)	530, 630	ALL, (Except 400E) ≥ 8 Hours <2>	Type 1, FLS See Graph
57-20-I16C	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Hidden Details at Ribs 5, 6, 8 & 9 (Not Covered by Fairings)	530, 630	400E < 8 Hours	Type 1, FLS See Graph
57-20-I16C	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Hidden Details at Ribs 5, 6, 8 & 9 (Not Covered by Fairings)	530, 630	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16D	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Details Outboard of Terminal Fitting Wing-to-Body Fairing Area	531, 631	ALL, (Except 400E) < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I16D	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Details Outboard of Terminal Fitting Wing-to-Body Fairing Area	531, 631	ALL, (Except 400E) ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I16D	Rear Spar to Skin, Rib Bay 1, WSTA 226.3 – Typical Details	531, 631	400E < 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I16D	Rear Spar to Skin, Rib Bay 1, WSTA 226.3 – Typical Details	531, 631	400E ≥ 8 Hours	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I16E	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Hidden Details – Trunnion, Nacelle and Inboard Flap Fairing Areas	530, 540, 630, 640	ALL, (Except 400E) < 8 Hours	Type 1, FLS See Graph
57-20-I16E	Rear Spar Lower Chord and Skin (Outboard Wing Structure) – Hidden Details – Trunnion, Nacelle and Inboard Flap Fairing Areas	530, 540, 630, 640	ALL, (Except 400E) ≥ 8 Hours	Type 1, FLS See Graph

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-20-I16E	Rear Spar to Skin, Rib Bay 11, WSTA 449.2 – Hidden Details	530, 540, 630, 640	400E < 8 Hours	Type 1, FLS See Graph
57-20-I16E	Rear Spar to Skin, Rib Bay 11, WSTA 449.2 – Hidden Details	530, 540, 630, 640	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16F	Front Spar Lower Chord and Skin (Outboard Wing Structure) – Lower Skin Panel Splice Location between Ribs 18 & 19 only	540,640	ALL, (Except 400E) < 8 Hours	Type 1, FLS See Graph
57-20-I16F	Front Spar Lower Chord and Skin (Outboard Wing Structure) – Lower Skin Panel Splice Location between Ribs 18 & 19 only	540, 640	ALL, (Except 400E) ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16F	Front Spar to Skin, Rib Bay 19, WSTA 655.2 – Hidden Details	540, 640	400E < 8 Hours	Type 1, FLS See Graph
57-20-I16F	Front Spar to Skin, Rib Bay 19, WSTA 655.2 – Hidden Details	540, 640	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16G	Front Spar Lower Chord and Skin (Outboard Wing Structure) – Details Hidden by Rib Shear Ties Rib 9 to and including Rib 23	530, 540, 630, 640	ALL, (Except 400E) < 8 Hours	Type 1, FLS See Graph
57-20-I16G	Front Spar Lower Chord and Skin (Outboard Wing Structure) – Details Hidden by Rib Shear Ties Rib 9 to and including Rib 23	530, 540, 630, 640	ALL, (Except 400E) ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16G	Front Spar to Skin, Rib Bay 23, WSTA 759.2 – Hidden Details	540, 640	400E < 8 Hours	Type 1, FLS See Graph
57-20-I16G	Front Spar to Skin, Rib Bay 23, WSTA 759.2 – Hidden Details	540, 640	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16H	Front Spar Lower Chord and Skin (Outboard Wing Structure) – Hidden Details – Ribs 8/9 and at Side Brace Fitting between Ribs 8/9	533, 633	ALL, (Except 400E) < 8 Hours	Type 1, FLS See Graph
57-20-I16H	Front Spar Lower Chord and Skin (Outboard Wing Structure) – Ribs 8/9 and at Side Brace Fitting between Ribs 8/9	533, 633	ALL, (Except 400E) ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16H	Front Spar to Skin, Rib Bay 9, WSTA 390.1 – Hidden Details – R7/R8 Backup Fitting	533, 633	400E < 8 Hours	Type 1, FLS See Graph

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-20-I16H	Front Spar to Skin, Rib Bay 9, WSTA 390.1 – Hidden Details – R7/R8 Backup Fitting	533, 633	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I16I	Front Spar Lower Chord and Skin – Hidden Details Rib Shear Ties, Rib 24 to and including Rib 31	530, 540, 630, 640	400E < 8 Hours <2>	Type 1, FLS See Graph
57-20-I16I	Front Spar Lower Chord and Skin – Hidden Details Rib Shear Ties, Rib 24 to and including Rib 31	530, 540, 630, 640	400E ≥ 8 Hours <2>	Type 1, FLS See Graph
57-20-I16J	Rear Spar Lower Chord and Skin – Hidden Details Rib Shear Ties, Rib 22 up to and including Rib 32	540, 640	400E < 8 Hours <2>	Type 1, FLS See Graph
57-20-I16J	Rear Spar Lower Chord and Skin – Hidden Details Rib Shear Ties, Rib 22 up to and including Rib 32	540, 640	400E ≥ 8 Hours <2>	Type 1, FLS See Graph
57-20-I19	Nacelle Fitting Attachment to Lower Surface – Outboard Wing Lower Surface – WS 436.9, R2 Fitting Forward End at Stringer 5	532, 632	400E < 8 Hours	Type 1, FLS See Graph
57-20-I19	Nacelle Fitting Attachment to Lower Surface – Outboard Wing Lower Surface – WS 436.9, R2 Fitting Forward End at Stringer 5	532, 632	400E ≥ 8 Hours	Type 1, FLS See Graph
57-20-I27	Skin Tab at R1 Nacelle Attachment R2 Intact – Outboard Fitting Aft Fastener Row	532, 632	400E < 8 Hours <2>	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I27	Skin Tab at R1 Nacelle Attachment R2 Intact – Outboard Fitting Aft Fastener Row	532, 632	400E ≥ 8 Hours <2>	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.
57-20-I36	MLG Forward Trunnion Support to Lower Skin Attachment – Inboard Forward Trunnion Support, Most Inboard Aft Fastener	530, 540, 630, 640	400E	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I02A	Outboard Flap Supports – Support Ribs (Rear Spar Fittings) in Bathtub Region, Lug 6 Region Flange	572, 573, 672, 673	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I02A.1	Outboard Flap Supports – Rear Spar Fittings – Lugs at Joint 1	572, 573, 672, 673	200 300 PASS 300F L/N 1-921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I02A.2	Outboard Flap Supports – Rear Spar Fittings – Lugs at Joint 6	572, 573, 672, 673	200 300 PASS 300F L/N 1-921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I02A.3	Outboard Flap Supports – Rear Spar Fittings – Lower Aft Flange	572, 573, 672, 673	200 300 PASS 300F L/N 1-921	Type 2 25,000 Cycles
57-53-I02B	Outboard Flap Supports – Rear Spar Fitting Tension Bolts – BACB30US12 – Thread Runout	572, 573, 672, 673	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 1 25,000 Cycles
57-53-I02B	Outboard Flap Supports – Rear Spar Fitting Tension Bolts	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921	Type 1 25,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I02C	Outboard Flap Supports – Doublers – .375” Diameter Fastener Holes	572, 573, 672, 673	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I02C	Outboard Flap Supports – Rear Spar Fittings – Actuator Bore and Fastener Holes	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921	Type 2 25,000 Cycles
57-53-I02D.1	Outboard Flap Supports – 9-10 Beam – Joint 9 Lug	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I02D.2	Outboard Flap Supports – 9-10 Beam	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I02E	Outboard Flap Supports – 9-10 Beam Swivel Fitting	572, 573, 672, 673	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 1 25,000 Cycles
57-53-I02F	Outboard Flap Supports – Flap Attachment Bolts	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 710	Type 1 25,000 Cycles After Accomplishing Terminating Action of SB 767-27A0155
57-53-I02F	Outboard Flap Supports – Flap Attachment Bolts	572, 573, 672, 673	200 300 PASS 300F L/N 711-921	Type 1 25,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I02G.1	Outboard Flap Supports – 6-8-9 Beam (Main Drive Link), 5.38 inches Aft of Joint 6	572, 573, 672, 673	200 300 PASS 300F L/N 922 and later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I02G.1	Outboard Flap Supports – Support No. 1 and No. 2, 6-8-9 beam – Typical Section	572, 573, 672, 673	200 300 PASS 300F L/N 1-921	Type 2 25,000 Cycles
57-53-I02G.2	Outboard Flap Supports – 6-8-9 Beam (Main Drive Link), Lug 8 Region	572, 573, 672, 673	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I02G.2	Outboard Flap Supports – No. 1 and No. 2, 6-8-9 Beam – Lugs 6, 8 and 9	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I02G.3	Outboard Flap Supports – Support No. 1 and No. 2, 6-8-9 Beam – Fastener Holes	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921	Type 2 25,000 Cycles
57-53-I02I	Outboard Flap Supports – 4-5 Drive Arm – Spline Outer Surface	572, 573, 672, 673	ALL <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I02J.1	Outboard Trailing Edge Flap Support #1 – Link 3-10 – Lug	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I02J.2	Outboard Trailing Edge Flap Support #2 – Link 3-10 – Lug	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I02L.1	Outboard Trailing Edge Flap Supports – Beam 1-2-3 – Beam at Field Fasteners	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921	Type 2 25,000 Cycles
57-53-I02L.2	Outboard Trailing Edge Flap Supports – Beam 1-2-3 – Lug at Joint 1	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I02L.3	Outboard Trailing Edge Flap Supports – Beam 1-2-3 – Lug at Joint 3	572, 573, 672, 673	200 300 PASS 300F L/N 1 – 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I02M.1	Outboard Flap Supports – Outer Pins at Outboard Supports: Joints 5, 6, 8 and 10 and Inboard Supports: Joints 5, 6, 8 and 10	572, 573, 672, 673	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 1 25,000 Cycles
57-53-I02M.2	Outboard Flap Supports – Outer Pin at Inboard Main Support: Joint 8	572, 573, 672, 673	200 300 PASS 300F L/N 922 and Later 400E	Type 1 25,000 Cycles
57-53-I02M.4	Outboard Flap Pins – Support #2 – Outer Pins at Joint 2 and Joint 8	572, 573, 672, 673	200 300 PASS 300F L/N 1 - 921	Type 1 25,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I02M.5	Outboard Flap Pins – Support No. 1 and No. 2 – Joint #1 Fuse Pin – Pin Shank @ Outboard Rib Support	572, 573, 672, 673	200 300 PASS 300F L/N 1 - 921	Type 1 25,000 Cycles
57-53-I02M.6	Outboard Flap Pins – Support #1, Joints 2, 3, 5, 6, 8, 9, and 10 – Support #2, Joints 3, 5, 6, 9, and 10	572, 573, 672, 673	200 300 PASS 300F L/N 1 - 921	Type 1 25,000 Cycles
57-53-I03E.1	Inboard Flap Box at # 3 Support – Backup Fittings – Forward Bathtub	555, 655	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 1 25,000 Cycles
57-53-I03E.2	Inboard Flap Box at # 3 Support – Backup Fittings – Aft Bathtub End Pads	555, 655	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I03F	Inboard Flap Box at # 3 Support – Flap Attachment Bolts, IFS 251.25	555, 655	200 300 PASS 300F L/N 922 and Later 400E	Type 1 25,000 Cycles
57-53-I03F	Inboard flap #3 Support - Flap Attachment Bolts - Shank Location	555, 655	200 300 PASS 300F L/N 1-849	Type 1 25,000 Cycles After Accomplishing Terminating Action of SB 767-27A0176
57-53-I03F	Inboard Flap #3 support - Flap Attachment Bolts - Shank Location	555, 655	200 300 PASS 300F L/N 850-921	Type 1 25,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I03I.1	Inboard Flap Box at # 4 Support – Inboard Closure Rib – Lower Chord, IFS 108.5	555, 655	ALL	Type 1 25,000 Cycles
57-53-I03I.2	Inboard Flap Box at # 4 Support – Inboard End Rib and Splined Bushing – Splined Bushing Splines	555, 655	200 300 PASS 300F L/N 910 and Later 400E	Type 1 25,000 Cycles
57-53-I03I.2	Inboard Flap, Support #4 – Splined Bushing at IFS 108.5 – Internal Spline base of Tooth/Rim	555, 655	200 300 PASS 300F L/N 1 - 909	Type 1 25,000 Cycles
57-53-I03J.1	Inboard Flap Box at # 4 Support – Pillow Block (Collar Fitting) Bathtubs IFS 92 – Bathtub End Pads	555, 655	200 300 PASS 300F L/N 910 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I03J.2	Inboard Flap Box at # 4 Support – Pillow Block (Collar Fitting) Spline Region, IFS 92 – Bathtub End Pads	555, 655	200 300 PASS 300F L/N 910 and Later 400E	Type 1 25,000 Cycles
57-53-I03J.2	Inboard Flap Support No. 4 – Collar Fitting – Spline Cross-Section	555, 655	200 300 PASS 300F L/N 1 - 909	Type 1 25,000 Cycles
57-53-I03K	Inboard Flap #4 Support – Attachment Bolts	555, 655	200 300 PASS 300F L/N 1 - 849	Type 1 25,000 Cycles After Accomplishing Terminating Action of SB 767-27A0176

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I03K	Inboard Flap #4 support – Attachment Bolts	555 655	200 300 PASS 300F L/N 850-921	Type 1 25,000 Cycles
57-53-I03L	767 Inboard Flap – #4 Support – Torque Tube – Torque Tube Outer Surface – IFS 92 to IFS 124.5	555, 655	200 300 PASS 300F L/N 1 - 909	Type 1 25,000 Cycles
57-53-I03L.1	Inboard Flap Box at #4 Support – Torque Tube, IFS 108.5	555, 655	200 300 PASS 300F L/N 910 and Later 400E <2>	Type 1 25,000 Cycles
57-53-I03L.2	Inboard Flap Box at #4 Support – Torque Tube, IFS 92 to IFS 124.5	555, 655	200 300 PASS 300F L/N 910 and Later 400E	Type 1 25,000 Cycles
57-53-I04A.1	Inboard Flap # 3 Support – Actuator Support Rib Assembly – Section Forward of Joint 6 Lug	571, 671	200, 300 PASS, 300F L/N 922 and Later 400E	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04A.1	Inboard Flap #3 Support – Actuator Support Rib – Section Forward of Joint 6 Lug	571, 671	200 300 PASS 300F L/N 1 - 921	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04A.2	Inboard Flap # 3 Support – Actuator Support Rib Assembly – Lug Details at Joints 0, 1 and 6	571, 671	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I04A.2	Inboard Flap # 3 Support – Actuator Support Rib – Lugs at Joints 0, 1, 6	571, 671	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04B.2	Inboard Flap # 3 Support – Underwing Fitting – Section 9.67 Inches Forward of Aftmost Tension Link Lug Bore	571, 671	200 300 PASS 300F L/N 883 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04B.2	Wing Trailing Edge, I/B Flap, #3 Support – Underwing Fitting – Section Through Aft Most Field Fastener Row Just Forward of the Fuse Joint	571, 671	200, 300 PASS, 300F L/N 1-882 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04B.3	Wing Trailing Edge, I/B Flap, #3 Support – Underwing Fitting – Lug at Fuse Pin location	571, 671	200, 300 PASS, 300F L/N 1-882 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04C	Wing Trailing Edge, I/B Flap, #3 Support – Fuse Pin – Underwing Fitting to Forward Tension Link	571, 671	200, 300 PASS, 300F L/N 1-882	Type 1 25,000 Cycles
57-53-I04D	Inboard Flap # 3 Support – Forward Tension Link	571, 671	200 300 PASS 300F L/N 883 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04D.1	Wing Trailing Edge, I/B Flap, #3 Support – Forward Tension Link – Section A-A – Typical Cross Section Through Fasteners	571, 671	200 300 PASS 300F L/N 1-882	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I04D.2	Wing Trailing Edge, I/B Flap, #3 Support – Forward Tension Link – End Clevis	571, 671	200 300 PASS 300F L/N 1-882 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04E	Inboard Flap # 3 Support – 1-2-3 Beam – Lugs at Joints 1, 2, and 3	571, 671	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04E.1	Inboard Flap # 3 Support – Beam 1-2-3 – Lug at Joint 1	571, 671	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04E.2	Inboard Trailing Edge Flap Support #3 – Beam 1-2-3 – Lugs at Joint 2 and 3	571, 671	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04E.3	Inboard Flap # 3 Support – Beam 1-2-3 – Beam at Field Fasteners	571, 671	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04F.1	Inboard Flap # 3 Support – 3-10 Link – Lugs	571, 671	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I04F.1	Inboard Flap # 3 Support – 3-10 Link – Lugs	571, 671	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04F.2	Inboard Flap # 3 Support – 3-10 Link – Between Lugs	571, 671	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04F.2	Inboard Flap # 3 Support – 3-10 Link – Between Lugs	571, 671	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04H	Inboard Flap # 3 Support – 6-7-8-9 Beam – Lug 9 Detail	571, 671	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04H	Inboard Flap # 3 Support – 6-7-8-9 Beam – Lugs 6, 7, 8 and 9	571, 671	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04I	Inboard Flap # 3 Support – 4-5 Drive Arm – Internal Spline	571, 671	ALL <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I04K	Inboard Flap # 3 Support – 9-10 Beam – Lug at Joint 9	571, 671	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04K.1	Inboard Flap # 3 Support – 9-10 Beam – Joint 9 Lug	571, 671	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04K.2	Inboard Flap # 3 Support – 9-10 Beam – Section Cut Through Field Fasteners – Section B-B	571, 671	200 300 PASS 300F L/N 1 - 921	Type 2 25,000 Cycles
57-53-I04K.3	Inboard Flap # 3 Support – 9-10 Beam	571, 671	200 300 PASS 300F L/N 1 - 921	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04N.1	Inboard Flap # 3 Support – Flap Support Pins – Outer Pins at Joints 0, 1, 2, 3, 5, 6, 7, 8, 9 and 10	571, 671	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 1 25,000 Cycles
57-53-I04N.2	Inboard Flap # 3 Support – Flap Support Pins – Outer Pins at Joints A and B	571, 671	200 300 PASS 300F L/N 922 and Later 400E	Type 1 25,000 Cycles
57-53-I04N.3	Inboard Flap # 3 Support – Flap Support Pins – Outer Pins at Joints 0, 2, 3, 5, 6, 7, 8, 9, 10, A, and B	571, 671	200 300 PASS 300F L/N 1 - 921	Type 1 25,000 Cycles

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I04N.4	Inboard Flap #3 Support - Flap Support Pins - Outer Pin at Joint 1.	571, 671	200 300 PASS 300F L/N 1 - 921	Type 1 25,000 Cycles
57-53-I04P	Inboard Flap # 4 Support – 4-5 Drive Arm – Internal Spline	195, 196	ALL <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04Q.1	Inboard Flap # 4 Support – 5-7 Link – Lugs	195, 196	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04Q.1	Inboard Flap # 4 Support – 5-7 Link – Lugs	195, 196	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04Q.2	Inboard Flap # 4 Support – 5-7 Link – Cross Section 3.16 inches from Lug	195, 196	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04Q.2	Inboard Flap # 4 Support – 5-7 Link – Body of Link around Field fasteners	195, 196	200 300 PASS 300F L/N 1 - 921 <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04S	Inboard Flap # 4 Support – 6-7 Drive Arm – Cross Section 7.399 inches from Joint 7	195, 196	ALL <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-53-I04T	Inboard Flap # 4 Support – 6-9 Drive Arm – Just Aft of the Bend in the Beam	195, 196	ALL <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04V	Inboard Flap # 4 Support – Carrier Beam 9-11 – Section Forward of Flap Attach and Aft of Flap Attach Bathtub	195, 196	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04Y	Inboard Flap # 4 Support – Flap Support Fitting – Upper Flange Inboard Bolt Location	195, 196	200 300 PASS 300F L/N 922 and Later 400E	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F, 400E)
57-53-I04Y	Inboard Flap # 4 Support – Side Strut Swivel Support Fitting – Satellite Holes and Lug 6	195, 196	200 300 PASS 300F L/N 1 - 921	Type 2 50,000 Cycles (200, 300 PASS) 40,000 Cycles (300F)
57-53-I04Z	Inboard Flap # 4 Support – 6-6’ Outer Pin – Section at Spline #2 (Common to 6-7 Arm) Inner Diameter (Inner Bore)	195, 196	ALL	Type 1 25,000 Cycles
57-53-I04AA	Inboard Flap # 4 Support – Flap Support Pins – Outer Pins at Joints 5, 7 and 9	195, 196	200 300 PASS 300F L/N 922 and Later 400E <2>	Type 1 25,000 Cycles
57-53-I04AA	Inboard Flap # 4 Support – Flap Support Pins – Outer Pins at Joints 5, 7, 9, and RL	195, 196	200 300 PASS 300F L/N 1 - 921	Type 1 25,000 Cycles
57-54-I13	MLG Forward Trunnion Support – Side Load Fitting – Side Load Fitting to Strap Inboard Fastener Row	551, 651	400E <2>	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.

AIRWORTHINESS LIMITATIONS – STRUCTURAL INSPECTIONS

SSI #	DTR CHECK FORM TITLE	INSPECTION ZONE	AIRPLANE/ENGINE APPLICABILITY	TYPE AND THRESHOLD
57-54-I14	MLG Forward Trunnion Support – Side Load Strap – First Fastener Row Either Side of Trunnion	551, 651	400E <2>	Type 1 25,000 Cycles/ 80,000 Flt. Hrs.

<1> See DTR Check Forms for additional information for airplanes prior to L/N indicated.

<2> No 767 airplane may be operated beyond the stated threshold (or operational limit) until the applicable inspection procedures are validated, published in the appropriate manual, and accepted by the FAA.

<3> No 767-300F airplane may be operated beyond the stated threshold (or operational limit) until the applicable inspection procedure is revised, published in the appropriate manual, and accepted by the FAA.

C. AIRWORTHINESS LIMITATIONS – STRUCTURAL SAFE LIFE PARTS

ITEM	LIFE LIMIT
767-200 Nose Landing Gear	80,000 Landings *
767-200 Main Landing Gear	70,000 Landings *
767-200 Main Landing Gear Support Structure	90,000 Landings *
767-200SF Nose Landing Gear, Main Landing Gear and Gear Support Structure	1,000 Landings **

* These values are based on completed fatigue tests and incorporation of the following Service Bulletins on applicable airplanes:

** Each component must be tracked individually (i.e., existing cycles at time of freighter conversion + 1,000 additional cycles).

NOTE: Service Letter 767-SL-32-092 (Latest Revision) and its reference Boeing Drawing 160T0002, 767 Main and Nose Landing Gear Component Interchangeability List, identify the 767 landing gear and support structure safe-life (life limited) parts.

SERVICE BULLETIN #	DESCRIPTION	LIFE LIMIT (LANDINGS) PRIOR TO INCORPORATION
767-32-44	MLG UPPER SPINDLE-DRAG STRUT, PART # 161T6007	9,000
767-32-45	MLG OUTER CYLINDER ASSEMBLY, PART # 161T1110	18,000
767-32-46	MLG UPPER BULKHEAD-SHOCK STRUT, PART # 16T1161	30,000

ITEM	LIFE LIMIT
767-300 NOSE LANDING GEAR	80,000 LANDINGS **
767-300 MAIN LANDING GEAR	50,000 LANDINGS **
767-300 MAIN LANDING GEAR SUPPORT STRUCTURE	62,000 LANDINGS **
767-300 MLG RETRACT ACTUATOR FITTING AND PIN	90,000 LANDINGS **
767-300BCF NOSE LANDING GEAR, MAIN LANDING GEAR AND GEAR SUPPORT STRUCTURE	2,000 LANDINGS ***

** These values are based on completed fatigue tests.

*** Each component must be tracked individually (i.e., existing cycles at time of freighter conversion + 2,000 additional cycles).

NOTE: Service Letter 767-SL-32-092 (Latest Revision) and its reference Boeing Drawing 160T0002, 767 Main and Nose Landing Gear Component Interchangeability List, identify the 767 landing gear and support structure safe-life (life limited) parts.

ITEM	LIFE LIMIT
767-400ER NOSE LANDING GEAR	80,000 LANDINGS **
767-400ER MAIN LANDING GEAR	
INNER CYLINDER	16,6000 LANDINGS *
OUTER CYLINDER	16,6000 LANDINGS *
UPPER STABILIZER BRACE FUSE PIN	21,300 LANDINGS *
ALL OTHER SAFE-LIFE PARTS	31,400 LANDINGS *

* These values are based on fatigue test cycles completed to date and will be increased when testing is complete.

** These values are based on completed fatigue tests and analysis.

NOTE: Service Letter 767-SL-32-092 (Latest Revision) and its reference Boeing Drawing 160T0002, 767 Main and Nose Landing Gear Component Interchangeability List, identify the 767 landing gear and support structure safe-life (life limited) parts.

The following data is applicable to the Rolls-Royce RB211-524H engine mounts for use on the 767-300 airplane.

ITEM	LIFE LIMIT
767-300 FRONT MOUNT PYLON MOUNTING BRACKET	30,000 LANDINGS ***
767-300 FRONT MOUNT CENTER THRUST LINK AND ASSOCIATED HARDWARE	30,000 LANDINGS ***
767-300 REAR MOUNT PYLON BRACKET	50,000 LANDINGS ***

*** These values are based on completed Safe-Life testing and analysis.

D. AIRWORTHINESS LIMITATIONS – SYSTEMS

FUEL SYSTEMS AIRWORTHINESS LIMITATIONS

This section of the Airworthiness Limitations contains an FAA approved program of Airworthiness Limitations (AWLs) for operators to incorporate into their maintenance program for this type design to meet the new standards and assumptions introduced by § 25.981 and Special Federal Aviation Regulation (SFAR) No. 88. SFAR 88 – Fuel Tank System Fault Tolerance Evaluation Requirements and Title 14 Code of Federal Regulations § 25.981 – Fuel Tank Ignition Prevention require maintenance instructions, and control limitations for certain fuel tank critical design configurations.

Paragraph 2(a) of SFAR 88 and paragraph (b) of the new standard introduced by § 25.981 require certain design approval holders of Type Certificates (TCs) and Supplemental Type Certificates (STCs) of large transport airplanes to conduct a safety review of the fuel tank systems. The purpose of the safety review is to identify design features that may result in development of ignition sources in the fuel tank systems. Fuel System AWLs are mandatory maintenance actions required to ensure that unsafe conditions identified by the safety review do not occur or are not introduced into the fuel tank system as a result of configuration changes, repairs, alterations, or deficiencies in the maintenance program throughout the operational life of the airplane. An AWL may be an Airworthiness Limitation Instruction (ALI) or a Critical Design Configuration Control Limitation (CDCCL).

CDCCLs are a means of identifying certain design configuration features intended to preclude a fuel tank ignition source for the operational life of the airplane. CDCCLs are mandatory and cannot be changed or deleted without the approval of the Seattle FAA ACO or applicable regulatory agency. A critical fuel tank ignition source prevention feature may exist in the fuel system and its related installation or in systems that, if a failure condition were to develop, could interact with the fuel system in such a way that an unsafe condition would develop without this limitation. Strict adherence to configuration, methods, techniques, and practices as prescribed is required to ensure compliance with the CDCCL. Any use of parts, methods, techniques or practices not contained in the applicable CDCCL must be approved by the Seattle FAA ACO or applicable regulatory agency.

ALIs identify inspection tasks related to fuel tank ignition source prevention which must be done to maintain the design level of safety for the operational life of the airplane. These ALIs are mandatory and cannot be changed or deleted without the approval of the Seattle FAA ACO or applicable regulatory agency. Strict adherence to methods, techniques and practices as prescribed is required to ensure the ALI is complied with. Any use of methods, techniques or practices not contained in these ALIs must be approved by the Seattle FAA ACO or applicable regulatory agency.

USE OF ALTERNATE TOOLS

For AWLs which require use of certain tools, use of alternate tools requires prior approval from the Seattle FAA ACO.

EXCEPTIONAL SHORT-TERM EXTENSIONS

Since AWL intervals are based on estimations of the probability of an event, an exceptional short-term extension for each fuel system AWL listed in this document may be made without jeopardizing safety. The local regulatory authority (e.g. a Principal Maintenance Inspector) must concur with any exceptional short-term extensions before they take place using procedures established with the local regulatory authority in the operators' manuals. The "exceptional short-term extension" process is applicable to AWL intervals. It should not be confused with the operator's "short-term escalation" program for normal maintenance tasks described in the operators' manuals and in the Flight Standards Handbook 8900.1.

The Seattle FAA ACO has accepted that these exceptional short-term extensions may be granted without consultation with that office:

1. The term "exceptional short-term extension" is defined as an increase in a fuel system AWL interval that may be needed to cover an uncontrollable or unexpected situation. All AWLs listed in this section have been approved with an exceptional short-term extension of 30 days.
2. Repeated use of extensions, either on the same airplane or on similar airplanes in an operator's fleet, should not be used as a substitute for good management practices. Exceptional short-term extensions must not be used for fleet AWL extensions.

After a fuel system AWL has experienced an exceptional short-term extension, the AWL interval will revert back to its interval listed in this document. The Seattle FAA ACO must approve, prior to its use, any desired extension not explicitly listed above.

This exceptional short-term extension listed above applies to airlines that fall under the United States FAA jurisdiction only. Operators who are not under the U.S FAA jurisdiction should obtain interval extension approvals from their local regulatory agency.

REGULATORY AGENCY APPROVAL

Any deviations from the published AWL instructions included in this document require approval from the Seattle FAA ACO. This applies to operators under the US FAA jurisdiction only and to airplanes registered in the U.S. All other operators should obtain approval form their own local regulatory agency for any deviations from the listed AWL instructions.

AWL REVISION PROCESS

In the event that an AWL is revised, Boeing will prepare a revision to this document that will be approved by the Seattle FAA ACO. This revision will then be forwarded to all 767 operators and the Seattle FAA ACO.

E. PAGE FORMAT: FUEL SYSTEMS AIRWORTHINESS LIMITATIONS

COLUMN	EXPLANATION
AWL NUMBER	Each task is given a unique AWL Item Number. The first and second digits are the ATA Chapter Number.
TASK	ALI = Airworthiness Limitation Instruction. These tasks are inspections that should be performed at the listed intervals. CDCCL = Critical Design Configuration Control Limitation.
INTERVAL	Task frequencies are specified in terms of a usage parameter such as flight hours, cycles or calendar time.
APPLICABILITY	Airplane model applicability.
DESCRIPTION	Description of the task to be performed or critical design configurations aspects that cannot be changed without violating the intent of the design.

FUEL SYSTEMS AIRWORTHINESS LIMITATIONS

AWL Number	Task	Interval	Applicability	Description
28-AWL-01	ALI	12 Yrs	All	External Wires Over Center Fuel Tank Concern: Potential for Chafing and arcing to Center Fuel Tank Upper Panel. Perform a detailed inspection of the wire bundles routed over the center fuel tank and under the main deck floor boards between the front spar and rear spar of the center wing box to detect damaged clamps, wire chafing, and that the wire bundle is not in contact with surface of the center fuel tank. If discrepancies are found, repair per the Boeing Standard Wiring Practices Manual D6-54446.
28-AWL-02	CDCCL	N/A	All	External Wires Over Center Fuel Tank Concern: Potential for Wire chafing and arcing to Center Fuel Tank Upper Panel. If any maintenance is performed in the area under the main deck floor boards and over the center fuel tank, verify the following: 1. Maintain the existing wire bundle routing and clamping. 2. Installation of any new wire bundles must be per the Boeing Standard Wiring Practices Manual D6-54446. 3. All wire bundles over the center fuel tank are inspected per 28-AWL-01.
28-AWL-03	CDCCL	N/A	767 airplanes, Line Numbers 869 and on and airplanes that have incorporated Service Bulletin 767-28A0071 (767-200/-300/-300F) or 767-28A0072 (767-400ER)	Lightning Protection – Engine Fuel Feed Line Fuel Tank Penetration Concern: Potential for arcing, sparking or filament heating inside the tank at the interface between the bulkhead fitting and the spar during a lightning strike event. The following must be maintained per the Boeing AMM 28-22-07 if the bulkhead fitting or attached tubing are removed and replaced: 1. Verify electrical fay surface bond from bulkhead fitting to structure is 0.0005 ohms (0.5 milliohms) or less. 2. Install full-bodied fillet seal encapsulating the bulkhead fitting to the tank wall interface inside the tank. 3. Install full bodied fillet seal encapsulating the first coupling interface inside the tank.

AWL Number	Task	Interval	Applicability	Description
28-AWL-04	CDCCL	N/A	All	Lightning Protection – Hydraulic Line Fuel Tank Penetration Concern: Potential for arcing or sparking inside the tank at the interface between the bulkhead fitting and the spar during a lightning strike event. Maintain fay surface bond configuration of hydraulic line fuel tank penetration at interface between bulkhead fitting and the spar per Boeing AMM 29-11-27. Verify the following CDCCLs when the bulkhead fitting or attached tubing are removed and replaced. 1. The resistance between the mating surfaces of the heat exchanger and the airplane structure is less than 0.001 ohm (1 milliohm). 2. The fay surface bond resistance between the inlet and outlet lines and the bulkhead fitting is less than 0.005 ohm (5 milliohms). 3. On airplanes with in-line fittings, the resistance across the in-line fittings (tube-to-tube) is less than 0.005 ohm (5 milliohms). 4. The resistance between the bulkhead fitting and the bulkhead is less than 0.010 ohm (10 milliohms). 5. The installation is inspected per 28-AWL-05.
28-AWL-05	ALI	25,000 Hrs 6 Yrs Note	All	Lightning Protection – Hydraulic Line Fuel Tank Penetration Concern: Potential for arcing or sparking inside the tank at the interface between the bulkhead fitting and the spar during a lightning strike event. Perform the following inspection to ensure the functional integrity per Boeing AMM task 29-11-27: 1. Use a bonding meter to do the checks of the bonding resistance in the main tanks for each heat exchanger as follows (Boeing SWPM 20-20-00): (a) Make sure the resistance between the bulkhead fitting and the rear spar for the inlet line is less than 0.005 ohm (5 milliohms). (b) Make sure the resistance between the bulkhead fitting and the rear spar for the outlet line is less than 0.005 ohm (5 milliohms). 2. If the bonding resistance is more than 0.005 ohm (5 milliohms), rework the bonding surface to a value of 0.001 ohm (1 milliohm) or less (Boeing SWPM 20-20-00). Interval Note: Whichever comes first.

AWL Number	Task	Interval	Applicability	Description
28-AWL-06	CDCCL	N/A	All	AC and DC Pump Maintenance Concern: Potential for maintenance error during pump overhaul. Fuel pump designs contain ignition source prevention means (i.e., flame arrestor, thermal fuses, materials, leadwire retention means, etc.) that must be maintained if pump is overhauled. Repair and overhaul of Fuel Pumps must be per the manufacturer Component Maintenance Manual (CMM) Numbers, 28-20-02, Revision Number 12, 28-22-01, Revision Number 12, 28-22-02, Revision Number 19, 28-22-03, Revision Number 14, 28-22-11, Revision Number 15, 28-22-12, Revision Number 18, 28-22-13, Revision Number 11, 28-22-21, Revision Number 8, 28-22-23, Revision Number 6, 28-22-31, Revision Number 2, 28-22-33, Revision Number 2 or later revisions of these CMMs that have been approved by the Seattle FAA ACO.
28-AWL-07	CDCCL	N/A	All	AC Fuel Pump Fault Current Bonding Path Concern: Potential for fault current path through the pump housing to structure inside the tank. Electrical faults internal to the fuel pump motor impeller are by design routed through the motor impeller assembly to the bonding straps on the front face of the motor impeller assembly to structure outside the tank. The bonding straps ensure that fault currents are conducted to structure outside the tank until the circuit breaker and/or GFI has had time to remove power from the pump. The following must be maintained during pump replacement per Boeing AMM 28-22-03 and 28-22-05: 1. Installation of the two bonding straps between the pump housing (doghouse) and bonding clip on structure. 2. Pump housing bonding resistance to structure less than or equal to 0.0003 ohms (0.3 milliohms) for main tank boost pumps and 0.0002 ohm (0.2 milliohms) for center tank pumps. 3. Make sure the bonding resistance between the housing and the fuel pump is not more than 0.00035 ohms (0.35 milliohms).

AWL Number	Task	Interval	Applicability	Description
28-AWL-08	CDCCL	N/A	All	Lightning, Fault Current or Hot Short Protection – Fuel Tank Penetrations Concern: Potential for arcing or sparking inside the tank at a conductive metal-to-ground structure interface as a result of electrical fault currents or lightning strike events due to insufficient bonding within the ground electrical path. Addition of any new penetrations to the fuel tanks (such as adding a bracket or bulkhead fitting or equipment) or change to the design features of the existing equipment penetrations (such as fuel measuring sticks, sump drain valves, fueling manifold, fuel temperature sensor, and motor operated fuel shutoff valve adaptor plate) requires approval by the Seattle FAA ACO.
28-AWL-09	CDCCL	N/A	All	Fuel Quantity Indicating System (FQIS) / Surge Tank Fuel Level Sensing System – Out Tank Wiring Installation Separation Requirement Concern: Potential for hot shorts and EMI induced voltages on the FQIS wiring outside of the tank to enter the fuel tank. Routing and installation of any new wiring must use wire types BMS 13-48, BMS 13-60 or BMS 13-58, and not be within a 2-inch radius of the FQIS wiring. When a single clamp fails, a separation greater than ½ inch must be maintained from FQIS wiring.
28-AWL-10	CDCCL	N/A	All	Center Tank Fueling Valve-Fault Current Bond Concern: Potential for arcing or filament heating inside the center wing fuel tank. The following must be maintained per Boeing AMM 28-21-02 and 28-21-12 (767-400 only) if the system is disturbed: Verify the fay surface bond resistance between the valve body and the rear spar inside the tank is less than or equal to 0.0025 ohms (2.5 milliohms). Verify fillet seal is installed around valve body and gask-o-seal perimeter inside the Tank. The last two limitations are applicable to 767-400 airplanes only. A bonding jumper is installed between the controller and the structure on the outside of the tank. Verify the bonding resistance between the control unit and the rear spar is equal to or less than 0.008 ohms.

AWL Number	Task	Interval	Applicability	Description
28-AWL-11	CDCCL	N/A	All	Fuel Quantity Indicating System (FQIS) – Fuel Quantity Processor Unit (FQPU) Repair Concern: Potential for maintenance error during Fuel Quantity Processor Unit (FQPU) repair. The FQPU is designed to limit the levels of energy, voltage, current, and power allowed within the FQIS circuit to intrinsically safe levels in order to preclude the potential of an ignition source within any fuel tank. Repair and overhaul of FQPU must be per the manufacturer Component Maintenance Manual (CMM) Number, 28-41-68 Revision 4, or a later revision of this CMM that has been approved by the Seattle FAA ACO.
28-AWL-12	CDCCL	N/A	All	Fuel Quantity Indicating System (FQIS) – Repair of In-Tank Hardware (Tank Units, Densitometers, and Compensators) Concern: Potential for maintenance error during repair of in-tank hardware (tank units, compensators and densitometers). Arc gaps may develop that could result in an ignition source inside the fuel tank. Repair and overhaul of FQIS tank units, compensators, and densitometers must be per the manufacturer CMMs. Goodrich Component Maintenance Manual (CMM) Numbers 28-40-56 Revision Number 4, 28-40-59 Revision Number 4, 28-40-62 Revision Number 3, 28-41-68 Revision Number 4, or later revisions of these CMMs that have been approved by the Seattle FAA ACO. Honeywell CMM Numbers 28-41-01 Revision Number 5, 28-41-07 Revision Number 4, 28-41-09 Revision Number 6, 28-41-30 Revision Number 1, 28-41-33 revision number 2, 28-41-34 Revision Number 1, 28-41-35 Revision Number 1, 28-41-36 Revision Number 7, 28-41-39 Revision Number 7, 28-41- 41 Revision Number 5, 28-41-42 Revision Number 0, or later revisions of these CMMs that have been approved by the Seattle FAA ACO.

AWL Number	Task	Interval	Applicability	Description
28-AWL-13	CDCCL	N/A	All	Fuel Quantity Indicating System (FQIS) – Repair of In-Tank Wire Harness Concern: Potential for error during repair or replacement of in-tank wire harness. Arc gaps may develop that could result in an ignition source inside the fuel tank. Repair and overhaul of FQIS in-tank wire harness must be per Boeing SWPM 20-14-12. Installation of FQIS in-tank wire harness must be per Boeing AMM 28-41-09. Wire slack clearance between the wires and structures must be greater than 0.125 inches. Verify the following when installing the spar FQIS penetration: 1. The mating surface of the tank wiring harness on the front spar is clean. 2. New O-ring(s) are installed. 3. The Jamnuts are tightened to a torque as specified in the Boeing AMM Task 28-41-09. 4. Sealant is installed per instruction in the Boeing AMM Task 28-41-09.
28-AWL-14	CDCCL	N/A	All	Fuel Tank Access Doors Configuration Concern: Potential for arcing or sparking inside the tank at the interface between the door and the tank structure as a result of a direct strike or conducting currents through the wing skin. The following must be maintained during fuel tank access door installation (Boeing AMMs 28-11-01, 28-11-02, and 28-11-03): 1. Verify presence of a molded rubber seal positioned around the outermost periphery of the door that mates with the wing skin inside the tank, 2. Apply grease to both sides of the knitted aluminum mesh gasket, and 3. Install the greased knitted aluminum mesh gasket between the outside face of the door and the wing skin to establish the electrical conductivity between the access door and the wing skin.
28-AWL-15	CDCCL	N/A	All	Surge Tank Fuel Level Sensor Control Card Repair Concern: Potential for maintenance error during Fuel Level Sensor Control Card repair. The Fuel Level Sensor control card is designed to limit the levels of energy, voltage, current, and power allowed within the fuel level sensing circuit to intrinsically safe levels in order to preclude the potential of an ignition source within any fuel tank. Repair and overhaul of Fuel Level Sensor Control Card must be per the manufacturer Component Maintenance Manual (CMM) Number 28-21-01 Revision Number 1, or later revisions of this CMM that have been approved by the Seattle FAA ACO.

AWL Number	Task	Interval	Applicability	Description
28-AWL-16	CDCCL	N/A	All	Surge Tank Fuel Level Sensing System – Repair of In-Tank Wire Harness Concern: Potential for error during repair or replacement of in-tank wire harness. Arc gaps may develop that could result in an ignition source inside the fuel tank. Repair and overhaul of Fuel Level Sensor in-tank wire harness must be per Boeing SWPM 20-14-12. Installation of Surge Tank Fuel Level Sensor in-tank wire harness must be per Boeing AMM 28-21-11.
28-AWL-17	CDCCL	N/A	All	Resetting Tripped Fuel Pump Circuit Breakers Concern: Potential for arcing or sparking inside the tank between fuel pumps and fuel pump housings and outside the tank between pump wiring and structure in flammable leakage zones. Verify it is safe to reset the circuit breaker(s) by following the applicable OEM troubleshooting procedures. Fault(s) that resulted in circuit breaker trip must be isolated and corrected prior to reset.

AWL Number	Task	Interval	Applicability	Description
28-AWL-18	ALI	12 Yrs	All	Fuel Quantity Indicating System (FQIS) – Out Tank Wiring Lightning Shield to Ground Termination Concern: Potential for Lightning induced voltages on the FQIS wiring to enter the fuel tank. Perform the following inspection to ensure the functional integrity of the FQIS wiring shield to ground termination per Boeing AMM 20-55-54: 1. Visually inspect all connectors at the location being tested to ensure they are tight. This includes connector plugs and backshells. 2. Use a Loop Resistance Tester P/N 906-10246-2 or 906-10246-3 to measure and verify the resistance of the shield to ground termination for the following items: 767-200 CINCH wire bundle: The loop resistance shall not exceed 44 milliohms for Connector M1947 (Left Main Tank) Wire Bundle S283T025-126. The loop resistance shall not exceed 40 milliohms for Connector M1945 (Left Main Dens Tank) Wire Bundle S283T025-122. The loop resistance shall not exceed 40 milliohms for Connector M1948 (Left Aux Tank) Wire Bundle S283T025-127. The loop resistance shall not exceed 43 milliohms for Connector M1957 (Right Main Tank) Wire Bundle S283T025-136. The loop resistance shall not exceed 40 milliohms for Connector M1950 (Right Main Dens. Tank) Wire Bundle S283T025-132. The loop resistance shall not exceed 47 milliohms for Connector M1958 (Right Aux Tank) Wire Bundle S283T025-137. The loop resistance shall not exceed 40 milliohms for Connector M1952 (Right Aux Dens. Tank) Wire Bundle S283T025-135. (Continued on next page)

AWL Number	Task	Interval	Applicability	Description
28-AWL-18 (Continued)				Fuel Quantity Indicating System (FQIS) – Out Tank Wiring Lightning Shield to Ground Termination (Continued) 767-300 CINCH wire bundle: The loop resistance shall not exceed 44 milliohms for Connector M1944 (Left Main Tank) Wire Bundle S283T025-121. The loop resistance shall not exceed 40 milliohms for Connector M1945 (Left Main Dens Tank) Wire Bundle S283T025-122. The loop resistance shall not exceed 40 milliohms for Connector M1946 (Left Aux Tank) Wire Bundle S283T025-123. The loop resistance shall not exceed 43 milliohms for Connector M1949 (Right Main Tank) Wire Bundle S283T025-131. The loop resistance shall not exceed 40 milliohms for Connector M1950 (Right Main Dens. Tank) Wire Bundle S283T025-132. The loop resistance shall not exceed 47 milliohms for Connector M1951 (Right Aux Tank) Wire Bundle S283T025-134. The loop resistance shall not exceed 40 milliohms for Connector M1952 (Right Aux Dens. Tank) Wire Bundle S283T025-135. 767-300F CINCH wire bundle: The loop resistance shall not exceed 44 milliohms for Connector M1944 (Left Main Tank) Wire Bundle S283T025-321 (-971). The loop resistance shall not exceed 40 milliohms for Connector M1945 (Left Main Dens Tank) Wire Bundle S283T025-122 (-922). The loop resistance shall not exceed 40 milliohms for Connector M1946 (Left Aux Tank) Wire Bundle S283T025-323 (-973). The loop resistance shall not exceed 43 milliohms for Connector M1949 (Right Main Tank) Wire Bundle S283T025-331 (-981). The loop resistance shall not exceed 40 milliohms for Connector M1950 (Right Main Dens. Tank) Wire Bundle S283T025-132 (-932). The loop resistance shall not exceed 47 milliohms for Connector M1951 (Right Aux Tank) Wire Bundle S283T025-334 (-984). (Continued on next page)

AWL Number	Task	Interval	Applicability	Description
28-AWL-18 (Continued)				Fuel Quantity Indicating System (FQIS) – Out Tank Wiring Lightning Shield to Ground Termination (Continued) 767-300F CINCH wire bundle, continued: The loop resistance shall not exceed 40 milliohms for Connector M1952 (Right Aux Dens. Tank) Wire Bundle S283T025-135 (-935). 767-200 and 767-300 Boeing wire bundle: The loop resistance shall not exceed 121 milliohms for Connector D1582 (Left Main Tank Lo-Z) Boeing Wire Bundle 286T0446. The loop resistance shall not exceed 284 milliohms for Connector D1552 (Left Main Tank Hi-Z) Boeing Wire Bundle 286T0446. The loop resistance shall not exceed 150 milliohms for Connector D2816 (Left Aux Tank Lo-Z) Boeing Wire Bundle 286T0454. The loop resistance shall not exceed 175 milliohms for Connector D2812 (Left Aux Tank Hi-Z) Boeing Wire Bundle 286T0454. The loop resistance shall not exceed 122 milliohms for Connector D1584 (Right Main Tank Lo-Z) Boeing Wire Bundle 286T0448. The loop resistance shall not exceed 284 milliohms for Connector D1560 (Right Main Tank Hi-Z) Boeing Wire Bundle 286T0448. The loop resistance shall not exceed 152 milliohms for Connector D2818 (Right Aux Tank Lo-Z) Boeing Wire Bundle 286T0448. The loop resistance shall not exceed 184 milliohms for Connector D2814 (Right Aux Tank Hi-Z) Boeing Wire Bundle 286T0448. (Continued on next page)

AWL Number	Task	Interval	Applicability	Description
28-AWL-18 (Continued)				Fuel Quantity Indicating System (FQIS) – Out Tank Wiring Lightning Shield to Ground Termination (Continued) 767-400ER wire bundle: The loop resistance shall not exceed 59 milliohms for Connector M1944 (Left Main Tank) Wire Bundle S283T025-721. The loop resistance shall not exceed 63 milliohms for Connector M1945 (Left Main Dens Tank) Wire Bundle S283T025-722. The loop resistance shall not exceed 465 milliohms for Connector M1946 (Left Aux Tank) Wire Bundle S283T025-723. The loop resistance shall not exceed 58 milliohms for Connector M1949 (Right Main Tank) Wire Bundle S283T025-731. The loop resistance shall not exceed 59 milliohms for Connector M1950 (Right Main Dens Tank) Wire Bundle S283T025-732. The loop resistance shall not exceed 570 milliohms for Connector M1951 (Right Aux Tank) Wire Bundle S283T025-734. The loop resistance shall not exceed 66 milliohms for Connector M1952 (Right Aux Dens Tank) Wire Bundle S283T025-735. If the measured loop resistance value is not within the defined limits, perform troubleshooting and repair in accordance with Boeing AMM 20-55-54. 3. Repair per Boeing AMM if the joint resistance is greater than the maximum allowed value.
28-AWL-19	CDCCL	N/A	All	FQIS – Out Tank Wiring Lightning Shield to Ground Termination Concern: Potential for Lightning induced voltages on the FQIS wiring to enter the fuel tank. If any maintenance is performed on the FQIS wire bundle in the unpressurized zone (outside of fuselage), verify the following: 1. Presence of shielded wiring. 2. The shield ground is terminated per Boeing SWPM 20-10-15. 3. The installation is inspected per 28-AWL-18.

AWL Number	Task	Interval	Applicability	Description
28-AWL-20	ALI	1 Yr	767 airplanes, Line Number 941 and on, and airplanes modified by Service Bulletins 767-28A0083 or 767-28A0084. Note	Center Auxiliary Tank Override/Jettison Fuel Pumps Auto Shutoff Concern: Dry running the center tank fuel pumps has the potential for single failure ignition sources developing at the pump inlet due to either frictional heating or sparking as a result of FOD contacting the pump rotating elements, rotating elements contacting stationary parts, or hot journal bearings due to bearing contamination or failure. The automatic shutoff system is installed and designed to limit continuous dry running condition to 15 seconds. The following test is required in order to protect against latent faults: Functionally check the center tank fuel boost pump automatic shutoff system per AMM 28-22-00. Airplane Note: Applicable to airplane with installed and activated auto shutoff system.
28-AWL-21				Reserved for future SFAR88 AWL.
28-AWL-22	CDCCL	N/A	767 airplanes, Line Number 938 and on, and airplanes modified by Service Bulletin 767-28A0094	Fuel Quantity Indicating System (FQIS) – Installation of Center Fuel Tank Hot Short Protector (HSP) Concern: Potential for wire to wire hot short voltages on the center tank fuel quantity densitometer wiring to enter the fuel tank. This is applicable to airplanes with optional densitometer installed. The FQIS HSP is designed to prevent wire to wire external hot short voltages from entering the fuel tank where it may cause an ignition. The following features must be maintained during replacement of the HSP per Boeing AMM 28-41-24: 1. Verify the bonding straps are installed per AMM task. 2. Verify the bonds from HSP to Stiffeners where the bonding straps are terminated is 0.0025 ohms (2.5 milliohms) or less. 3. A new unit must be used. The Hot Short Protector unit is not repairable.

AWL Number	Task	Interval	Applicability	Description
28-AWL-23	CDCCL	N/A	Airplane Line Position 941 and on, and airplanes modified per Service Bulletin 767-28A0090.	Lightning and Fault Current Protection – Motor Operated Valve (MOV) Actuator Concern: Potential for arcing or sparking inside the fuel tank at a conductive metal-to-ground structure interface as a result of electrical fault currents event. The following design features must be maintained per Boeing AMMs 28-22-01, 28-22-02, 28-22-11, 28-22-12, 28-26-01, or 28-26-02 during actuator, adapter plate or index plate repair, or replacement: 1. Maintain the following if the adapter plate is removed and replaced: a. Verify electrical fay surface bond resistance between the adapter plate and the spar is 0.0005 ohms (0.5 milliohms) or less. b. Install fillet seal around the periphery of the adapter plate and the spar outside the tank. c. Wet install and cap seal the four bolts that attach the adapter plate to the spar inside the tank and fillet seal around the edge of the hole and on the stationary part of the adapter plate inside the tank. d. Install sealed electrical fay surface bond between the serrated mating surfaces of the index plate and the adapter plate. Wet install the index plate screws using same sealant. e. Install sealed electrical fay surface bond between the mating surfaces of the actuator and the index plate. Wet install the actuator screws using same sealant. f. With the bonding jumper not installed, verify electrical bonding resistance between the actuator bond strap attachment point and the spar is 0.0025 ohms (2.5 milliohms) or less. g. Prior to attachment of the bonding jumper to the actuator, verify electrical bonding resistance between the loose end of the bonding jumper and the spar is 0.0015 ohms (1.5 milliohms) or less. h. Attach the bonding jumper to the actuator bonding tab using a sealed electrical fay surface bond and verify electrical bonding resistance between the actuator housing and the attached bonding jumper terminal is 0.001 ohms (1 milliohm) or less. (Continued on next page)

AWL Number	Task	Interval	Applicability	Description
28-AWL-23 (Continued)				Lightning and Fault Current Protection – Motor Operated Valve (MOV) Actuator (Continued) 2. Maintain the following if the index plate is removed and replaced: a. Install sealed electrical fay surface bond between the serrated mating surfaces of the index plate and the adapter plate. Wet install the index plate screws using same sealant. b. Install sealed electrical fay surface bond between the mating surfaces of the actuator and the index plate. Wet install the actuator screws using same sealant. c. With the bonding jumper not installed, verify electrical bonding resistance between the actuator bonding tab and the spar is 0.0025 ohms (2.5 milliohms) or less. d. Prior to attachment of the bonding jumper to the actuator, verify electrical bonding resistance between the loose end of the bonding jumper and the spar is 0.0015 ohms (1.5 milliohms) or less. e. Attach the bonding jumper to the actuator bonding tab using a sealed electrical fay surface bond and verify electrical bonding resistance between the actuator housing and the attached bonding jumper terminal is 0.001 ohms (1 milliohm) or less. 3. Maintain the following if the MOV actuator is removed and replaced: a. Install sealed electrical fay surface bond between the mating surfaces of the actuator and the index plate. Wet install the actuator screws using the same sealant. b. With the bonding jumper not installed, verify electrical bonding resistance between the actuator bonding tab and the spar is 0.0025 ohms (2.5 milliohms) or less. c. Prior to attachment of the bonding jumper to the actuator, verify electrical bonding resistance between the loose end of the bonding jumper and the spar is 0.0015 ohms (1.5 milliohms) or less. d. Attach the bonding jumper to the actuator bonding tab using a sealed electrical fay surface bond and verify electrical bonding resistance between the actuator housing and the attached bonding jumper terminal is 0.001 ohms (1 milliohm) or less.

AWL Number	Task	Interval	Applicability	Description
28-AWL-24	CDCCL	N/A	Airplane Line Position 941 and on, and airplanes modified per Service Bulletin 767-28A0090.	Motor Operated Valve (MOV) Actuator – Repair Concern: Potential for arcing or sparking inside the fuel tank at a conductive metal-to-ground structure interface as a result of lightning or electrical fault current event. An electrical isolator on the actuator output shaft is intended to disconnect the output shaft electrically from the motor internal electrical circuitry and ground path structure. To verify the integrity of the electrical isolation feature, conduct the following bench test per ITT CMM 28-20-21: A Dielectric Strength test on the completed actuator assembly shall be performed by applying 3000 VAC RMS, 60 Hz for one (1) minute between any mounting foot of the actuator and the output shaft spline. There shall be no evidence of disruptive discharge in the form of leakage current in excess of 1.0 milli-amps. The 3000V test is a bench test only and must not be performed on the aircraft.
28-AWL-25	CDCCL	N/A	767-400ER airplanes	Surge Tank Fuel Level Sensor – Wiring - Electromagnetic Compatibility Shielding Concern: Potential for electromagnetic energy/power being induced on the surge tank sensor wiring into the Fuel Tank. If any maintenance is performed on the surge tank sensor wire bundle for its routing from the P50 card file to the fuel tank spar penetration, verify the following: 1. Presence of shielded wiring 2. The shield ground is terminated per Boeing SWPM 20-10-15 3. Existing wire bundle routing and clamping.

AWL Number	Task	Interval	Applicability	Description
28-AWL-26	ALI	12 Yrs	767-400ER airplanes	Surge Tank Fuel Level Sensor – Wiring - Electromagnetic Compatibility Shielding Concern: Potential for electromagnetic energy/power being induced on the surge tank sensor wiring into the Fuel Tank. Perform the following inspection to ensure the functional integrity of the surge tank fuel level sensor wiring shield to ground termination per Boeing AMM 20-55-54: 1. Visually inspect all connectors at the location being tested to ensure they are tight. This includes connector plugs and backshells. 2. Use a Loop Resistance Tester P/N 906-10246-2 or 906-10246-3 to measure and verify the resistance of the shield to ground termination for the following items: The loop resistance for the right sensor W882 from D8408P to D6114J is between 213.86 milliohms and 251.6 milliohms. The loop resistance for the right sensor W884 from D6114P to D8308P is between 27.45 milliohms and 32.30 milliohms. The loop resistance for the left sensor W882 from D8038P to D6116J is between 229.27 milliohms and 269.73 milliohms. The loop resistance for the left sensor W886 from D6116P to D8306 is between 26.97 milliohms and 31.73 milliohms.
28-AWL-27	ALI	1 Yr	767 airplanes, Line Numbers 961 and on, and airplanes that have incorporated Service Bulletin 767-28A0085	Main and Center Auxiliary Fuel Tank Boost/Override/Jettison Fuel Pump Ground Fault Interruption (GFI) Control Relay System Concern: GFI is installed to protect against burn-through of the pump housing and/or wiring conduit, and to protect against overheating of the pump explosion proof cavity and/or auto ignition temperature on the outside surface of the conduit, due to electrical arcing. Perform an operational test of the Main Fuel Tank Boost Pumps and all Center Auxiliary Tank Override/Jettison Fuel Pump GFI Control Relays per Boeing AMM 28-22-00.

AWL Number	Task	Interval	Applicability	Description
28-AWL-28	ALI	1 Yr	767 airplanes, Line Numbers 961 and on, and airplanes that have incorporated Service Bulletin 767-28A0085	Center Auxiliary Fuel Tank Override/Jettison Fuel Pump Uncommanded-On System Concern: Dry running of the Center Auxiliary Fuel Tank Override/Jettison Fuel Pump resulting from a single failure event has the potential to be an ignition source developing at the pump inlet due to either frictional heating or sparking as a result of FOD contacting the pump rotating elements, rotating elements contacting stationary parts, or hot journal bearings due to bearing contamination or failure. Perform a Functional Test of the Center Auxiliary Fuel Tank Override/Jettison Fuel Pump Uncommanded-On System per Boeing AMM 28-22-00.

F. CERTIFICATION MAINTENANCE REQUIREMENTS (CMRs)

Maintenance requirements arising from aircraft certification activities are described in FAR 25.1309 and AC 25.1309. Independent of the MSG-3 analysis process, these CMRs are developed as part of the aircraft systems safety analyses required for aircraft certification. CMR tasks are identified whenever system probabilities and failure effects are not expected to fall within an acceptable range without a periodic maintenance requirement.

There are two categories of CMRs. The first are those tasks associated with items critical to safety of flight; these "critical" systems must have an expected probability of failure within the "extremely improbable" range. The second category of CMRs are those tasks associated with items essential to safety of flight; these "essential" systems must have an expected probability of failure within the "improbable" range.

The following notes apply to all CMR Tasks:

1. CMRs are a part of the aircraft's certification basis.
2. Approval of CMRs and escalation of CMR task frequencies are the exclusive responsibility of FAA Engineering.
3. There shall be no short-term escalation of CMRs.
4. There shall be no reliability program escalation of CMRs.
5. There shall be no Flight Standards inspector escalation of CMRs.

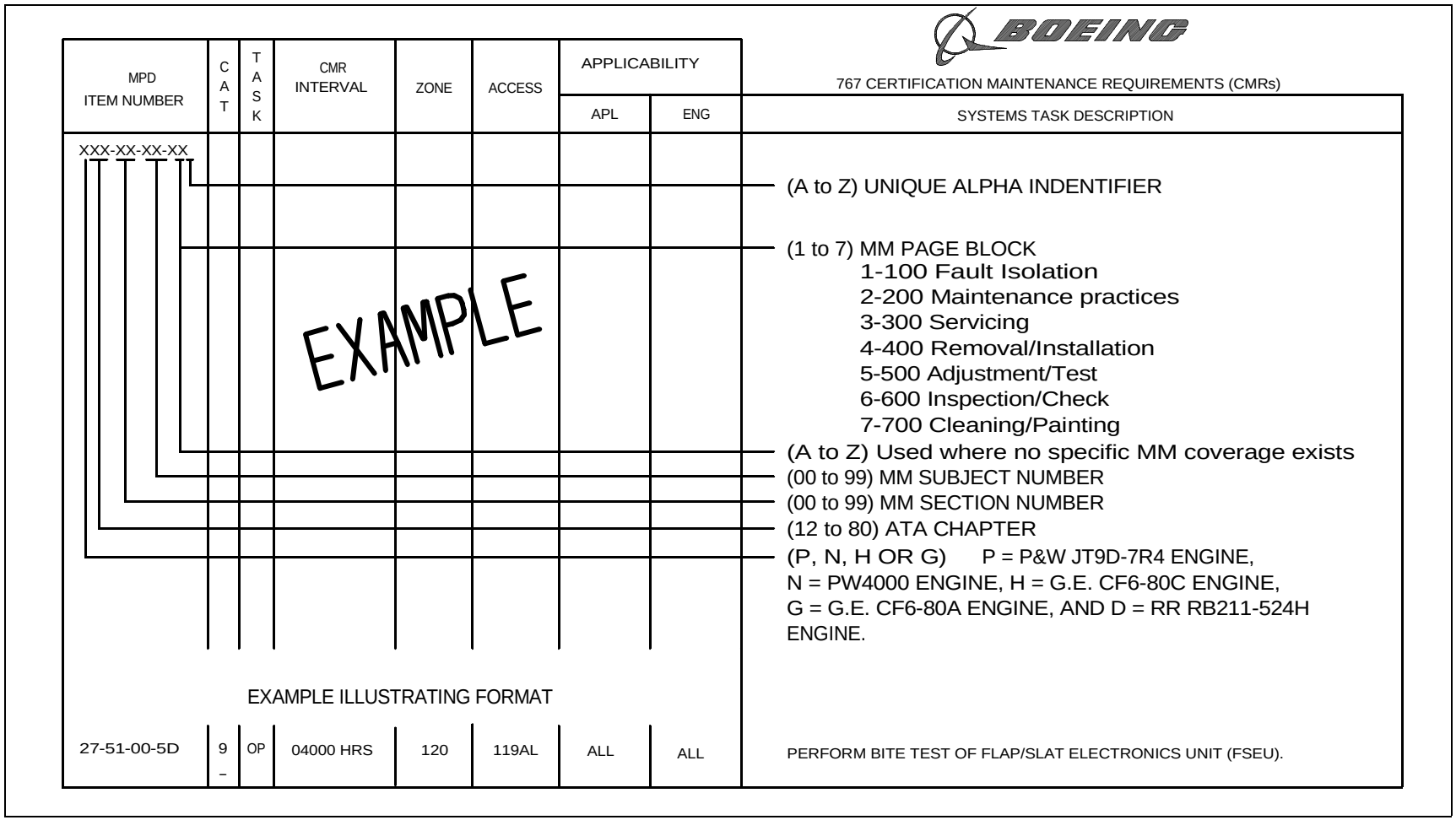

FIGURE 2. CERTIFICATION MAINTENANCE REQUIREMENTS (CMRs) EXAMPLE

G. PAGE FORMAT: CERTIFICATION MAINTENANCE REQUIREMENTS (CMRs)

COLUMN	EXPLANATION	
MPD ITEM NUMBER	Each task in the MPD is identified with a unique number. The first 6 digits (excluding the P, N, H, G or D engine identifier) correspond to the appropriate ATA Chapter-Section-Subject in the Boeing Maintenance Manual (MM) that deals generally with the task. When information specific to the task is provided, a seventh digit indicates the first digit of the page block where it can be found in the MM. Alpha characters following the seventh digit differentiate between multiple tasks in the same page block. When information specific to the task is not provided in the MM, the seventh digit is an alpha character.	
TASK	**MSG-3 TASK CATEGORIES**	
	LU = LUBRICATION	Any act of consumable replenishment for the purpose of maintaining inherent design capabilities.
	SV = SERVICING	Any act of consumable replenishment for the purpose of maintaining inherent design capabilities.
	VC = VISUAL CHECK	A visual failure finding task to determine if an item is fulfilling its intended purpose. Does not require quantitative tolerances.
	OP = OPERATIONAL CHECK	A failure finding task to determine if an item is fulfilling its intended purposes. Does not require quantitative tolerances.
	IN = INSPECTION	An examination of an item against a specific standard. This is a potential failure finding task.
	FC = FUNCTIONAL CHECK	A quantitative check to determine if one or more functions of an item performs within specified limits. This is a potential failure finding task.
	RS = RESTORATION	Reworking, replacement of parts or cleaning necessary to return an item to a specific standard.
	DS = DISCARD	The removal and replacement of an item.
CMR INTERVAL	CMR interval specified in terms of flight hours, flight cycles, calendar time, letter check, or Daily Check. When two intervals are listed for a single task, the top interval is the threshold and the bottom one is the repeat interval. A "NOTE" is used to indicate that an explanation is provided under the task description.	
ZONE	Airplane Zone Number (see Zone Diagrams, Section 3) where task is performed.	
ACCESS	Access Panel/Door Number (see Access Panel/Door illustrations, Section 4) required to be opened to perform the task.	

COLUMN	EXPLANATION
APPLICABILITY APL ENG	Applicable Airplane Model and Engine. "ALL" applies to all models of airplanes or engines. A "NOTE" refers to an explanation under the task description. Specific models of airplanes and engines are listed below: **APL** 200 = 767-200, -200ER 300 = 767-300, -300ER 400E = 767-400ER PASS = Passenger Airplanes SF = 767-200 Special Freighter 300F = All 767-300 Freighters BCF = 767-300 Boeing Converted Freighter ALL = All Airplanes **ENGINE** 4000 = P&W PW4052, PW4056 and PW4060 7R4 = P&W JT9D-7R4D and -7R4E 7R4D = P&W JT9D-7R4D 7R4E = P&W JT9D-7R4E 80 = GE CF6-80A and -80C 80A = GE CF6-80A 80C = GE CF6-80C 524 = RR RB211-524H
TASK DESCRIPTION	Description of the task to be performed.

H. CERTIFICATION MAINTENANCE REQUIREMENTS TASKS

MPD ITEM NUMBER	TASK	CMR INTERVAL	ZONE	ACCESS	APPLICABILITY		767 CERTIFICATION MAINTENANCE REQUIREMENTS
					APL	ENG	TASK DESCRIPTION
24-33-00-6A	OP	00048 HRS	212		ALL	ALL	Check Standby Power System operation (if not checked by crew). Interval Note: Task should not exceed 48 elapsed clock hours.
26-10-00-6A	OP	00048 HRS	212		ALL	ALL	Operationally Check AFOLTS (Automatic Fire/Overheat Logic Test System) with Eng/APU/Cargo Test Switch (if not checked by crew). Interval Note: Task should not exceed 48 elapsed clock hours.
27-21-00-5A	FC	00400 HRS	211		ALL	ALL	Perform Single Hydraulic System Check of each rudder PCA using each Hydraulic System in sequence. This also verifies that the Rudder and Elevator Shutoff Valves are open.
27-31-00-5B	FC	00400 HRS	211		ALL	ALL	Perform Single Hydraulic System Check of each Elevator PCA using each hydraulic system in sequence.
27-51-00-5D	OP	04000 HRS	120	119AL	NOTE	ALL	Perform Bite Test of Flap/Slat Electronics Unit (FSEU). Airplane Note: Applicable to all 767 Airplanes except the 767-400ER.
27-51-00-5I	FC	12000 HRS	552 561 652 661		400E	ALL	Functionally Check the Wing Flap Drive No-back Brakes. Note: CMR frequency is 12000 Hours for the Outboard Flap No-back Brakes (Two Star CMR). This CMR does not apply to the Inboard Flap No-back Brakes, which has a MRB 2C interval. See AC 25-19 for Two Star CMR definition.
28-22-00-5A DELETED	OP	04000 HRS	119 212 521	119AL 521QB	NOTE	ALL	Operationally Check Center Auxiliary Fuel Tank Override Pumps and Pressure Switches. Airplane Note: Applicable only to A/C with deactivated Center Auxiliary Fuel Tank.
28-25-00-5B DELETED	OP	04000 HRS	212 551		ALL	ALL	Check operation of APU DC Fuel Pump Isolation Valve.

MPD ITEM NUMBER	TASK	CMR INTERVAL	ZONE	ACCESS	APPLICABILITY		767 CERTIFICATION MAINTENANCE REQUIREMENTS
					APL	ENG	TASK DESCRIPTION
28-41-00-5A DELETED	FC	04000 HRS	212 531 532 631 632		NOTE	ALL	Perform Comparison Check of each channel of the Fuel Quantity Indicating System (FQIS) using measuring sticks. (Main Fuel Tank should contain less than 10,000 LBS. each) Airplane Note: SB 767-28A5. Task is applicable to airplane Line Numbers 1 through 80 and 82 through 83 which have not incorporated SB.
29-11-00-5A	OP	04000 HRS	195 211	195SL	NOTE	ALL	Operationally Check ADP Speed Topping Shutdown Circuitry. SB 767-29-4. CMR Classification can be deleted provided SB 767-29-4 is incorporated. Airplane Note: SB 767-29-4. Task is applicable to airplane Line Numbers 7-13, 15-18, 20 and 21 which have not incorporated this SB.
29-11-00-6F	FC	12000 HRS	211		ALL	ALL	Check gross internal leakage of each Hydraulic System (Left, Center & Right). Note: For the 767-200/300/300F Models, the internal leakage limit for the Left, Center, and Right Hydraulic Systems is 4.5 GPM. This rate permits the leakage to increase before a subsequent leakage check and not become more than the 6.0 GPM approved limit. Note: For the 767-400ER, the internal leakage limits for the Left and Right Systems are the same as for the other 767 models. The Internal Leakage Limit for the Center Hydraulic System is 2.5 GPM. This rate permits the leakage to increase before a subsequent leakage check and not become more than the 4.0 GPM approved limit.
29-11-00-6G	FC	12000 HRS	211 324 335 345	324GL 324JL 324LL 335EB 335GB 335HB 345EB 345GB 345HB	ALL	ALL	Check Internal leakage of Elevator and Rudder Power Control Actuators (Left, Center and Right).
29-21-00-5A	OP	06000 HRS	144 198 211	1961 742	ALL	ALL	Operationally Check Auto and Manual RAT Deployment Systems, RAT Hydraulic Pump and Drive System.

MPD ITEM NUMBER	TASK	CMR INTERVAL	ZONE	ACCESS	APPLICABILITY		767 CERTIFICATION MAINTENANCE REQUIREMENTS
					APL	ENG	TASK DESCRIPTION
31-41-00-2A	OP	00100 HRS	212		NOTE	ALL	Perform a readout of all EICAS maintenance messages by pressing the ECS/MSG Display Select Switch (if not checked by crew). Airplane Note: Applicable to all 767 airplanes except the 767-400ER.
31-41-02-4A	OP	10800 HRS	212		NOTE	ALL	Check operation (including L-R Switching) of the Right EICAS Computer (if not checked by crew). Airplane Note: Applicable to all 767 airplanes except the 767-400ER.
31-63-00-2A	OP	00100 HRS	212		400E	ALL	Perform a readout of all EICAS Maintenance Messages through access of the 31 MCDP/MSG on the MCDU Maintenance Display (if not checked by crew).
31-51-00-5B	OP	00600 HRS	119 211 212 312	119AL 312AR	BCF SF	ALL	Operationally Check take-off warning system.
31-51-00-5C	OP	00072 HRS NOTE	211 212		BCF SF	ALL	Operationally Check the take-off configuration warning alert. Interval Note: Task should not exceed 72 elapsed clock hours
32-35-00-5A	OP	04000 HRS	119 120 211	119AL	NOTE	ALL	Check operation of the Main/Nose Landing Gear Alternate Extend System. Check load limiters for evidence of partial or fully crushed core. Airplane Note: Applicable to all 767 Airplanes except the 767-400ER.
32-41-00-5A	OP	00250 HRS	211		NOTE	ALL	Operationally Check Alternate Brake System Including Alternate Brake Selector Valve. SB 767-32-4. CMR Classification can be deleted, provided SB 767-32-4 is incorporated (Line Numbers 4, 24, 28, 30, 32, 35 and 47 and on incorporated either the SB or the SB equivalent). Airplane Note: Airplanes with Dual Cable System.
32-41-05-4A	OP	00250 HRS	211		NOTE	ALL	Operationally Check Accumulator Isolation Valve. Airplane Note: SB 767-32-4. Task is applicable to airplanes which have not incorporated SB (Line Numbers 4, 24, 28, 30, 32, 35 and 47 and on incorporated either the SB or the SB equivalent).

MPD ITEM NUMBER	TASK	CMR INTERVAL	ZONE	ACCESS	APPLICABILITY		767 CERTIFICATION MAINTENANCE REQUIREMENTS
					APL	ENG	TASK DESCRIPTION
36-11-01-6C	IN	1C	411	411CL 411ER	ALL	NOTE	Perform Dye Penetrant Inspection of the Eng 1 IP Bleed Duct and check the torque of the Flange Bolts. Engine Note: Rolls-Royce Service Bulletin 75-9285: Applicable to Rolls-Royce RB211-524G/H engines that have not incorporated this service bulletin or equivalent.
36-11-01-6C	IN	1C	421	421CL 421ER	ALL	NOTE	Perform Dye Penetrant Inspection of the Eng 2 IP Bleed Duct and check the torque of the flange bolts. Engine Note: Rolls-Royce Service Bulletin 75-9285: Applicable to Rolls-Royce RB211-524G/H Engines that have not incorporated this service bulletin or equivalent.
52-51-07-4A	DS	9 YRS	211 212		NOTE	ALL	Discard the Flight Deck Door Strike Assembly. Airplane Note: Applicable to Airplane Line Number 895 and on and any airplane that has incorporated Service Bulletin 767-25-0325 or 767-25-0327 or 767-25-0332.
D77-35-00-2B	OP	00560 HRS	119 120	119AL	ALL	524	Verify that there are no Engine 1 EEC Category 2 faults.
D77-35-00-2B	OP	00560 HRS	119 120	119AL	ALL	524	Verify that there are no Engine 2 EEC Category 2 faults.
D77-41-01-4A	OP	00400 HRS	212		ALL	524	Check the operation of the Standby Engine Indicator (SEI) by actuating the Test Switch (if not checked by crew).
G73-21-06-6A	OP	04000 HRS	411	416AR	ALL	80A	Verify proper power input signal to the L Flight Idle Select Solenoid on the Engine Fuel Control.
G73-21-06-6A	OP	04000 HRS	421	426AR	ALL	80A	Verify proper power input signal to the R Flight Idle Select Solenoid on the Engine Fuel Control.
G73-21-07-5A	OP	04000 HRS	211 411	416AR	ALL	80A	Verify proper EEC detection of a fault in the Fail-Fixed Solenoid Circuit – L Eng.
G73-21-07-5A	OP	04000 HRS	211 421	426AR	ALL	80A	Verify proper EEC Detection of a fault in the Fail-Fixed Solenoid Circuit – R Eng.
G77-00-00-6D	OP	00400 HRS	211		ALL	80A	Check operation of Standby Engine Indicator by actuating Test Switch (if not checked by crew).

MPD ITEM NUMBER	TASK	CMR INTERVAL	ZONE	ACCESS	APPLICABILITY		767 CERTIFICATION MAINTENANCE REQUIREMENTS
					APL	ENG	TASK DESCRIPTION
G78-00-00-6R	IN	04000 HRS	415 416	415AL 416AR	ALL	80A	Visually Inspect the Nacelle/Strut Fire and Drainage Seals for wear and damage/deterioration – L Eng.
G78-00-00-6R	IN	04000 HRS	425 426	425AL 426AR	ALL	80A	Visually Inspect the Nacelle/Strut Fire and Drainage Seals for wear and damage/deterioration – R Eng.
H77-41-00-5A	OP	00400 HRS	211		NOTE	80C	Check operation of Standby Engine Indicator by actuating Test Switch (if not checked by crew). Airplane Note: Applicable to all 767 Airplanes except the 767-400ER.
H77-35-00-2B	OP	02000 HRS	120	119AL	NOTE	80C	Verify that there are no Engine 1 or Engine 2 Category 2 (C2) Faults. Airplane Note: Airplanes with Full Authority Electronic Propulsion Control Systems.
H78-00-00-6R	IN	04000 HRS	415 416	415AL 416AR	ALL	80C	Visually Inspect the Nacelle/Strut Fire and Drainage Seals for wear and damage/deterioration – L Eng.
H78-00-00-6R	IN	04000 HRS	425 426	425AL 426AR	ALL	80C	Visually Inspect the Nacelle/Strut Fire and Drainage Seals for wear and damage/deterioration – R Eng.
H78-00-00-6T	IN	06000 HRS	411	NOTE 413AL 414AR 415AL 416AR 417AL 418AR	400E	80C	Visually Check the Engine 1 Thrust Reverser Bull-Nose Seal for damage. Note: This CMR is a Two Star CMR. See AC 25-19 for Two Star CMR Definition. Access Note: The Thrust Reverser Sleeve must be partially extended for this check.
H78-00-00-6T	IN	06000 HRS	421	NOTE 423AL 424AR 425AL 426AR 427AL 428AR	400E	80C	Visually Check the Engine 2 Thrust Reverser Bull-Nose Seal for damage. Note: This CMR is a Two Star CMR. See AC 25-19 for Two Star CMR definition. Access Note: The Thrust Reverser Sleeve must be partially extended for this check.

MPD ITEM NUMBER	TASK	CMR INTERVAL	ZONE	ACCESS	APPLICABILITY		767 CERTIFICATION MAINTENANCE REQUIREMENTS
					APL	ENG	TASK DESCRIPTION
H78-34-00-5A DELETED	FC	05000 HRS	211 212 411	413AL	400E	80C	Functionally Check the Engine 1 Directional Pilot Valve (DPV) of the Thrust Reverser to detect pneumatic leakage. Note: This CMR is the subject of NPRM 2000-NM-24-AD. This CMR will be deleted when the final rule has been issued.
H78-34-00-5A DELETED	FC	05000 HRS	211 212 421	423AL	400E	80C	Functionally Check the Engine 2 Directional Pilot Valve (DPV) of the Thrust Reverser to detect pneumatic leakage. Note: This CMR is the subject of NPRM 2000-NM-24-AD. This CMR will be deleted when the final rule has been issued.
N77-35-00-2B	OP	01000 HRS	119 120	119AL	ALL	4000	Verify that there are no Engine 1 or Engine 2 EEC Category 2 Faults (EEC CH-A/B Fault Cat 2).
N77-41-01-4A	OP	00400 HRS	212		NOTE	4000	Check the operation of the Standby Engine Indicator (SEI) by actuating the Test Switch (if not checked by crew). Airplane Note: Applicable to all 767 Airplanes except the 767-400ER.
P73-21-07-5A	OP	04000 HRS	211 411	414AR 416AR 418AR	ALL	7R4	Verify proper Power Input Signal to the L Eng EEC Trim Unlock Solenoid.
P73-21-07-5A	OP	04000 HRS	211 421	424AR 426AR 428AR	ALL	7R4	Verify proper Power Input Signal to the R Eng EEC Trim Unlock Solenoid.
P77-00-00-6B	OP	00400 HRS	211		ALL	7R4	Check operation of Standby Engine Indicator by actuating Test Switch (if not checked by crew).

MPD ITEM NUMBER	TASK	CMR INTERVAL	ZONE	ACCESS	APPLICABILITY		767 CERTIFICATION MAINTENANCE REQUIREMENTS
					APL	ENG	TASK DESCRIPTION
P78-00-00-6R	IN	04000 HRS	411 413 414 415 416 431 435	413AL 414AR 415AL 416AR 417AL 418AR 431AT 431BT 431DT	ALL	7R4	Visually inspect the Nacelle/Strut Fire and Drainage Seals for wear and damage/deterioration – L Eng.
P78-00-00-6R	IN	04000 HRS	421 423 424 425 426 441 445	423AL 424AR 425AL 426AR 427AL 428AR 441AT 441BT 441DT	ALL	7R4	Visually Inspect the Nacelle/Strut Fire and Drainage Seals for wear and damage/deterioration – R Eng.

I. REPORTING UNCONTROLLABLE HIGH THRUST FAILURE CONDITIONS

Title 14 Code of Federal Regulations Sections 121.703 and 135.415 state that “each certificate holder shall report any failure, malfunction, or defect in an aircraft, system, component, or powerplant that occurs or is detected at any time if, in its opinion, that failure, malfunction, or defect has endangered or may endanger the safe operation of an aircraft”. Section 125.409 also requires reporting of failures, malfunctions or defects. In many cases a reportable failure or malfunction will be obvious, but there are some failure modes related to uncontrolled high thrust that are reportable but may not be obvious. The following information is provided, as required by FAA Exemption No. 8119, to assist the operators in identifying reportable malfunctions related to uncontrolled high thrust.

The FAA has concluded that the loss of capability to control thrust due to a failure of the engine thrust control system may endanger the aircraft. This includes any malfunctions having one or more of the following characteristics:

• Auto-acceleration or uncommanded thrust change to higher power

• Stuck thrust lever above idle power

• Inability to reduce thrust

Although some of these incidents may not appear to be safety related, documenting the events is important to ensure the present level of safety is maintained and/or to identify failure conditions that must be corrected.

When filing a report of such an event with the FAA, the operator is requested to include in the description of the event one or more of the following phrases:

• “thrust control”

• “no response to thrust lever”

• “auto-acceleration”

• “uncontrolled high thrust”

In addition, the following information should be included in the report:

- Event description
- Flight Crew action
- Maintenance action
- List of affected or removed components

Reports should be submitted to the local representative of the FAA Administrator that handles the appropriate reporting responsibility for §§ 121.703, 125.409, and 135.415. In addition to filing reports with the FAA, it is recommended that a copy be sent to Boeing and to the engine manufacturer.

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SECTION 9. AIRWORTHINESS LIMITATIONS AND CERTIFICATION MAINTENANCE REQUIREMENTS

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