



Commercial
Airplanes

777

Service Bulletin

ALERT

Number: 777-53A0075
Original Issue: January 14, 2015
Revision 1: December 14, 2015
ATA System: 5380

SUBJECT: FUSELAGE - Section 48 - Station 2370 Pivot Bulkhead Forward Outer Chord -
Inspection and Repair

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Revision Transmittal Sheet

SUBJECT: FUSELAGE - Section 48 - Station 2370 Pivot Bulkhead Forward Outer Chord -
Inspection and Repair

This revision includes all pages of the service bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

Federal Aviation Administration (FAA) Notice of Proposed Rule Making NPRM 2015-NM-026-AD, is related to this service bulletin.

Effects of this Revision on airplanes on which Original Issue was previously done:

None.

REASON FOR REVISION

This revision is sent to make changes identified during the validation of the Original Issue of this service bulletin and to clarify or correct issues identified by operators since the Original Issue.

As a part of a service bulletin validation program, this inspection was completed on airplane WA174 by Service Bulletin 777-53A0075 Original Issue before the release of Revision 1 of this service bulletin. The inspection completed on airplane WA174 by Service Bulletin 777-53A0075 Original Issue is equivalent to the release of Revision 1 of this service bulletin. Airplane WA174 has the configuration of a Group 2 airplane.

These sections were changed:

1. In Summary, Background, revised the description of the unsafe condition, revised the number of operator reports, added a service history table, added a description of the completed service bulletin validation.
2. In Summary, Action, revised the paragraph.
3. In Summary, Compliance, added FAA Notice of Proposed Rule Making (NPRM) reference.
4. In Summary, Manpower, added a reference to Paragraph 1.G., Manpower.
5. In Summary, Material Information, added "Operator Supplied Parts/Materials".
6. In Summary, revised the summary illustration.

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7. In Paragraph 1.C., Reason, revised the description of the unsafe condition, revised the number of operator reports, added a service history table, added paragraphs to give a description of the completed service bulletin validation and to give the reason for this revision.
8. In Paragraph 1.D., Description, revised the paragraph, added paragraph to give the effects of this revision on airplanes on which Original Issue was previously done.
9. In Paragraph 1.E., Compliance, added NPRM reference, revised the paragraph above Table 1, revised Table 1 and Table 2.
10. In Paragraph 1.G., Manpower, revised the tables.
11. In Paragraph 1.H., Weight and Balance Changes, revised the table to give weight and balance changes.
12. In Paragraph 1.J., References, revised the reference list.
13. In Paragraph 2.A., Material - Price and Availability, revised top kit dates and quantities, added Reorder Lead Time (ROLT) and revised price information.
14. In Paragraph 2.C.1., Kits/Parts, revised the top kit parts lists.
15. In Paragraph 2.C.2., Parts and Materials Supplied by the Operator, deleted the duplicate paragraph above the table.
16. In Paragraph 2.C.3., Parts Modified and Reidentified, added table for Group 1 airplanes, added paragraph for Group 2 airplanes.
17. In Paragraph 3.A., General Information, deleted notes that are not applicable, revised note 17. and note 18.
18. In Paragraph 3.B., Work Instructions, revised the work instructions.
19. In Figure 5 and Figure 6, revised the illustrations and the fastener code table.
20. In Figure 7, Figure 8, Figure 9 and Figure 10, revised the illustrations and the step table.
21. In Figure 11, Figure 12, Figure 13 and Figure 14, revised the illustrations.
22. In Figure 15, Figure 16, Figure 17, Figure 18, Figure 21, Figure 22, Figure 23 and Figure 24, revised the illustrations, the step table and the fastener code table.
23. Added Figure 25 and Figure 26 to give instructions for skin panel removal after the small crack repair was installed.
24. In Appendix A, revised the table and the flag note, revised the logic diagram.
25. In Appendix B, revised the table and the flag note.
26. In Appendix C, revised Part Demand Intent.

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

Pages with no vertical lines have no changes.

REVISION HISTORY

Original Issue:	January 14, 2015
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Number: 777-53A0075
Original Issue: January 14, 2015
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ATA System: 5380

Summary

SUBJECT: FUSELAGE - Section 48 - Station 2370 Pivot Bulkhead Forward Outer Chord -
Inspection and Repair

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

CONCURRENT REQUIREMENTS

None.

BACKGROUND

This service bulletin is sent to give instructions for inspections of the left and right side forward outer chords of the Body Station (STA) 2370 pivot bulkhead for cracks. Cracks in the STA 2370 pivot bulkhead forward outer chords that are not found and repaired can become large and result in a severed forward outer chord. Since the horizontal stabilizer is attached to the STA 2370 bulkhead at two pivot locations, this damage could cause the loss of horizontal stabilizer control, resulting in loss of controllability of the airplane.

Two operators have reported finding cracks in the outer flanges of the left and right side forward outer chords of the STA 2370 pivot bulkhead on a total of eleven airplanes. The cracks were fatigue cracks caused by a stress concentration which is generated at the transition radius of the forward outer flange of the chord prior to the chord splice at the upper longeron.

Accomplishment of the inspections in this service bulletin will help ensure that STA 2370 pivot bulkhead forward outer chord cracks are found and repaired before they can become large and result in damage that could result in the loss of horizontal stabilizer control.

Boeing Service Bulletin (SB) 777-53-0076 gives instructions for a modification that is terminating action to the repeat inspections given in this service bulletin.

The table below shows the crack findings and related service data that have been reported to Boeing.

Service History				
Model	Flight Cycles	Flight Hours	Crack Location	Crack Length (Inches)
777-200	31,384	39,142	Left Side	1.4 and 3.3
			Right Side	2.93

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Service History				
Model	Flight Cycles	Flight Hours	Crack Location	Crack Length (Inches)
777-200	31,504	39,797	Left Side	2.3
			Right Side	2.2
777-200	32,181	38,758	Left Side	2.5
			Right Side	2.3
777-200	29,383	37,182	Left Side	2.5
			Right Side	2.5
777-300	24,653	34,291	Left Side	2.2
			Right Side	2.2
777-200	35,011	40,074	Left Side	2.25
			Right Side	2.2
777-300	24,251	33,568	Left Side	2.5
			Right Side	2.03
777-200	30,462	38,455	Left Side	2.35
			Right Side	2.2
777-200	30,826	39,166	Left Side	2.2
			Right Side	2.4
777-200	33,809	40,588	Left Side	2.5
			Right Side	2.4
777-300	17,530	63,940	Left Side	1.2
			Right Side	1.65

Boeing Fleet Team Digest (FTD) 777 FTD 53-13001 is related to this service bulletin.

Boeing Service Related Problem (SRP) 777-SRP-53-0455 is related to this service bulletin.

As a part of a service bulletin validation program, this inspection was completed on airplane WA174 by Service Bulletin 777-53A0075 Original Issue before the release of Revision 1 of this service bulletin. The inspection completed on airplane WA174 by Service Bulletin 777-53A0075 Original Issue is equivalent to the release of Revision 1 of this service bulletin. Airplane WA174 has the configuration of a Group 2 airplane.

This table is provided to operators for planning purposes only. Refer to the applicable sections for more information.

Planning Data	Affected	Reference
Spares Affected	No	Paragraph 1.A.2., Spares Affected
AD Related	Yes	Paragraph 1.E., Compliance and Paragraph 1.F., Approval

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Planning Data	Affected	Reference
Weight and Balance Change	Yes (a)	Paragraph 1.H., Weight and Balance Changes
Electrical Load Changed	No	Paragraph 1.I., Electrical Load Data
Publications Affected	Yes	Paragraph 1.K., Publications Affected
Airplane Flight Operations Affected (Flight Crew Operations Manual and/or FAA Approved Airplane Flight Manual)	No	Paragraph 1.K., Publications Affected
Kits/Parts Required	Yes	Paragraph 2.C.1., Kits/Parts
Operator Supplied Parts/Material	Yes	Paragraph 2.C.2., Parts and Materials Supplied by the Operator
Special Tooling Required	No	Paragraph 2.F., Special Tooling Necessary to do this Service Bulletin
(a) Only if the repair was done.		

ACTION (PRR 62777-97S)

Do a Detailed and HFEC inspection of the Station 2370 pivot bulkhead forward chord in accordance with PART 1, for any crack.

If any crack is found, and no crack found is greater than 0.160 inch, do one of the following options on the affected side of the airplane:

1. Do the terminating action in accordance with SB 777-53-0076.
2. Do the repair of the Station 2370 pivot bulkhead forward chord in accordance with PART 2 and the post-repair Detailed and HFEC inspection in accordance with PART 3.

If any crack found is greater than 0.160 inch, do the terminating action in accordance with SB 777-53-0076.

If no crack is found, repeat PART 1, or do the terminating action in accordance with SB 777-53-0076.

EFFECTIVITY

777-200/-300 Airplanes. Refer to Paragraph 1.A.1., Airplanes, for the list of affected airplanes.

COMPLIANCE

Federal Aviation Administration (FAA) Notice of Proposed Rule Making NPRM 2015-NM-026-AD, is related to this service bulletin.

Refer to Paragraph 1.E., Compliance.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are available for airplanes in warranty as of November 20, 2013. Please refer to Paragraph 2.B., Industry Support Information. The warranty remedies will expire eight years from the original issue date of this service bulletin.

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MANPOWER

Airplanes	Total Task Hours	Elapsed Hours
All Airplanes - Inspection	14.50	10.50
Group 1 Airplanes - Small Crack Repair - One Side of the airplane	44.85	24.05
Group 2 Airplanes - Small Crack Repair - One Side of the airplane	43.10	22.30
All Airplanes - Post-Repair Inspection	10.50	8.50

Refer to Paragraph 1.G., Manpower.

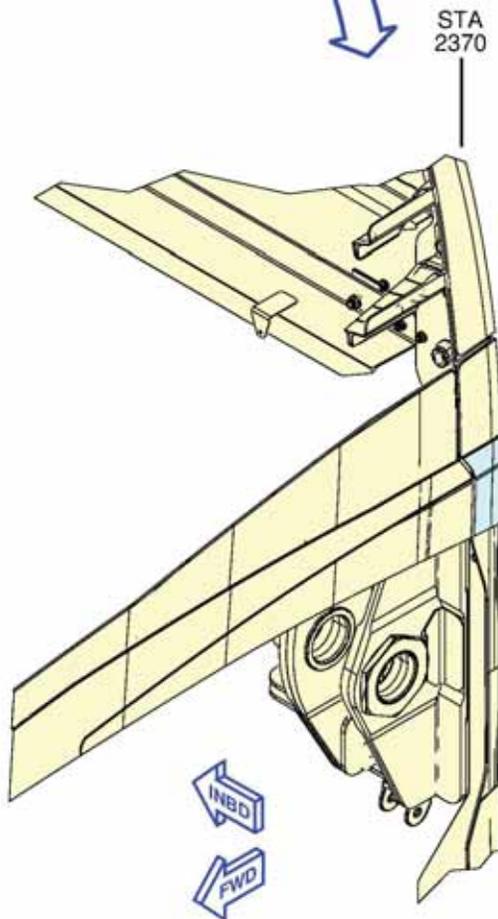
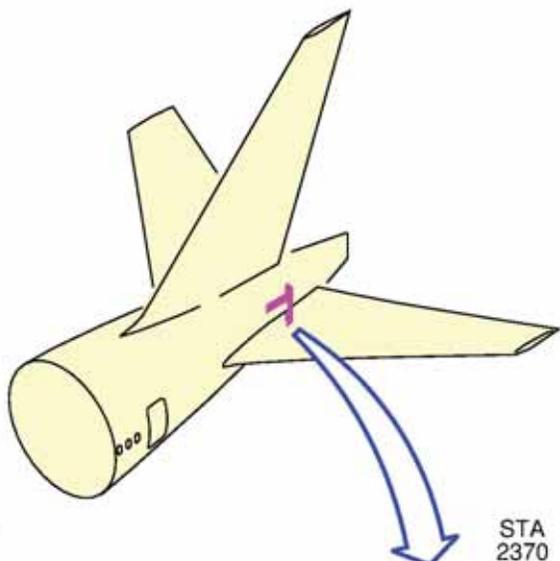
MATERIAL INFORMATION

Boeing Supplied Kits/Parts.

Operator Supplied Parts/Materials.

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

Operators are encouraged to complete the survey provided in APPENDIX C of this service bulletin to help Boeing predict the quantity and timing of the Boeing Supplied Kits/Parts.



LEFT AND RIGHT SIDE:
 DO A DETAILED AND HFEC INSPECTION OF THE STATION 2370 PIVOT BULKHEAD FORWARD CHORD IN ACCORDANCE WITH PART 1, FOR ANY CRACK. IF ANY CRACK IS FOUND, AND NO CRACK FOUND IS GREATER THAN 0.160 INCH, DO ONE OF THE FOLLOWING OPTIONS ON THE AFFECTED SIDE OF THE AIRPLANE:

1. DO THE TERMINATING ACTION IN ACCORDANCE WITH SB 777-53-0076.
2. DO THE REPAIR OF THE STATION 2370 PIVOT BULKHEAD FORWARD CHORD IN ACCORDANCE WITH PART 2, AND THE POST-REPAIR DETAILED AND HFEC INSPECTION IN ACCORDANCE WITH PART 3.

IF ANY CRACK FOUND IS GREATER THAN 0.160 INCH, DO THE TERMINATING ACTION IN ACCORDANCE WITH SB 777-53-0076.
 IF NO CRACK IS FOUND, REPEAT PART 1, OR DO THE TERMINATING ACTION IN ACCORDANCE WITH SB 777-53-0076.

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1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

This service bulletin is applicable to 777-200/-300 Airplanes, line numbers 1-244 in 2 Groups. The Variable Numbers and Group Information for the applicable airplanes is given below. An equivalent change is on subsequent production airplanes. Refer to PRR 62777-97S for data about this change.

Refer to Service Bulletin Index D624W001 Part 3 for Airplane Variable Number, Line Number, and Serial Number data.

GROUP	CONFIGURATION	DESCRIPTION
1	-	777 Airplanes, line numbers 1 through 40
2	-	777 Airplanes, line numbers 41 through 244

Airplane Models:

777-200, 777-300

Variable Number	Group
WA001 - WA017	1
WA076 - WA080	1
WA086 - WA087	1
WA088 - WA093	2

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Variable Number	Group
WA101 - WA104	1
WA116 - WA117	1
WA118 - WA119	2
WA131 - WA135	1
WA136 - WA137	2
WA171 - WA173	1
WA174 - WA175	2
WA196 - WA197	1
WA198	2
WA206 - WA212	2
WA221 - WA223	2
WA231 - WA232	2
WA241 - WA245	2
WB001 - WB020	2
WB031	2
WB051 - WB072	2
WB101 - WB106	2
WB121 - WB125	2
WB131 - WB133	2
WB151 - WB153	2
WB161 - WB171	2
WB181 - WB188	2
WB231 - WB235	2
WB271 - WB272	2
WB276 - WB286	2
WB291 - WB297	2
WB306 - WB307	2
WB311 - WB318	2
WB336 - WB337	2
WB366	2
WB371 - WB383	2
WB406	2
WB411 - WB413	2

Variable Number	Group
WB416 - WB426	2
WB446 - WB448	2
WB501 - WB506	2
WB531 - WB535	2
WB551 - WB553	2
WB591 - WB595	2
WB601 - WB602	2
WB611 - WB615	2

2. Spares Affected

None.

B. Concurrent Requirements

None.

C. Reason

This service bulletin is sent to give instructions for inspections of the left and right side forward outer chords of the Body Station (STA) 2370 pivot bulkhead for cracks. Cracks in the STA 2370 pivot bulkhead forward outer chords that are not found and repaired can become large and result in a severed forward outer chord. Since the horizontal stabilizer is attached to the STA 2370 bulkhead at two pivot locations, this damage could cause the loss of horizontal stabilizer control, resulting in loss of controllability of the airplane.

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Accomplishment of the inspections in this service bulletin will help ensure that STA 2370 pivot bulkhead forward outer chord cracks are found and repaired before they can become large and result in damage that could result in the loss of horizontal stabilizer control.

Boeing Service Bulletin (SB) 777-53-0076 gives instructions for a modification that is terminating action to the repeat inspections given in this service bulletin.

The table below shows the crack findings and related service data that have been reported to Boeing.

Service History				
Model	Flight Cycles	Flight Hours	Crack Location	Crack Length (Inches)
777-200	31,384	39,142	Left Side	1.4 and 3.3
			Right Side	2.93

Service History				
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777-200	35,011	40,074	Left Side	2.25
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777-300	24,251	33,568	Left Side	2.5
			Right Side	2.03
777-200	30,462	38,455	Left Side	2.35
			Right Side	2.2
777-200	30,826	39,166	Left Side	2.2
			Right Side	2.4
777-200	33,809	40,588	Left Side	2.5
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777-300	17,530	63,940	Left Side	1.2
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Boeing Fleet Team Digest (FTD) 777 FTD 53-13001 is related to this service bulletin.

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Revision 1 is sent to make changes identified during the validation of the Original Issue of this service bulletin and to clarify or correct issues identified by operators since the Original Issue.

D. Description

Do a Detailed and HFEC inspection of the Station 2370 pivot bulkhead forward chord in accordance with PART 1, for any crack.

If any crack is found, and no crack found is greater than 0.160 inch, do one of the following options on the affected side of the airplane:

1. Do the terminating action in accordance with SB 777-53-0076.
2. Do the repair of the Station 2370 pivot bulkhead forward chord in accordance with PART 2 and the post-repair Detailed and HFEC inspection in accordance with PART 3.

If any crack found is greater than 0.160 inch, do the terminating action in accordance with SB 777-53-0076.

If no crack is found, repeat PART 1, or do the terminating action in accordance with SB 777-53-0076.

Revision 1 - Effects of this Revision on airplanes on which Original Issue was previously done:

None.

The work in this service bulletin is done in the maintenance zone(s) given below.

Group 1:

Affected Maintenance Zones	
Model	Zone
777-200	313, 314

Group 2:

Affected Maintenance Zones	
Model	Zone
777-200, 777-300	313, 314

E. Compliance

Federal Aviation Administration (FAA) Notice of Proposed Rule Making NPRM 2015-NM-026-AD, is related to this service bulletin.

Do the required actions in accordance with Paragraph 3. Accomplishment Instructions.

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

Logic diagrams showing compliance tasks and compliance times are included as aids in APPENDIX A and APPENDIX B.

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The conditions and associated actions given in the compliance tables below can be different on the left and right sides of the airplane. The actions done must obey the compliance times shown in the compliance tables for each side of the airplane. Because the conditions found may not be the same on both sides of the airplane, the required actions may be different between the left and right side of the airplane and can be done independently.

Table 1: Detailed and HFEC Inspection of the Station 2370 Pivot Bulkhead Forward Chord:

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes	Do PART 1: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION for any crack.	Before 16,000 total flight cycles	Within 4,000 flight cycles or 1,125 days, whichever occurs first, after the Original Issue date of this Service Bulletin.	-
CONDITION 1: NO FORWARD CHORD CRACK IS FOUND	OPTION 1: Repeat PART 1: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION for any crack.	-		12,000 flight cycles (a)
	OPTION 2: Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076. (a)	Before further flight		(a)
CONDITION 2: ANY FORWARD CHORD CRACK IS FOUND, AND NO CRACK FOUND IS GREATER THAN 0.160 INCH	OPTION 2: Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076. (a)	Before further flight		-
	OPTION 3 (ACTION 1): Do PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR.	Before further flight		-
	OPTION 3 (ACTION 2): Do PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION.	Refer to Table 2		-

Table 1: Detailed and HFEC Inspection of the Station 2370 Pivot Bulkhead Forward Chord:

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 3: ANY FORWARD CHORD CRACK FOUND IS GREATER THAN 0.160 INCH.	Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076. (a)	Before further flight	-
CONDITION 6: NO FORWARD CHORD UPPER LOCATION OR ADJACENT STRUCTURE CRACK IS FOUND	Continue to do the small crack repair in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR.	Before further flight	-
CONDITION 7: ANY FORWARD CHORD UPPER LOCATION OR ADJACENT STRUCTURE CRACK IS FOUND	ACTION 1: Contact The Boeing Company for repair instructions and do the repair.	Before further flight	-
	ACTION 2: Continue to do the small crack repair in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR.	Before further flight	-
(a) Modification in accordance with Boeing Service Bulletin 777-53-0076 is terminating action to the repeat inspections in this service bulletin.			

Table 2: Post-Repair Detailed and HFEC Inspection of the STA 2370 Pivot Bulkhead Forward Chord:

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
All airplanes previously repaired in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR	Do PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION for any crack.	Within 12,000 flight cycles after installation of the repair in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR	-

Table 2: Post-Repair Detailed and HFEC Inspection of the STA 2370 Pivot Bulkhead Forward Chord:

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 4: NO FORWARD CHORD CRACK IS FOUND DURING POST-REPAIR INSPECTION	OPTION 4: Repeat PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD -POST-REPAIR DET AND HFEC INSPECTION for any crack.	-	12,000 flight cycles (a)
	OPTION 2: Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076. (a)	Before further flight	(a)
CONDITION 5: ANY FORWARD CHORD CRACK IS FOUND DURING POST-REPAIR INSPECTION	Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076. (a)	Before further flight	-
(a) Modification in accordance with Boeing Service Bulletin 777-53-0076 is terminating action to the repeat inspections in this service bulletin.			

NOTE: PART 1: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION is for both sides of the airplane.

PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR is for one side of the airplane. It is possible to have an airplane with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR done on both sides.

PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION is for one side of the airplane. It is possible to have an airplane with PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION done on both sides.

PART 4: STATION 2370 PIVOT BULKHEAD FORWARD CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION is for one side of the airplane. It is possible to have an airplane with PART 4: STATION 2370 PIVOT BULKHEAD FORWARD CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION done on both sides.

F. Approval

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

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

G. Manpower

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

- Time to adjust to the workplace
- Time to schedule the work
- Time to inspect the work
- Time to cure the materials
- Time to make the parts
- Time to find the tools.

Table 1: Manpower Information for PART 1: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access			
FIGURE 1	1	2.00	2.00
FIGURE 2	1	2.00	2,00
PART 1: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION			
FIGURE 3	1	1.25	1.25
FIGURE 4	1	1.25	1.25
Close Access			
FIGURE 5	2	4.00	2.00
FIGURE 6	2	4.00	2.00
TOTAL FOR EACH AIRPLANE		14.50	10.50

Group 1:

Table 2: Manpower Information for PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR

Task	Number of Persons	Task Hours	Elapsed Hours
FIGURE 7 (or FIGURE 8) (a)	2	8.00	4.00
FIGURE 11 (or FIGURE 12) (a)	1	1.50	1.50
FIGURE 13 (or FIGURE 14) (a)	1	1.75	1.75

Group 1:**Table 2: Manpower Information for PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR**

Task	Number of Persons	Task Hours	Elapsed Hours
FIGURE 15 (or FIGURE 16) (a)	2	29.60	14.80
FIGURE 23 (or FIGURE 24) (a)	2	4.00	2.00
TOTAL FOR ONE SIDE OF THE AIRPLANE (b)		44.85	24.05
(a) Figure 7, Figure 11, Figure 13, Figure 15 and Figure 23 are for the left side of the airplane. Figure 8, Figure 12, Figure 14, Figure 16 and Figure 24 are for the right side of the airplane.			
(b) This table shows the manpower information for small crack repair in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR, on one side of the airplane. If both sides of the airplane are repaired in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR, multiply the total manpower information by two, to obtain the total manpower for both sides of the airplane.			

Group 2:**Table 3: Manpower Information for PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR**

Task	Number of Persons	Task Hours	Elapsed Hours
FIGURE 9 (or FIGURE 10) (a)	2	8.00	4.00
FIGURE 11 (or FIGURE 12) (a)	1	1.50	1.50
FIGURE 17 (or FIGURE 18) (a)	2	29.60	14.80
FIGURE 23 (or FIGURE 24) (a)	2	4.00	2.00
TOTAL FOR ONE SIDE OF THE AIRPLANE (b)		43.10	22.30
(a) Figure 9, Figure 11, Figure 17 and Figure 23 are for the left side of the airplane. Figure 10, Figure 12, Figure 18 and Figure 24 are for the right side of the airplane.			

Group 2:**Table 3: Manpower Information for PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR**

Task	Number of Persons	Task Hours	Elapsed Hours
(b) This table shows the manpower information for small crack repair in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR, on one side of the airplane. If both sides of the airplane are repaired in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR, multiply the total manpower information by two, to obtain the total manpower for both sides of the airplane.			

Table 4: Manpower Information for PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access			
FIGURE 25	1	2.00	2.00
FIGURE 26	1	2.00	2.00
DET and HFEC Inspection			
FIGURE 19	1	1.25	1.25
FIGURE 20	1	1.25	1.25
Close Access			
FIGURE 21	2	2.00	2.00
FIGURE 22	2	2,00	2.00
TOTAL FOR EACH AIRPLANE		10.50	8.50

NOTE: PART 1: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION is for both sides of the airplane.

PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR is for one side of the airplane. It is possible to have an airplane with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR done on both sides.

PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION is for one side of the airplane. It is possible to have an airplane with PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION done on both sides.

PART 4: STATION 2370 PIVOT BULKHEAD FORWARD CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION is for one side of the airplane. It is possible to have an airplane with PART 4: STATION 2370 PIVOT BULKHEAD FORWARD CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION done on both sides.

H. Weight and Balance Changes

Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
777-200 - Repaired on one side	+0.5	+1,183.5
777-200 - Repaired on both sides	+1.0	+2,367.0
777-300 - Repaired on one side	+0.5	+1,278.0
777-300 - Repaired on both sides	+1.0	+2,556.0

I. Electrical Load Data

Not changed.

J. References

1. Existing Data:

- a. Engineering Change Memo PRR 62777-97S
- b. Boeing Service Bulletin 777-53-0076
- c. Boeing Service Letter 777-SL-51-013
- d. Boeing Service Related Problem (SRP) 777-SRP-53-0455
- e. Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) 2015-NM-026-AD
- f. Service Bulletin Index D624W001
- g. Standard Overhaul Practices Manual (SOPM) 20-10-03, 20-41-02, 20-41-05, 20-43-03, 20-50-01, 20-50-10, 20-50-19
- h. 777 Aircraft Maintenance Manual (AMM) 07-11-01, 55-17-01
- i. 777 Fleet Team Digest (FTD) 53-13001
- j. 777 Non-Destructive Testing (NDT) Manual Part 6, 51-00-01, Part 6, 51-00-02
- k. 777-200 Structural Repair Manual (SRM) 51-10-02, 51-20-01
- l. 777-300 Structural Repair Manual (SRM) 51-10-02, 51-20-01

2. Data Supplied with this Service Bulletin:

None.

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

Drawing Number	Title
148W2010	Bulkhead Instl - Upr, Pivot and Skin, STA 2370
148W2910	Fairing Instl - Stabilizer Seal, UPR
148W9700	Bulkhead Instl - Pivot, Integration, STA 2370

The table above lists applicable drawings used to prepare this service bulletin. The drawings are not necessary to make the specified changes, and are not supplied with this service bulletin. The drawings may not be applicable to all airplane configurations or operators.

K. Publications Affected

1. Publications:

Publication	Chapter-Section
777 Structural Repair Manual	53-80

2. Damage Tolerance Based Structural Inspections:

Boeing has evaluated the repairs and/or changes in this service bulletin for effects on Fatigue Critical Structure (FCS) and for changes to Damage Tolerance Inspections (DTI) required in the Maintenance Program. This service bulletin affects FCS. DTI requirements for the structure affected are contained in Paragraph 1.E., Compliance of this service bulletin.

L. Interchangeability and Intermixability of Parts

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

M. Software Accomplishment Summary

Not affected.

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2. MATERIAL INFORMATION**A. Material - Price and Availability**

Boeing can supply the kits shown in Paragraph 2.C., Parts Necessary for Each Airplane. Operators are encouraged to share schedule requirements with Boeing for incorporation of the service bulletin. The kits are subject to the terms and conditions of the Boeing standard purchase order acknowledgment. Prices are in United States Dollars. Terms: Net 30 days.

Reference this service bulletin and submit your purchase order by one of these methods:

1. Order on-line via ATA Spec 2000 or The Boeing PART Page
2. Fax to (206) 662-7145

REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION

Kit Number	Name	Date	QTY	ROLT as of the Revision 1 date of this Service Bulletin (Calendar Days)	Unit Price as of the Revision 1 date of this Service Bulletin (US Dollars)
005W0016-10	Top Kit - STA 2370 Pivot Bulkhead Forward Outer Chord - Inspection Restoration	January 12, 2016	11	266	241.00
		February 9, 2016	10		
		March 8, 2016	10		
005W0016-11 (a)	Top Kit - STA 2370 Pivot Bulkhead Forward Outer Chord, Left - Small Crack	January 12, 2016	10	525	13,574.00
005W0016-12 (b)	Top Kit - STA 2370 Pivot Bulkhead Forward Outer Chord, Right - Small Crack	January 12, 2016	10	790	13,574.00
(a) This top kit is for the repair on the left side of the airplane.					
(b) This top kit is for the repair on the right side of the airplane.					

Operators are encouraged to complete the survey provided in APPENDIX C of this service bulletin to help Boeing predict the quantity and timing of the Boeing Supplied Kits/Parts.

B. Industry Support Information

Boeing warranty remedies are available for 777 airplanes in warranty as of November 20, 2013. For task hour reimbursement for airplanes in warranty as of that date, send a warranty claim to Boeing Fleet Support Contracts - Warranty. The kits for airplanes in warranty as of that date will be supplied at no charge. Send a purchase order for the kits to Boeing Material Management. Please refer to this service bulletin number and reference the airplane variable numbers in your purchase order. The warranty remedies will expire eight years from the original issue date of this service bulletin.

C. Parts Necessary for Each Airplane

1. Kits/Parts

To get the kits/parts shown below, refer to Paragraph 2.A., Material - Price and Availability.

NOTE: One top kit and the items shown in Paragraph 2.C.2., Parts and Materials Supplied by the Operator, are necessary for each airplane, except as noted in Paragraph 2.A., Material - Price and Availability.

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Kit 005W0016						
New Part Number	Qty			Name	Existing Part Number	Notes
	-10	-11	-12			
005W0016-10	-	.	.	Top Kit - STA 2370 Pivot Bulkhead Forward Outer Chord - Inspection Restoration	-	(a)
005W0016-11	.	-	.	Top Kit - STA 2370 Pivot Bulkhead Forward Outer Chord, Left - Small Crack Repair	-	(b)
005W0016-12	.	.	-	Top Kit - STA 2370 Pivot Bulkhead Forward Outer Chord, Right- Small Crack Repair	-	(c)
148W0015-12	.	1	1	SHIM	-	-
148W0015-13	.	1	1	SHIM	-	-
148W0015-14	.	2	2	SHIM	-	-
148W2204-5	.	1	.	SPLICE ANGLE	148W2204-1 (Group 1) 148W2204-3 (Group 2)	(d) (e) (f)

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Kit 005W0016						
New Part Number	Qty			Name	Existing Part Number	Notes
	-10	-11	-12			
148W2204-6	.	.	1	SPLICE ANGLE	148W2204-2 (Group 1) 148W2204-4 (Group 2)	(d) (e) (f)
148W7143-5	.	1	1	SHIM LAMINATED	-	-
148W7143-6	.	1	1	SHIM LAMINATED	-	-
148W7143-7	.	1	1	SHIM LAMINATED	-	-
148W7143-11	.	1	1	SHIM LAMINATED	-	-
148W7143-13	.	1	1	SHIM LAMINATED	-	-
148W9710-15	.	1	1	RADIUS FILLER	-	-
BACB30MY10K10X	.	6	6	BOLT, PROTRUD- ING HD	-	(g)
BACB30MY10K13X	.	6	6	BOLT, PROTRUD- ING HD	-	(g)
BACB30MY10K7X	.	8	8	BOLT, PROTRUD- ING HD	-	(g)
BACB30MY8K11X	.	14	14	BOLT, PROTRUD- ING HD	-	(g)
BACB30MY8K4X	.	11	16	BOLT, PROTRUD- ING HD	-	(g)
BACB30MY8K5X	.	11	8	BOLT, PROTRUD- ING HD	-	(g)
BACB30MY8K6X	.	18	18	BOLT, PROTRUD- ING HD	-	(g)
BACB30MY8K7X	.	8	8	BOLT, PROTRUD- ING HD	-	(g)
BACB30MY8K8X	.	5	5	BOLT, PROTRUD- ING HD	-	(g)
BACB30MY8K9X	.	1	1	BOLT, PROTRUD- ING HD	-	(g)
BACB30NW6K5X	4	2	2	BOLT, 100 DEG HEX DR	-	(g)
BACB30NW8K10X	.	28	28	BOLT, 100 DEG HEX DR	-	(g)

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Kit 005W0016						
New Part Number	Qty			Name	Existing Part Number	Notes
	-10	-11	-12			
BACB30NW8K12X	.	4	4	BOLT, 100 DEG HEX DR	-	(g)
BACB30NW8K5X	14	3	3	BOLT, 100 DEG HEX DR	-	(g)
BACB30NW8K6X	2	1	1	BOLT, 100 DEG HEX DR	-	(g)
BACB30NW8K7X	.	3	3	BOLT, 100 DEG HEX DR	-	(g)
BACB30NW8K8X	.	5	5	BOLT, 100 DEG HEX DR	-	(g)
BACB30NW8K9X	8	31	31	BOLT, 100 DEG HEX DR	-	(g)
BACB30NX10K11X	.	3	3	BOLT, PROTRUDING HD	-	(g)
BACB30NX10K14X	.	13	13	BOLT, PROTRUDING HD	-	(g)
BACB30NX6K5X	.	4	4	BOLT, PROTRUDING HD	-	(g)
BACB30NZ10K15X	.	12	12	BOLT, 100 DEG HEX D	-	(g)
BACB30NZ10K16X	.	16	16	BOLT, 100 DEG HEX DR	-	(g)
BACB30NZ8K12X	.	10	10	BOLT, 100 DEG HEX DR	-	(g)
BACB30YN10K15X	.	12	12	BOLT, HEX DRIVE	-	(g)
BACB30YN10K16X	.	16	16	BOLT, HEX DRIVE	-	(g)
BACB30YN8K12X	.	8	8	BOLT, HEX DRIVE	-	(g)
BACC30BH10	.	44	44	COLLAR	-	-
BACC30BH8	.	10	10	COLLAR	-	-
BACC30M10	.	20	20	COLLAR	-	-
BACC30M6	4	6	6	COLLAR	-	-
BACC30M8	24	132	132	COLLAR	-	-
BACN10HR12CD	.	2	2	SELF-LOCKING NUT	-	-

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Kit 005W0016						
New Part Number	Qty			Name	Existing Part Number	Notes
	-10	-11	-12			
BACN10HR162CD	.	2	2	SELF-LOCKING NUT	-	-
BACN10HR6CD	.	5	5	SELF-LOCKING NUT	-	-
BACN10HR8CD	.	3	3	NUT	-	-
BACN10YR4CD	.	16	16	NUT	-	-
BACN10YR5CD	.	28	28	NUT	-	-
BACR15CE5KE5	6	3	3	RIVET, 100 DEG	-	(g)
BACR15CE5KE6	12	6	6	RIVET, 100 DEG	-	(g)
BACR15CE5KE8	2	1	1	RIVET, 100 DEG	-	(g)
BACR15FV81KE13	.	27	27	RIVET	-	(g)
BACS40R007B064F	.	1	1	SHIM, LAMINATED	-	-
BACS40R007B077F	.	1	1	SHIM, LAMINATED	-	-
BACS40R008B041F	.	1	1	SHIM, LAMINATED	-	-
BACS40R008B062F	.	1	1	SHIM, LAMINATED	-	-
BACS40R016B037F	.	1	1	SHIM, LAMINATED	-	-
BACS40R017B037F	.	1	1	SHIM, LAMINATED	-	-
BACS40R019B056F	.	1	1	SHIM, LAMINATED	-	-
BACS40R021B049F	.	1	1	SHIM, LAMINATED	-	-
BACS40R023B053F	.	1	1	SHIM, LAMINATED	-	-
BACS40R029B065F	.	1	1	SHIM,LAMINATED	-	-
BACS40R033B052F	.	1	1	SHIM-LAMINATED	-	-
BACW10BP12CD	.	2	2	WASHER, PLAIN	-	-
BACW10BP12DP	.	2	2	WASHER, PLAIN	-	-
BACW10BP16CD	.	2	2	WASHER, PLAIN	-	-

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Kit 005W0016						
New Part Number	Qty			Name	Existing Part Number	Notes
	-10	-11	-12			
BACW10BP16DP	.	2	2	WASHER, PLAIN	-	-
BACW10BP41DP	.	8	8	WASHER, PLAIN	-	-
BACW10BP6CD	.	5	5	WASHER, PLAIN	-	-
BACW10BP6DP	.	5	5	WASHER	-	-
BACW10BP8CD	.	3	3	WASHER	-	-
BACW10BP8DP	.	3	3	WASHER	-	-
NAS1149D0432J	.	8	8	WASHER	-	-
NAS1149D0463J	.	8	8	WASHER	-	-
NAS1149D0532J	.	28	28	WASHER	-	-
NAS1149D0563J	.	28	28	WASHER	-	-
(a) This top kit is for access restoration after inspection and no crack findings.						
(b) This top kit is for the repair on the left side of the airplane.						
(c) This top kit is for the repair on the right side of the airplane.						
(d) Discard the existing part.						
(e) This part is used in production.						
(f) You cannot use the existing part to replace the new or changed part.						
(g) If grip length shown is not available at Boeing, fasteners supplied in kits may be one grip length longer than indicated. Also, if any fasteners part numbers listed are not available or have been superseded, substitute fasteners may be supplied in kits.						

2. Parts and Materials Supplied by the Operator

The following parts or materials are necessary to do the change in this service bulletin. Parts and materials in the manuals given in Paragraph 1.J., References, can also be necessary. Examine operator part and material supply to make sure all necessary parts and materials are available.

Part Number / Specification	QTY	Name	Notes
BMS 3-23 (BMS 3-29 and BMS 3-35 optional)	1 pint	Corrosion Inhibiting Compound	(a)
BMS 5-95	1 pint	Sealant	(a)
BMS 10-11, Type I	1 pint	Primer	(a)

Part Number / Specification	QTY	Name	Notes
(a) Refer to the Qualified Products List at the end of the Boeing Material Specification (BMS) for supplier data.			

3. Parts Modified and Reidentified

The parts shown below are changed as shown in this service bulletin. The quantity (QTY) is the number of parts changed on each airplane.

Group 1:

Existing Part Number	QTY	Name	New Part Number	Notes
148W2204-5 (a)	1	SPLICE ANGLE	(d)	(c) (e)
148W2204-6 (b)	1	SPLICE ANGLE	(d)	(c) (e)
(a) This part is included in top kit 005W0016-11.				
(b) This part is included in top kit 005W0016-12.				
(c) Make the change in accordance with this service bulletin.				
(d) There is no equivalent Boeing part number for the changed part. Identify on the part that the change in accordance with this service bulletin was made.				
(e) This part is not used in production.				

Group 2:

None.

4. Parts Removed and Not Replaced

None.

D. Parts Necessary to Change Spares

None.

E. Special Tooling - Price and Availability

None.

F. Special Tooling Necessary to do this Service Bulletin

No special tools or equipment are necessary to do the change in this service bulletin. But, maintenance and overhaul tools in the manuals given in Paragraph 1.J., References, can be necessary. Examine operator tool supply to make sure all necessary tools are available.

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3. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

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

- NOTE:**
1. Manual titles are referred to by acronyms. Refer to Paragraph 1.J., References, for definition of the acronyms.
 2. Obey all of the warnings and cautions given in the specified manual sections.
 3. Unless shown differently, these dimensions and tolerances are used:
 - Linear dimensions are in inches
 - Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch
 - Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
 - Angular tolerance is plus or minus 2 degrees
 - Hole dimensions for standard solid rivets and fasteners are in Structural Repair Manual (SRM) Chapter 51
 - Torque Values:
 - Values for structural fasteners are given in 777 Structural Repair Manual, Chapter 51.
 - Values for airframe maintenance tasks are included in Chapter 20 of 777 Airplane Maintenance Manual (AMM).
 - Values for electrical maintenance tasks are included in Chapter 20 of Standard Wiring Practices Manual (SWPM).
 - Values for engine maintenance tasks are included in Chapter 70 of 777 Airplane Maintenance Manual (AMM).
 - Non-standard torque values for maintenance tasks are included in the applicable installation step.
 4. Use the approved fastener, process and material substitutions in accordance with SRM Chapter 51.
 5. If the length of any fastener specified in this service bulletin does not meet installation standards given in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards given in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51. Refer to SOPM 20-50-01 for alternate full threaded fasteners (screws) needed for installation in this service bulletin.
 6. A Detailed Inspection (DET) is defined as: An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required.

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7. HFEC is used for a High Frequency Eddy Current Inspection.
8. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.
9. Boeing Service Letter 777-SL-51-013, Damage Reporting and Repair Plan/Design Guidelines, is an acceptable procedure to request information from Boeing for additional structural repair instructions. The Service Letter describes what information must be provided to Boeing before a structural repair can be provided.
10. Refer to APPENDIX A and APPENDIX B for logic diagram(s). Logic diagrams are provided as an aid only. Information contained in Paragraph 1.E., Compliance is the primary source for compliance times. Information in Paragraph 3.B., Work Instructions is the primary source for tasks required for compliance.
11. The instructions in Paragraph 3.B., Work Instructions and the figures can include operation of tools or test equipment. Boeing Engineering Tool Drawings, the Illustrated Tool and Equipment Manual, and the Special Tool and Ground Handling Drawing Index contain data on versions of the tools or test equipment that you can use. It is permitted to use replaced tools. It is not permitted to use superseded tools.
12. If it is necessary to remove more parts for access, you can remove those parts. If you can get access without removing identified parts, it is not necessary to remove all of the identified parts. Jacking and shoring limitations must be observed.
13. Where the work instructions include installation of a kept part, a new or serviceable part with the same part number can be installed as an alternative to the kept part.
14. Use of colors in Figures is based on guidance from the ATA e-Business Program (ATA) iSpec 2200.
15. When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION number or an OPTION number, do all of the ACTION numbers for that CONDITION number or OPTION number.
16. The compliance times for the actions in Paragraph 3.B., WORK INSTRUCTIONS are in Paragraph 1.E., Compliance.
17. The conditions and associated actions given in Paragraph 3.B., Work Instructions can be different on the left and right sides of the airplane. Because the conditions found may not be the same on both sides of the airplane, the required actions may be different between the left and right side of the airplane and can be done independently.
18. Some steps in the Work Instructions are labeled as Required for Compliance (RC). If this service bulletin is mandated by an Airworthiness Directive (AD), then the steps labeled as RC, including sub-steps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An Alternative Method of Compliance (AMOC) is required for any deviations to RC steps, including sub-steps

and identified figures. Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC. This is provided that the RC steps, including sub-steps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

B. WORK INSTRUCTIONS

1. Remove the skin panels in accordance with the figures below:

Left Side	Right Side
FIGURE 1	FIGURE 2

2. Do PART 1: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION, for any crack.
 - a. CONDITION 1: NO FORWARD CHORD CRACK IS FOUND
 - (1) OPTION 1: Repeat PART 1: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION for any crack.
 - (2) OPTION 2: Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076.
 - b. CONDITION 2: ANY FORWARD CHORD CRACK IS FOUND, AND NO CRACK FOUND IS GREATER THAN 0.160 INCH
 - (1) OPTION 2: Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076.
 - (2) OPTION 3:
 - (a) OPTION 3 (ACTION 1): Do PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR.

NOTE: PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR can be done on the left and right side of the airplane at the same time.
 - (b) OPTION 3 (ACTION 2): Do PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION.
 - 1) CONDITION 4: NO FORWARD CHORD CRACK IS FOUND DURING POST-REPAIR INSPECTION
 - a) OPTION 4: Repeat PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION.
 - b) OPTION 2: Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076.

2) CONDITION 5: ANY FORWARD CHORD CRACK IS FOUND DURING POST-REPAIR INSPECTION

a) Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076.

c. CONDITION 3: ANY FORWARD CHORD CRACK FOUND IS GREATER THAN 0.160 INCH

(1) Do the terminating modification in accordance with Boeing Service Bulletin 777-53-0076.

3. If not previously installed, install the skin panels in accordance with the figures below:

Left Side	Right Side
FIGURE 5	FIGURE 6

4. Put the airplane back to a serviceable condition.

PART 1: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION

1. RC - Do an inspection of the Pivot Bulkhead Forward Outer Chord, for any crack, in accordance with the figures below:

Left Side	Right Side
FIGURE 3	FIGURE 4

PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR

1. Support the airplane using one of the options below:

OPTION 1:

- a. Support the airplane on its landing gear.
- b. Remove the load from the pivot pin assembly on the side of the airplane where the small crack repair is done. Refer to 777 AMM 55-17-01 as an accepted procedure. Removal of the pivot pin assembly or pivot fitting bearing is not necessary. If the small crack repair is done on the left and right side of the airplane at the same time, make sure that the pivot pin assemblies are unloaded on the left and right side of the airplane at the same time.

OPTION 2:

- a. Lift the airplane on the primary jacks A, B and C. Refer to 777 AMM 07-11-01 as an accepted procedure.
- b. Remove the load from the pivot pin assembly on the side of the airplane where the small crack repair is done. Refer to 777 AMM 55-17-01 as an accepted procedure. Removal of the pivot pin assembly or pivot fitting bearing is not necessary. If the small crack repair is done on the left and right side of the airplane at the same time, make sure that the pivot pin assemblies are unloaded on the left and right side of the airplane at the same time.

2. **Group 1:**
Get access to the repair area in accordance with the figures below:

Left Side	Right Side
FIGURE 7	FIGURE 8

3. **Group 2:**
Get access to the repair area in accordance with the figures below:

Left Side	Right Side
FIGURE 9	FIGURE 10

4. RC - Do PART 4: STATION 2370 PIVOT BULKHEAD FORWARD CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION, for any crack.
- a. CONDITION 6: NO FORWARD CHORD UPPER LOCATION OR ADJACENT STRUCTURE CRACK IS FOUND
- (1) RC - Continue to do the small crack repair in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR.
- b. CONDITION 7: ANY FORWARD CHORD UPPER LOCATION OR ADJACENT STRUCTURE CRACK IS FOUND
- (1) RC - ACTION 1: Contact The Boeing Company for repair instructions and do the repair.
- (2) RC - ACTION 2: Continue to do the small crack repair in accordance with PART 2: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR.

5. **Group 1:**
RC - Modify the splice angle in accordance with the figures below:

Left Side	Right Side
FIGURE 13	FIGURE 14

6. **Group 1:**
RC - Repair the Station 2370 pivot bulkhead forward chord in accordance with the figures below:

Left Side	Right Side
FIGURE 15	FIGURE 16

7. **Group 2:**
RC - Repair the Station 2370 pivot bulkhead forward chord in accordance with the figures below:

Left Side	Right Side
FIGURE 17	FIGURE 18

8. RC - Install the skin panels in accordance with the figures below:

Left Side	Right Side
FIGURE 23	FIGURE 24

9. Apply finish to the repaired area to match adjacent structure. Apply BMS 3-23 (BMS 3-29 and BMS 3-35 optional) corrosion inhibiting compound to the repaired area. Refer to SOPM 20-41-05 as an accepted procedure.
10. If the airplane was stabilized using OPTION 1, remove the horizontal stabilizer jacking equipment. Refer to 777 AMM 55-17-01 as an accepted procedure.
11. If the airplane was stabilized using OPTION 2,
- Remove the horizontal stabilizer jacking equipment. Refer to 777 AMM 55-17-01 as an accepted procedure.
 - Lower the airplane off of the jacks. Refer to 777 AMM 07-11-01 as an accepted procedure.

PART 3: STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION

1. Remove the skin panels in accordance with the figures below:

Left Side	Right Side
FIGURE 25	FIGURE 26

2. RC - Do the DET and HFEC inspection in accordance with the figures below:

Left Side	Right Side
FIGURE 19	FIGURE 20

3. RC - Install the skin panels in accordance with the figures below:

Left Side	Right Side
FIGURE 21	FIGURE 22

4. Put the airplane back to a serviceable condition.

PART 4: STATION 2370 PIVOT BULKHEAD FORWARD CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION

1. RC - Inspect the pivot bulkhead forward chord and adjacent structure in accordance with the figures below:

Left Side	Right Side
FIGURE 11	FIGURE 12

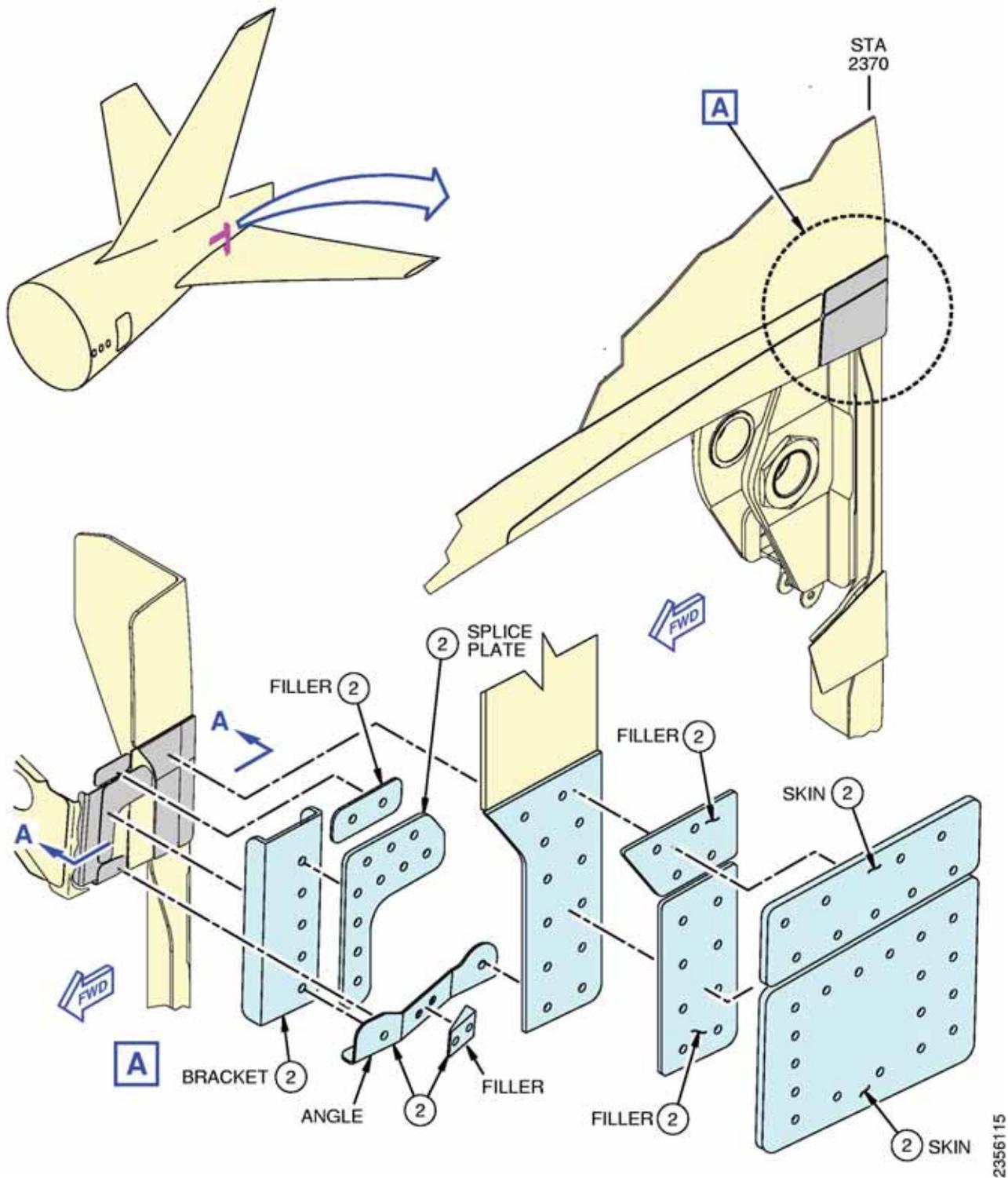


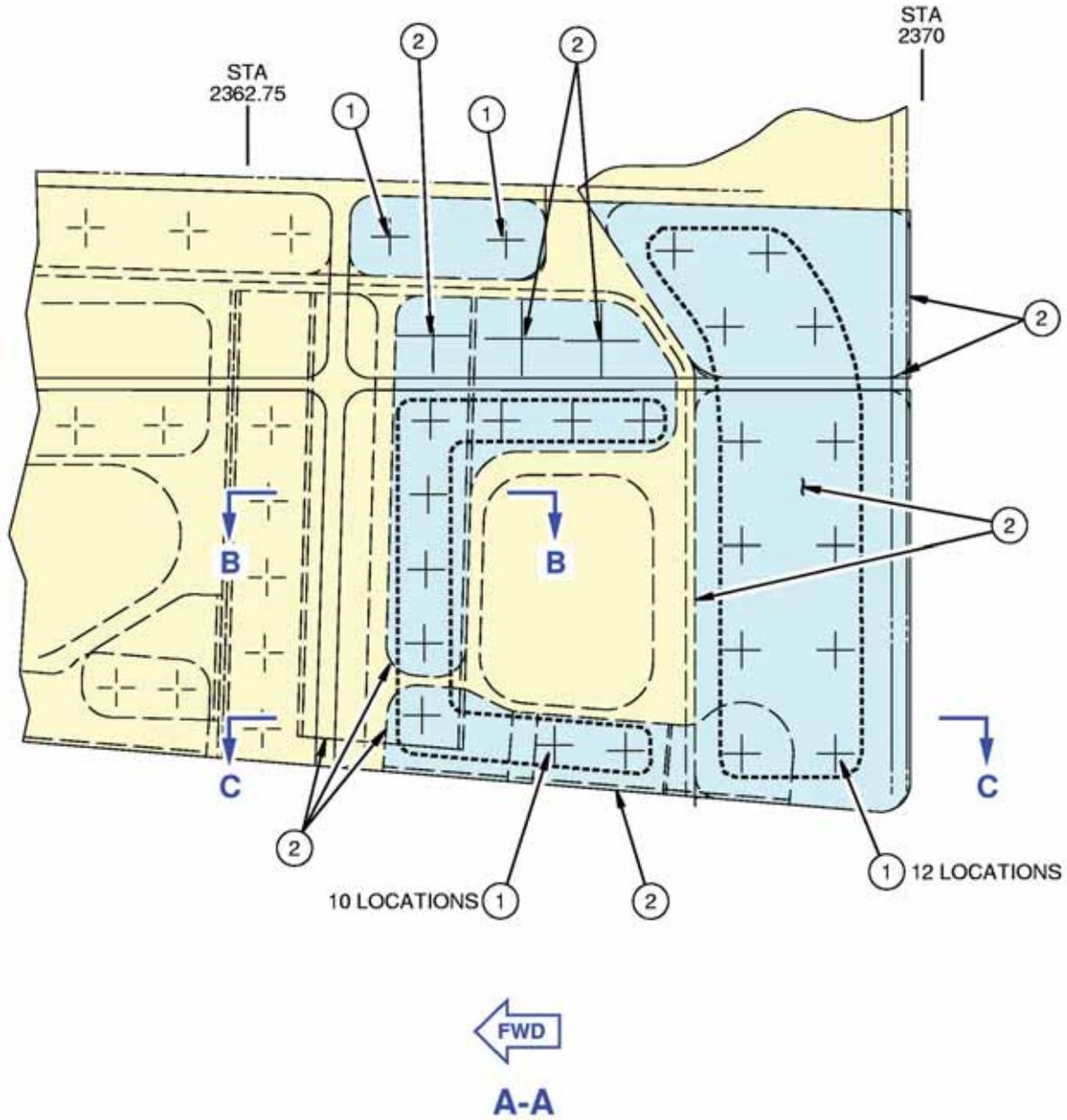
FIGURE 1: LEFT SIDE - STA 2370 SKIN PANEL REMOVAL (SHEET 1 OF 4)

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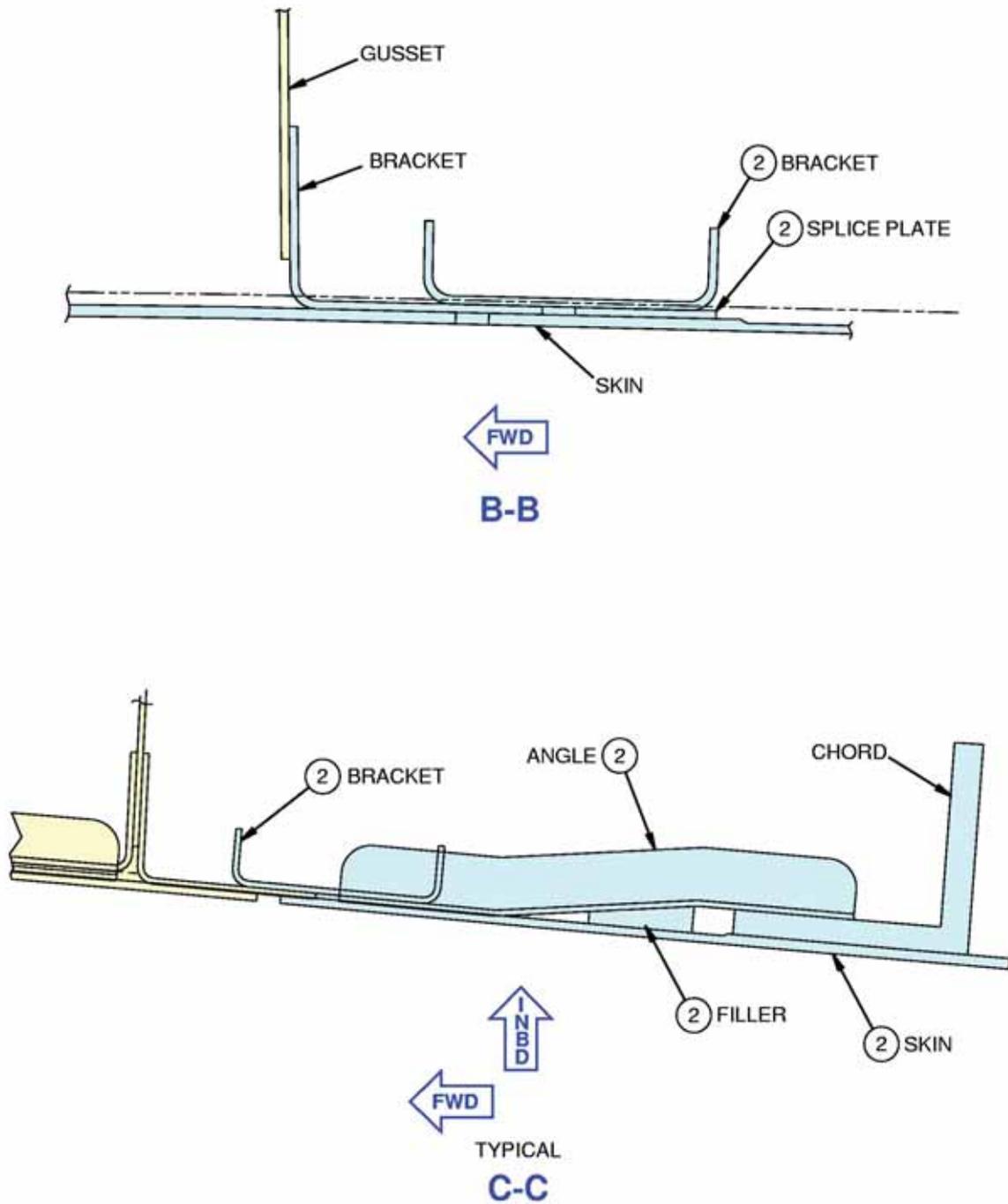
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FIGURE 1: LEFT SIDE - STA 2370 SKIN PANEL REMOVAL (SHEET 2 OF 4)

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FIGURE 1: LEFT SIDE - STA 2370 SKIN PANEL REMOVAL (SHEET 3 OF 4)

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BOEING SERVICE BULLETIN 777-53A0075**ALERT****ALERT**

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

Step	Task	Name	Identification	Qty	More Data
1	Remove	FASTENER	-	24	
2	Remove/Keep	FASTENER	-	3	
		SKIN	148W2912-1	1	
		SKIN	148W2912-3	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	BACF3T03M14S8B	1	
		SPLICE PLATE	148W2918-3	1	
		BRACKET	148W2920-1	1	

**FIGURE 1: LEFT SIDE - STA 2370 SKIN PANEL REMOVAL
(SHEET 4 OF 4)**

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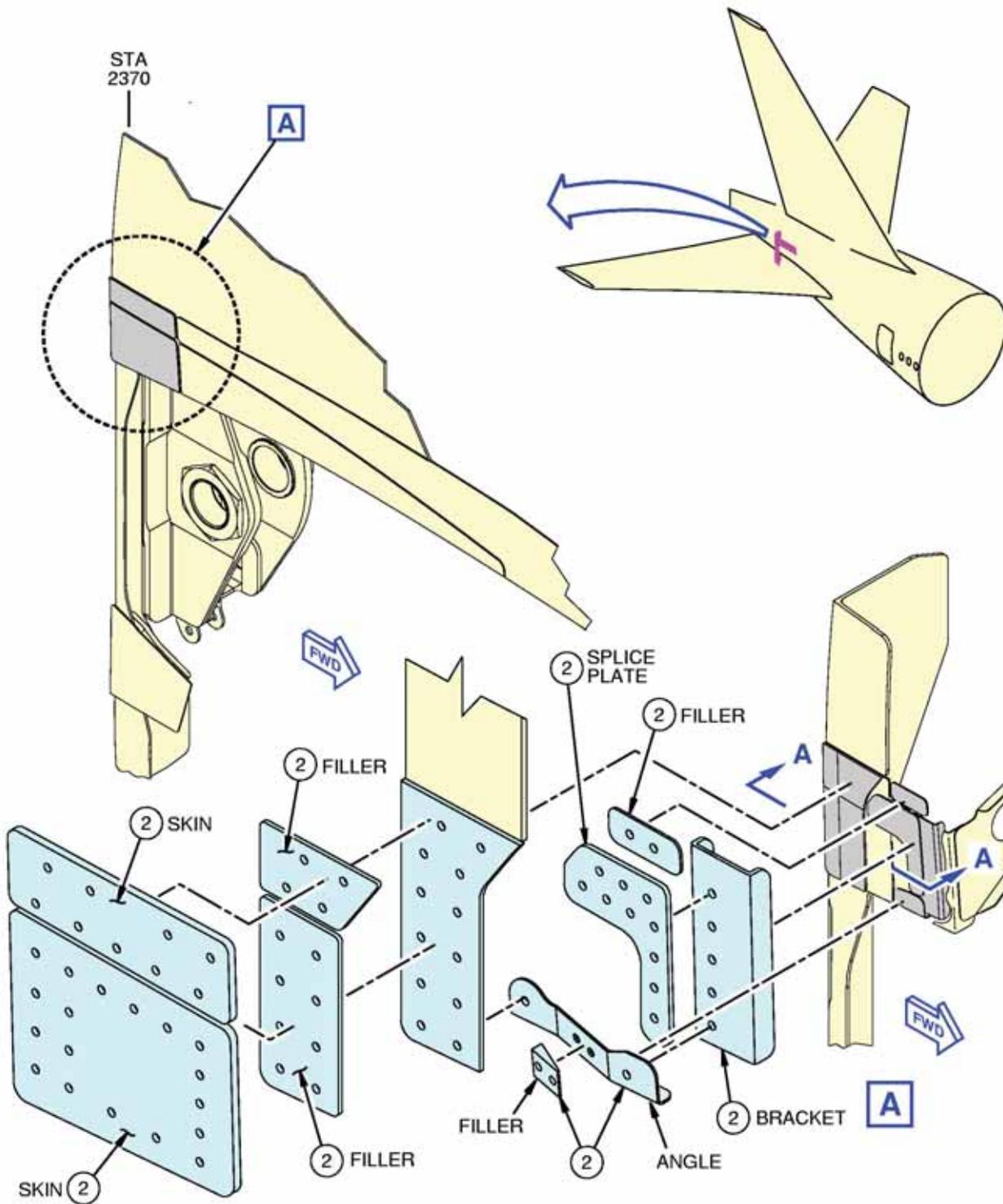


FIGURE 2: RIGHT SIDE - STA 2370 SKIN PANEL REMOVAL
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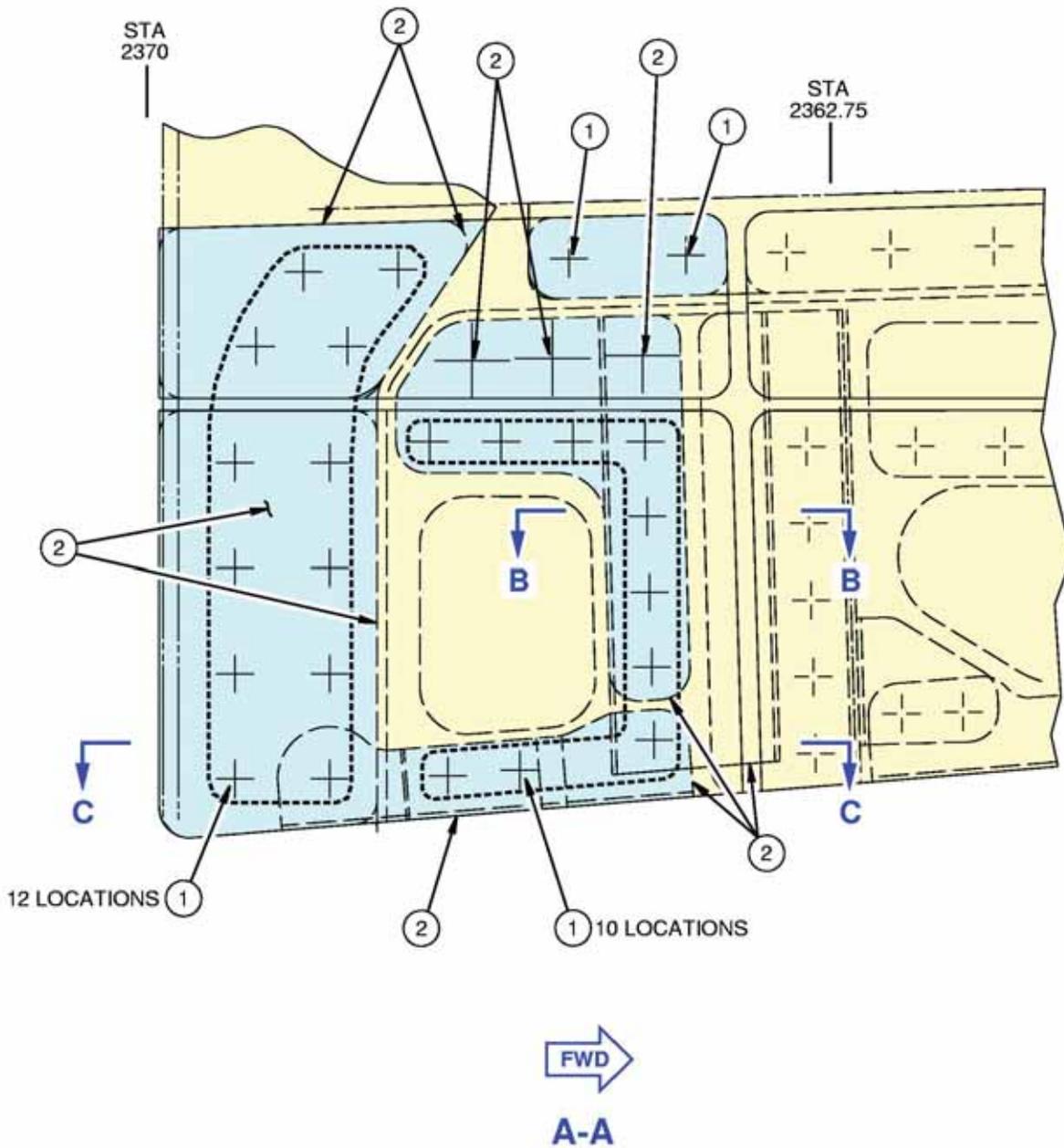
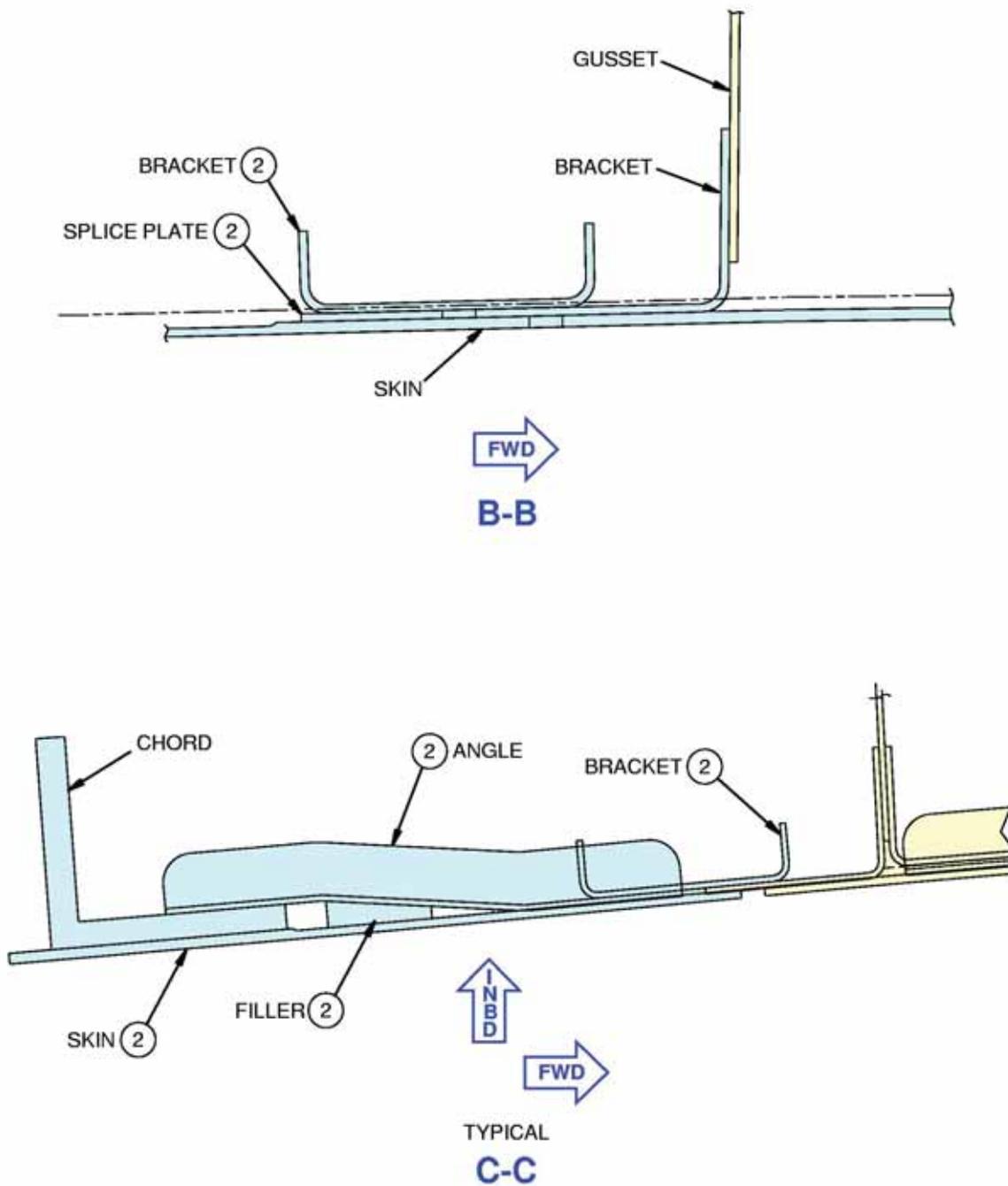


FIGURE 2: RIGHT SIDE - STA 2370 SKIN PANEL REMOVAL (SHEET 2 OF 4)

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FIGURE 2: RIGHT SIDE - STA 2370 SKIN PANEL REMOVAL (SHEET 3 OF 4)

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

Step	Task	Name	Identification	Qty	More Data
1	Remove	FASTENER	-	24	
2	Remove/Keep	FASTENER	-	3	
		SKIN	148W2912-2	1	
		SKIN	148W2912-4	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	BACF3T03M14S8B	1	
		SPLICE PLATE	148W2918-4	1	
		BRACKET	148W2920-2	1	

**FIGURE 2: RIGHT SIDE - STA 2370 SKIN PANEL REMOVAL
(SHEET 4 OF 4)**

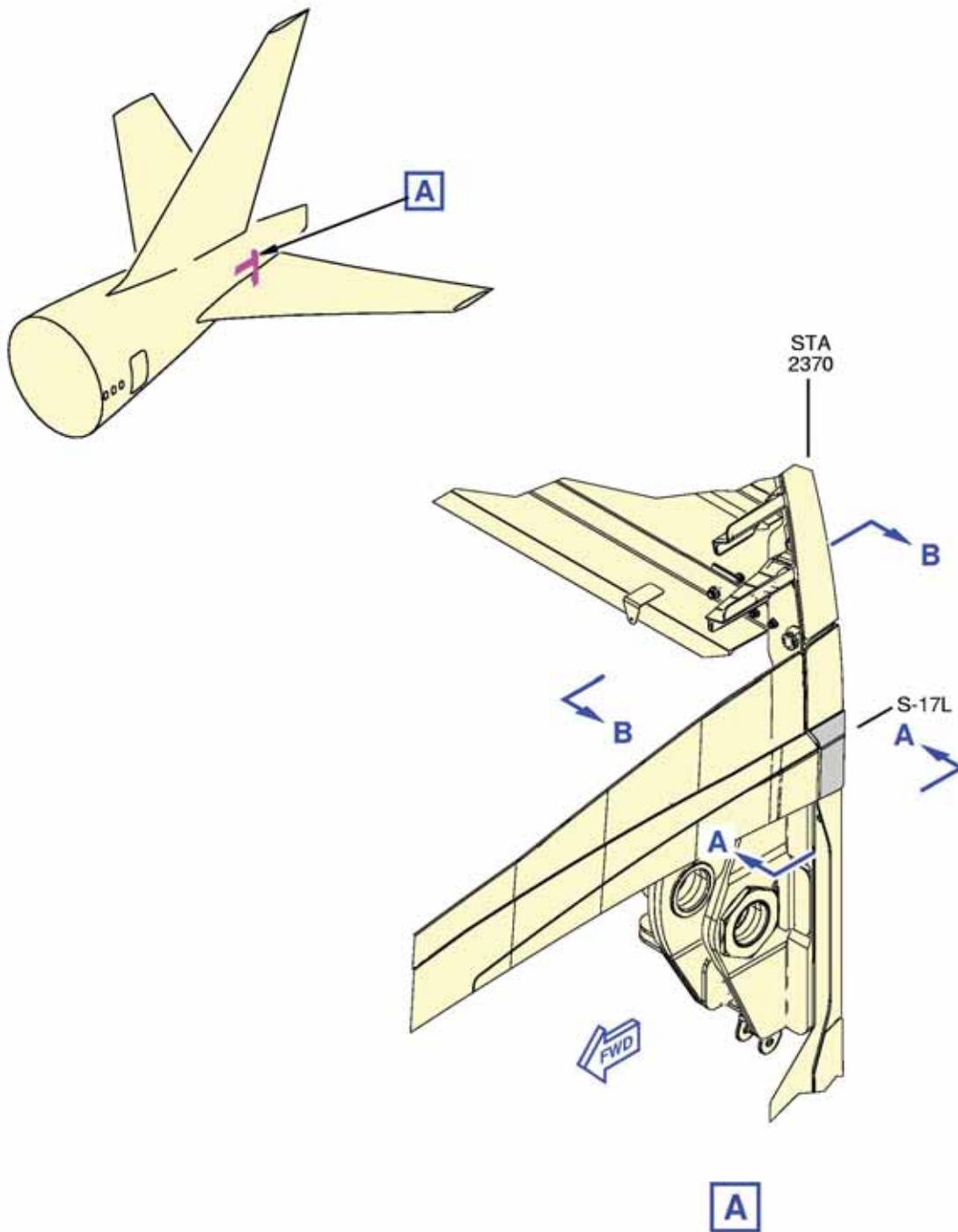


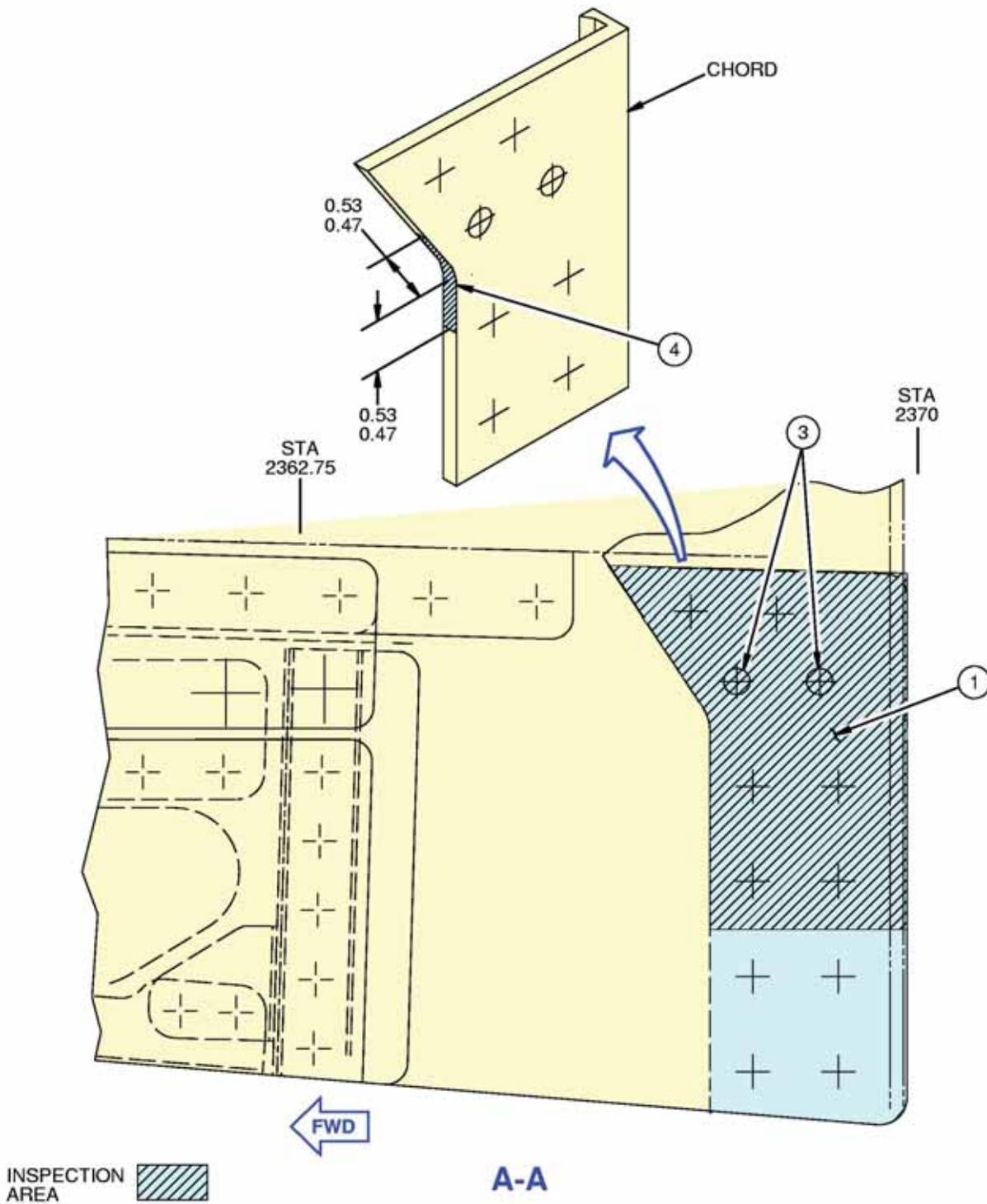
FIGURE 3: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - DET AND HFEC INSPECTION (SHEET 1 OF 4)

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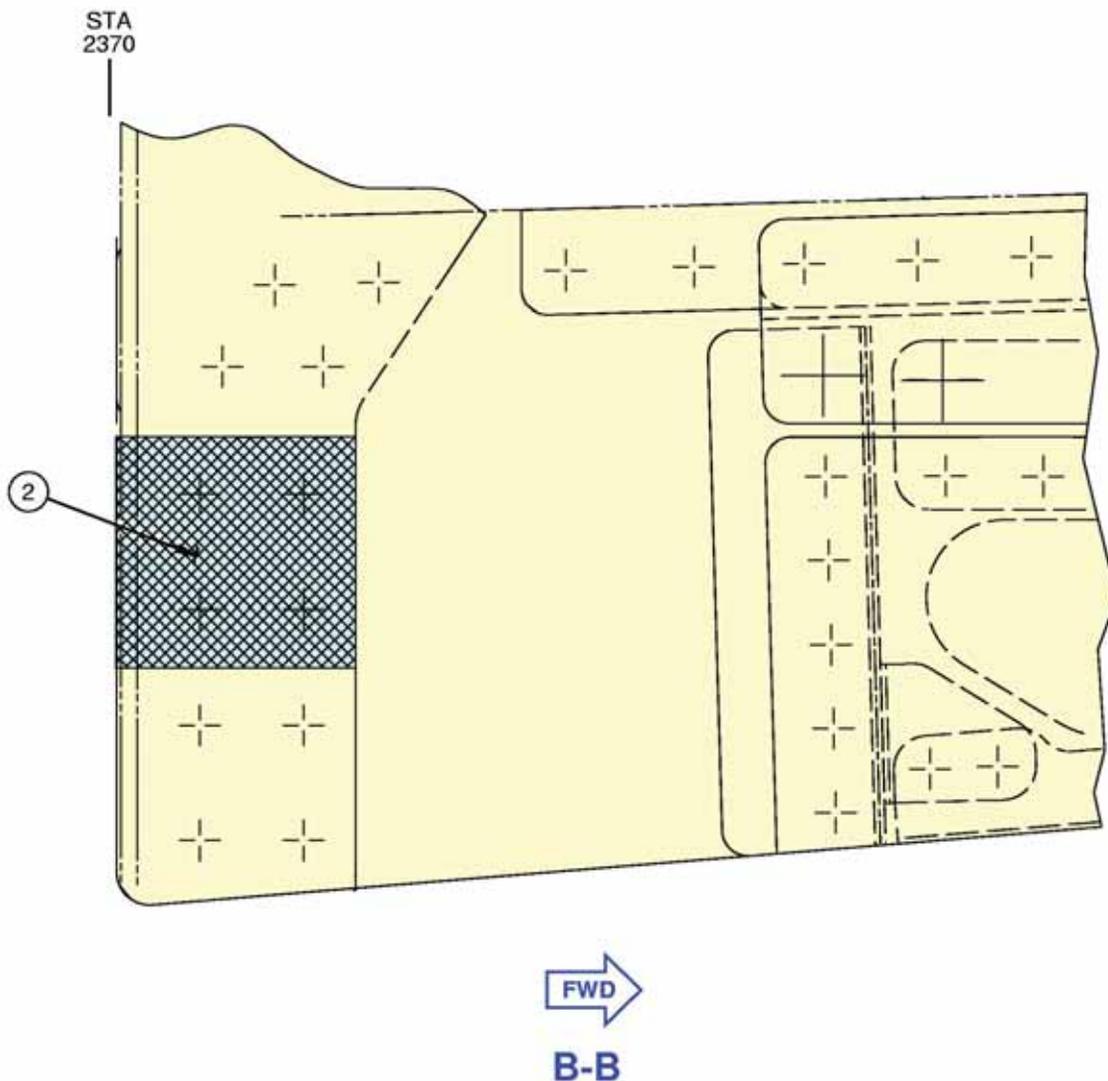
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FIGURE 3: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - DET AND HFEC INSPECTION (SHEET 2 OF 4)

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INSPECTION AREA 

2385518

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

Step	Task	Name	Identification	Qty	More Data
1	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a DET for any crack.

FIGURE 3: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - DET AND HFEC INSPECTION (SHEET 3 OF 4)

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BOEING SERVICE BULLETIN 777-53A0075**ALERT****ALERT**

Step	Task	Name	Identification	Qty	More Data
2	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a DET for any crack.
3	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do an open hole HFEC inspection for any crack, in accordance with 777 NDT Manual Part 6, 51-00-02.
4	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a surface HFEC inspection for any crack, in accordance with 777 NDT Manual Part 6, 51-00-01.

FIGURE 3: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - DET AND HFEC INSPECTION (SHEET 4 OF 4)

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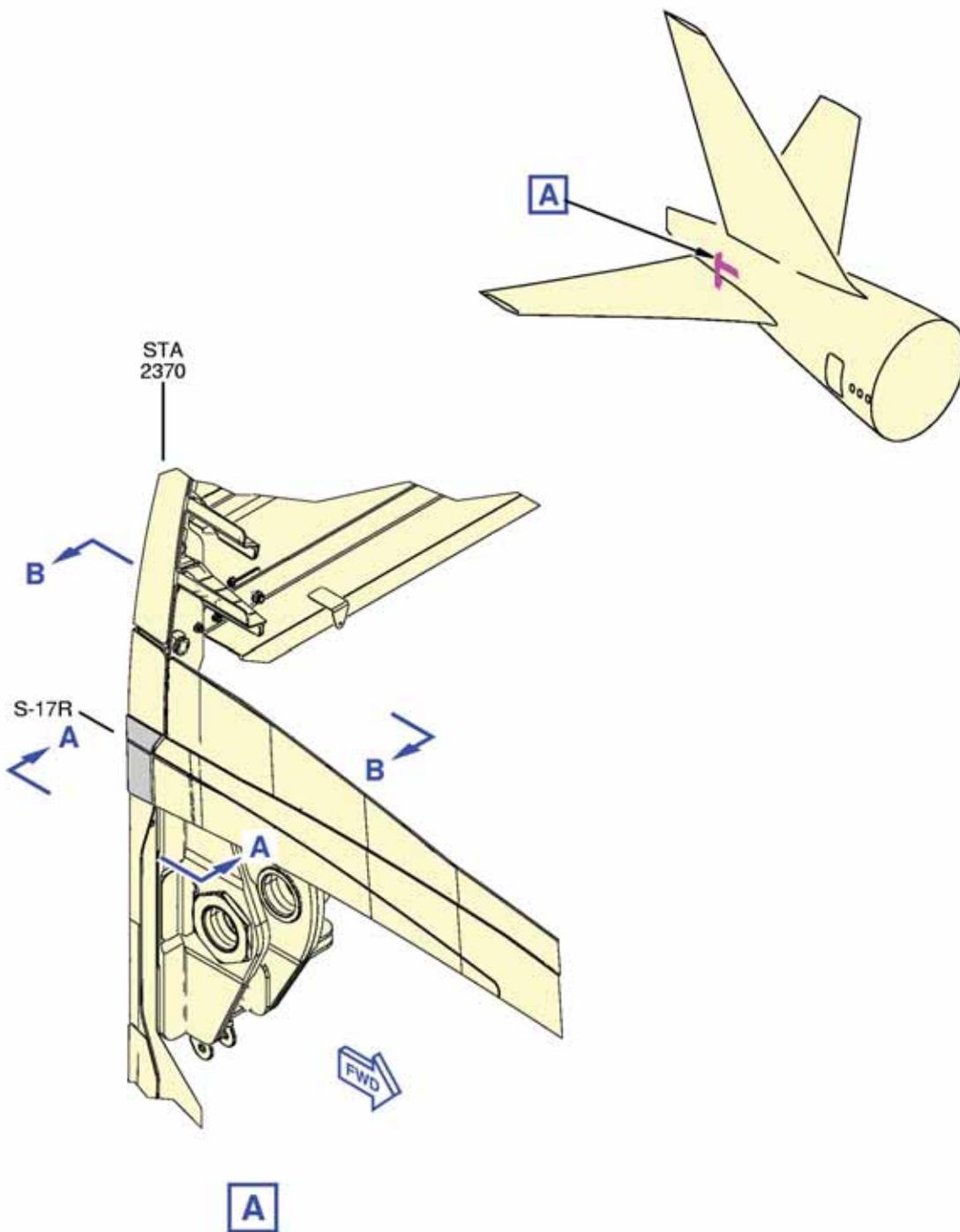


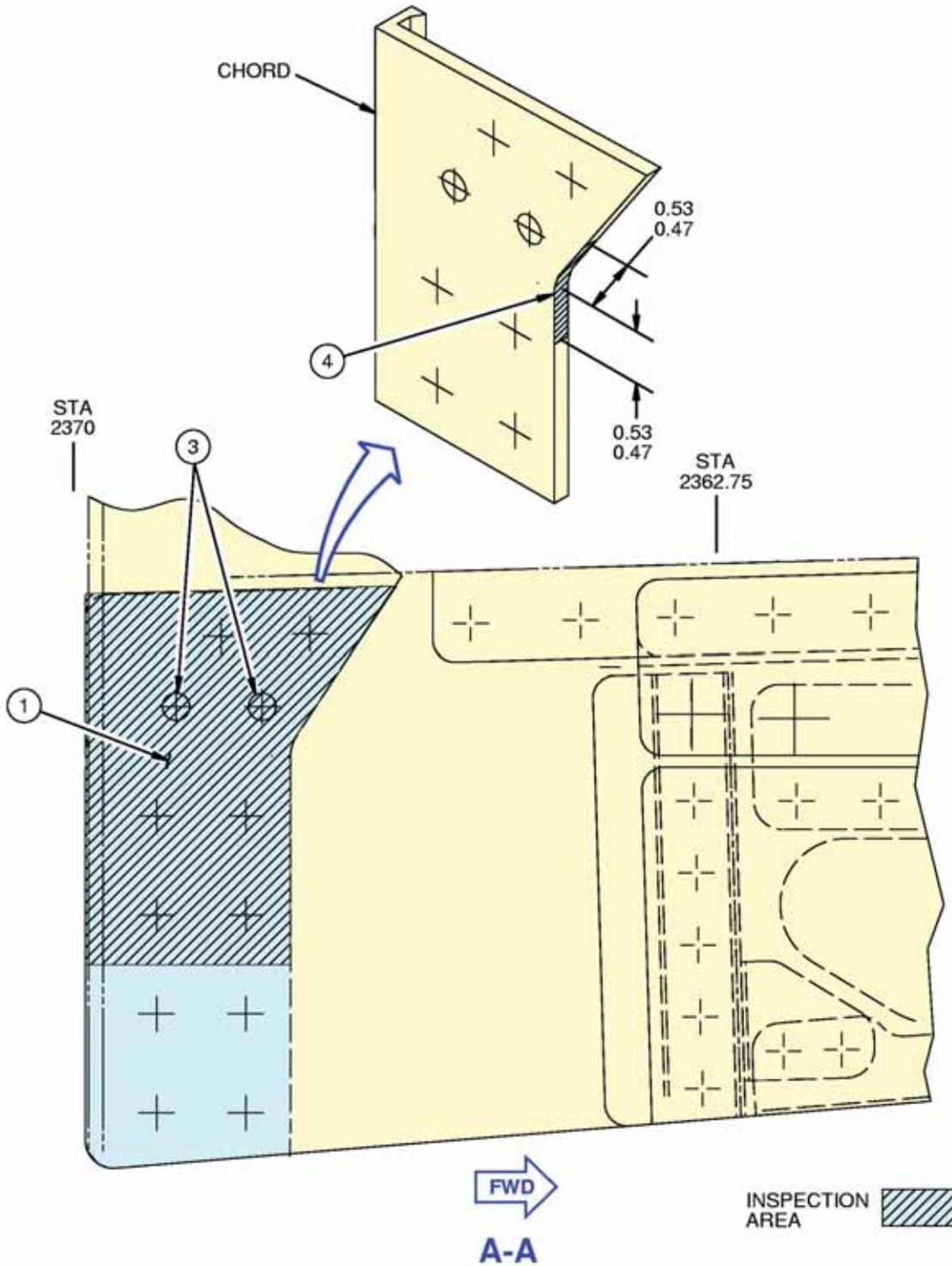
FIGURE 4: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - DET AND HFEC INSPECTION (SHEET 1 OF 4)

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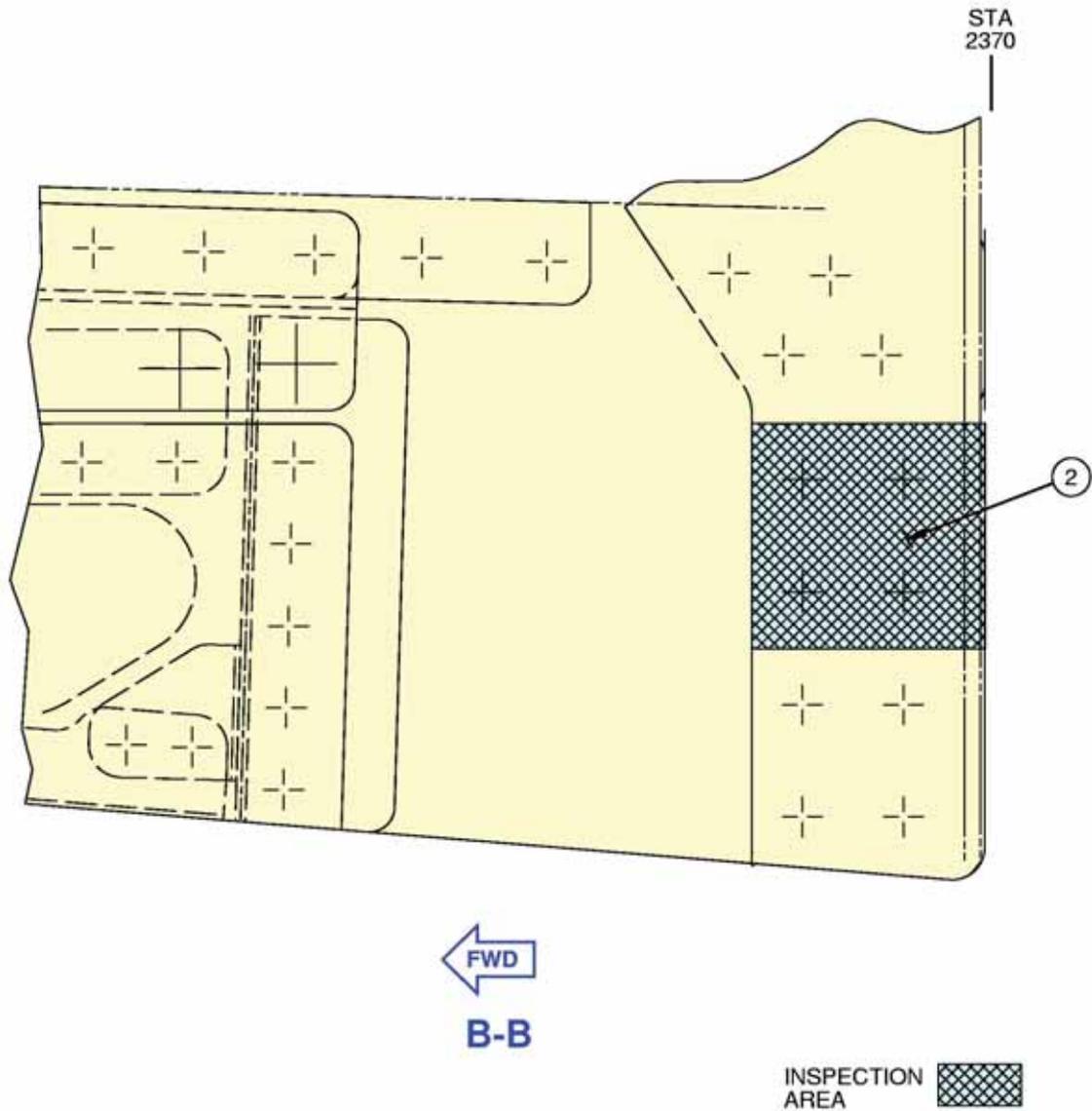
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FIGURE 4: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - DET AND HFEC INSPECTION (SHEET 2 OF 4)

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

Step	Task	Name	Identification	Qty	More Data
1	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a DET for any crack.

FIGURE 4: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - DET AND HFEC INSPECTION (SHEET 3 OF 4)

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BOEING SERVICE BULLETIN 777-53A0075**ALERT****ALERT**

Step	Task	Name	Identification	Qty	More Data
2	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a DET for any crack.
3	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do an open hole HFEC inspection for any crack, in accordance with 777 NDT Manual Part 6, 51-00-02.
4	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a surface HFEC inspection for any crack, in accordance with 777 NDT Manual Part 6, 51-00-01.

FIGURE 4: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - DET AND HFEC INSPECTION (SHEET 4 OF 4)

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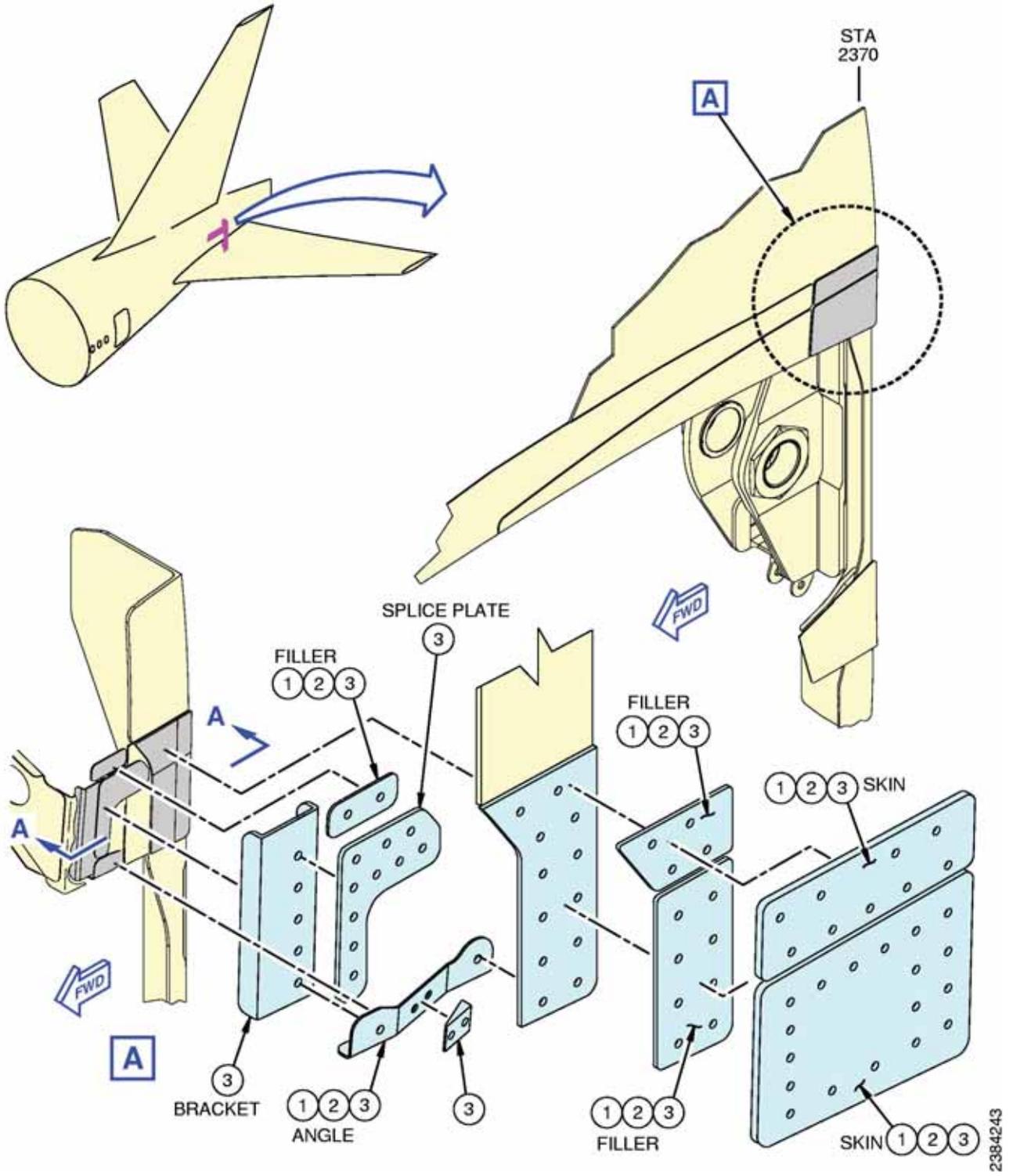


FIGURE 5: LEFT SIDE - STA 2370 SKIN PANEL INSTALLATION (SHEET 1 OF 5)

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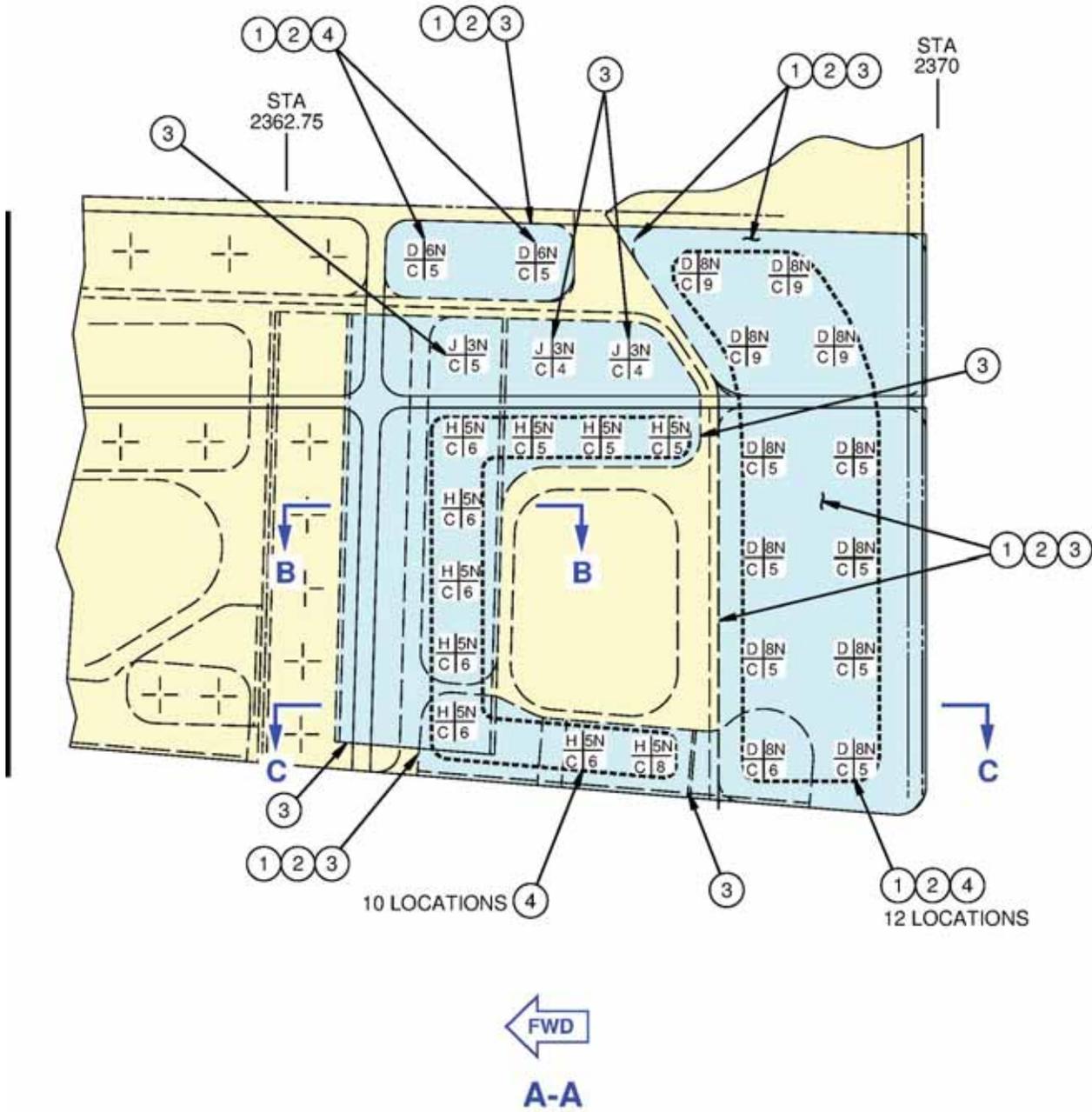


FIGURE 5: LEFT SIDE - STA 2370 SKIN PANEL INSTALLATION (SHEET 2 OF 5)

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2384250

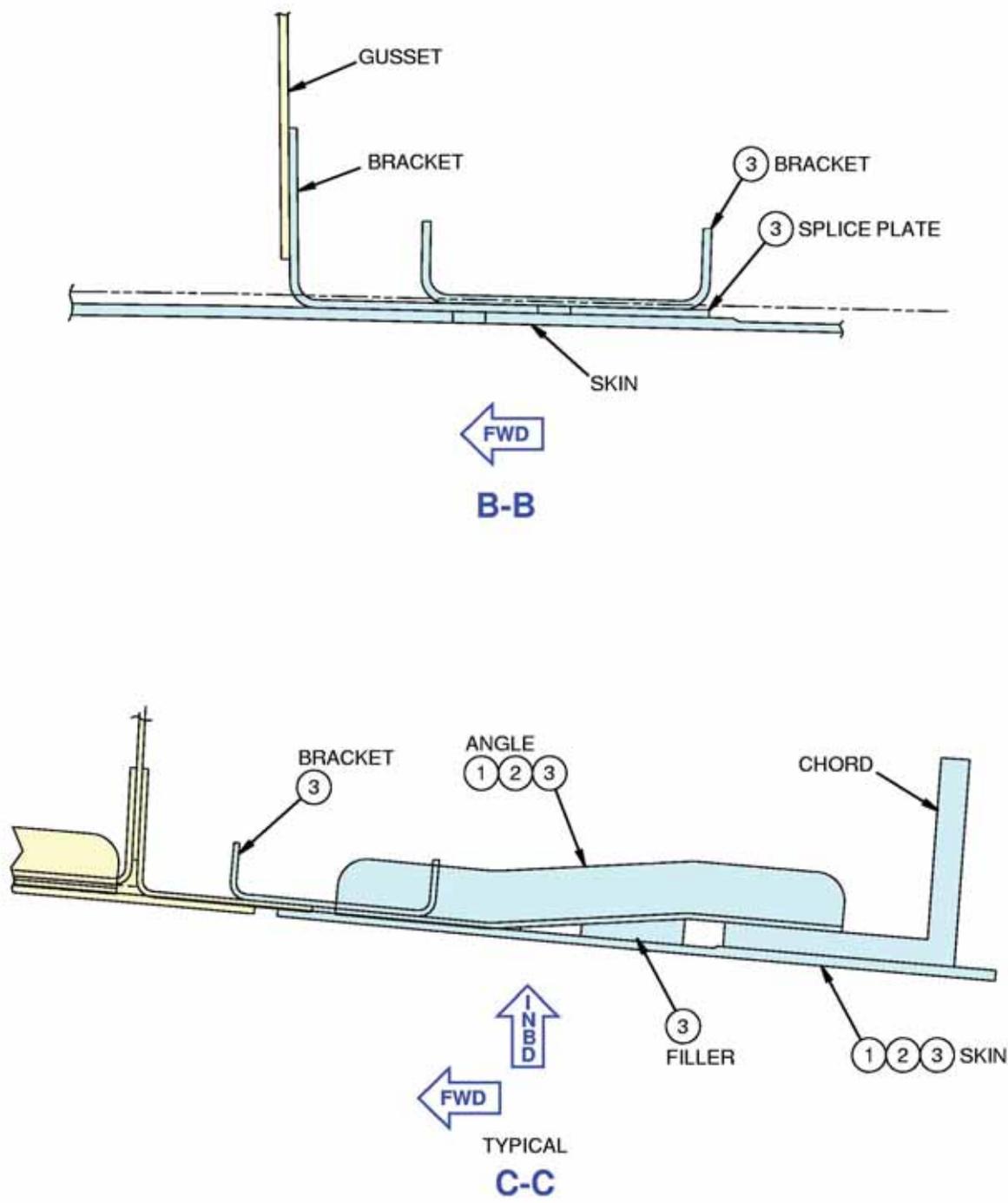


FIGURE 5: LEFT SIDE - STA 2370 SKIN PANEL INSTALLATION (SHEET 3 OF 5)

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

Step	Task	Name	Identification	Qty	More Data
1	Put/Hold	ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		SKIN	148W2912-1	1	
		SKIN	148W2912-3	1	
	Drill/Ream	HOLE	-	14	Refer to the fastener table.
2	Re-move/Keep	ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		SKIN	148W2912-1	1	
		SKIN	148W2912-3	1	
	Deburr	HOLE	-	-	
3	Install (Kept)	FILLER	148W2917-9	1	(a)
		FILLER	148W2917-11	1	(a)
		FILLER	148W2917-7	1	(a)
		SPLICE PLATE	148W2918-3	1	(a)
		BRACKET	148W2920-1	1	(a)
		ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	(a)
		FILLER	BACF3T03M14S8B	1	(a)
		SKIN	148W2912-1	1	(a) Do not seal the exterior gap around this skin panel.
		SKIN	148W2912-3	1	(a) Do not seal the exterior gap around this skin panel.
		FASTENER	-	3	
4	Install (New)	FASTENER	-	24	

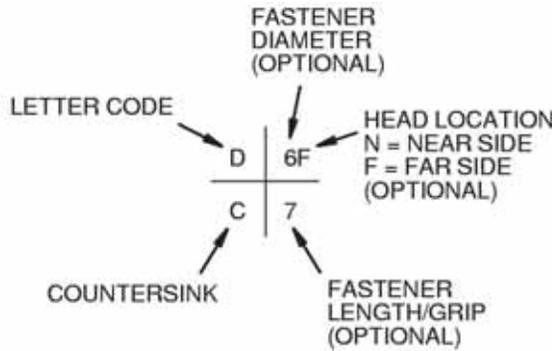
**FIGURE 5: LEFT SIDE - STA 2370 SKIN PANEL INSTALLATION
(SHEET 4 OF 5)**

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Step	Task	Name	Identification	Qty	More Data
(a)	Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.				



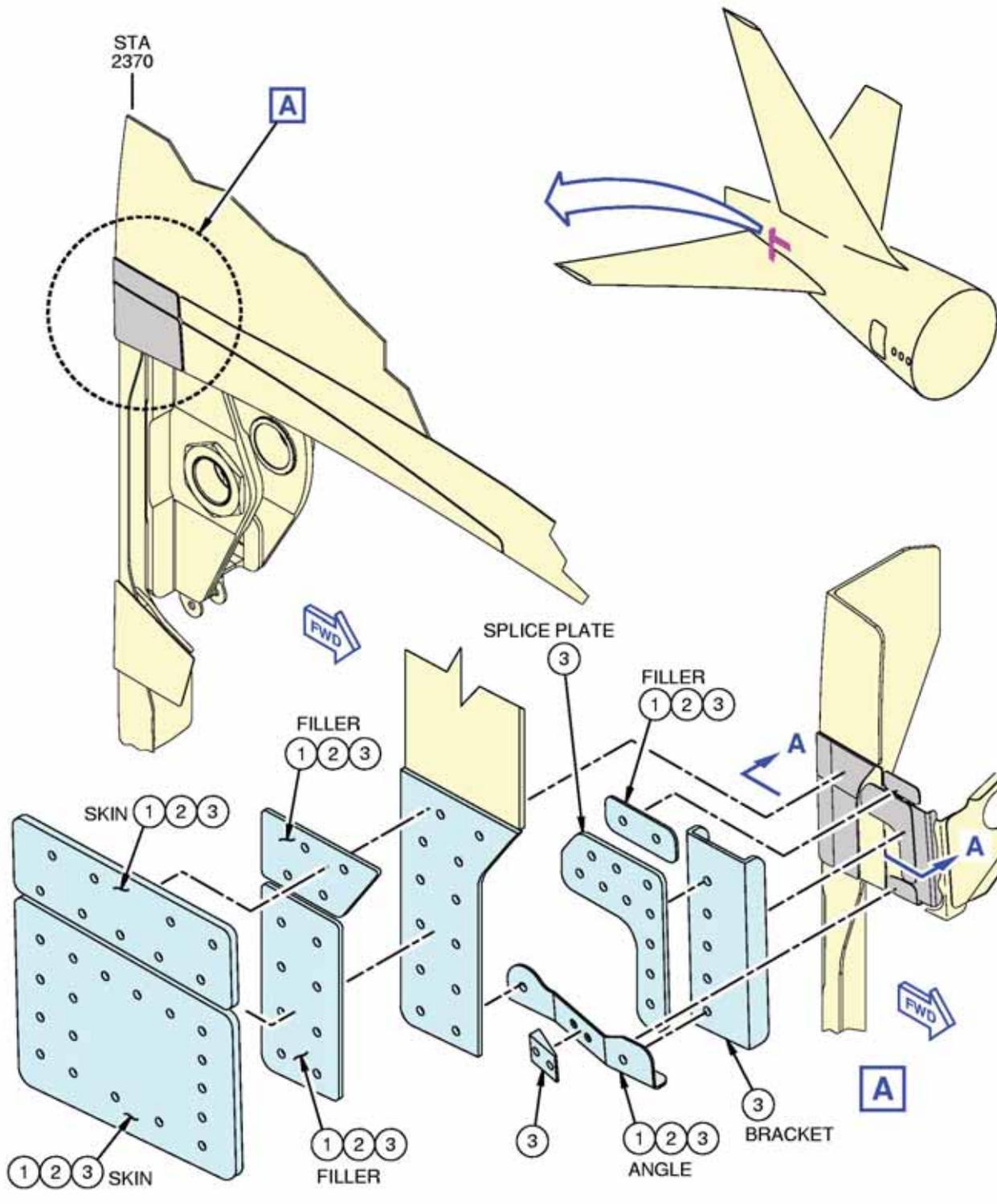
EXAMPLE OF FASTENER SYMBOL

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

Code	Name	Identification	Qty	Hole Dia	More Data
D	BOLT, 100 DEG HEX DR	BACB30NW6K5X	2	0.2026 - 0.2036	(a)
	COLLAR	BACC30M6	2	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K5X	7	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K6X	1	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	4	0.2651 - 0.2661	(a)
	COLLAR	BACC30M8	12	-	
H	RIVET, 100 DEG	BACR15CE5KE5	3	-	
	RIVET, 100 DEG	BACR15CE5KE6	6	-	
	RIVET, 100 DEG	BACR15CE5KE8	1	-	
J	BOLT	BACB30VF3K4	2	-	
	BOLT	BACB30VF3K5	1	-	
	NUTPLATE	BACN10YF33CD	-	-	Install bolts into existing nutplates on the horizontal stabilizer seal fairing.

(a) Install fasteners with BMS 5-95 sealant. Refer to SOPM 20-50-19, Method 2 as an accepted procedure.

FIGURE 5: LEFT SIDE - STA 2370 SKIN PANEL INSTALLATION (SHEET 5 OF 5)



2384354

**FIGURE 6: RIGHT SIDE - STA 2370 SKIN PANEL INSTALLATION
(SHEET 1 OF 5)**

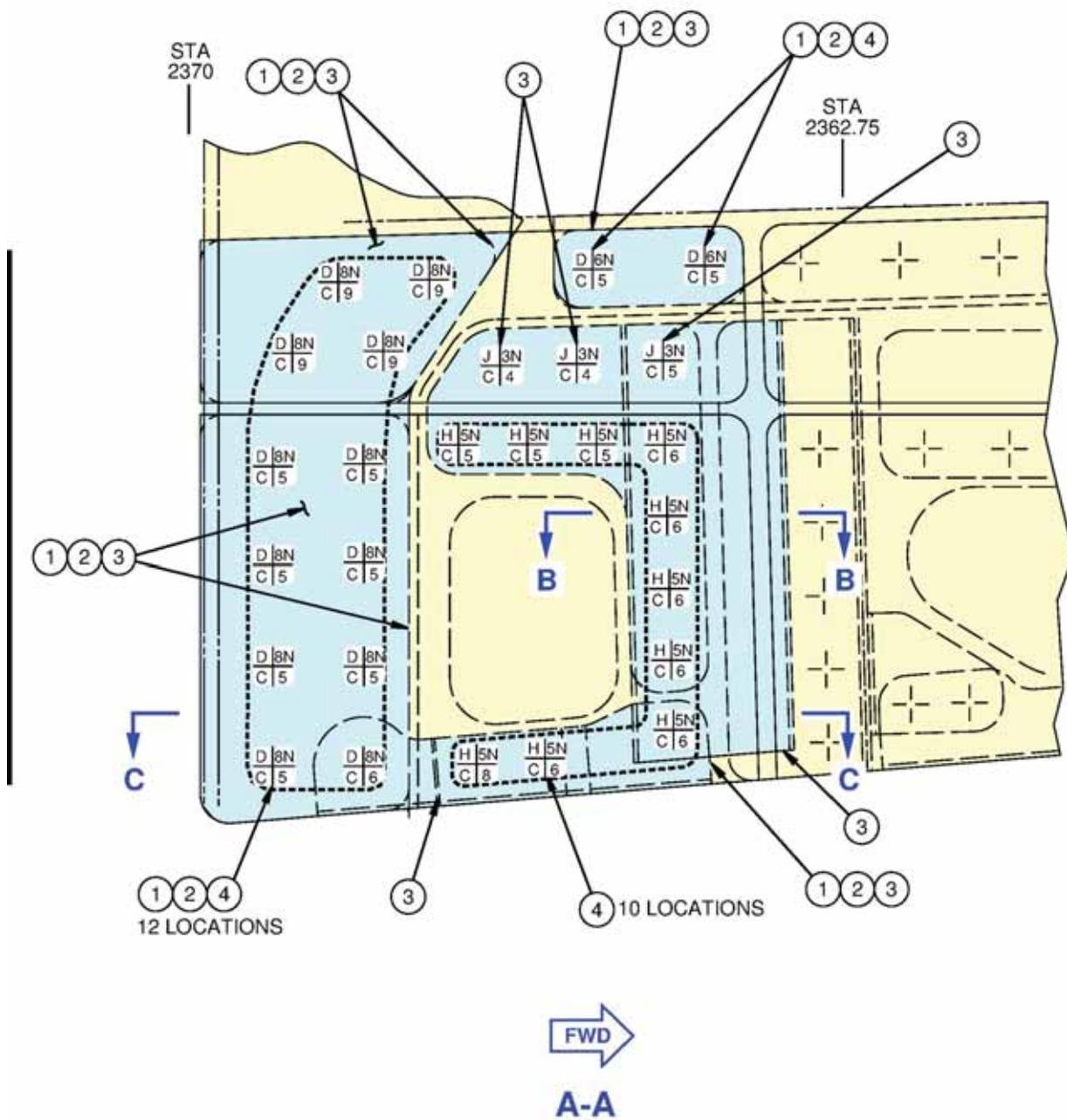
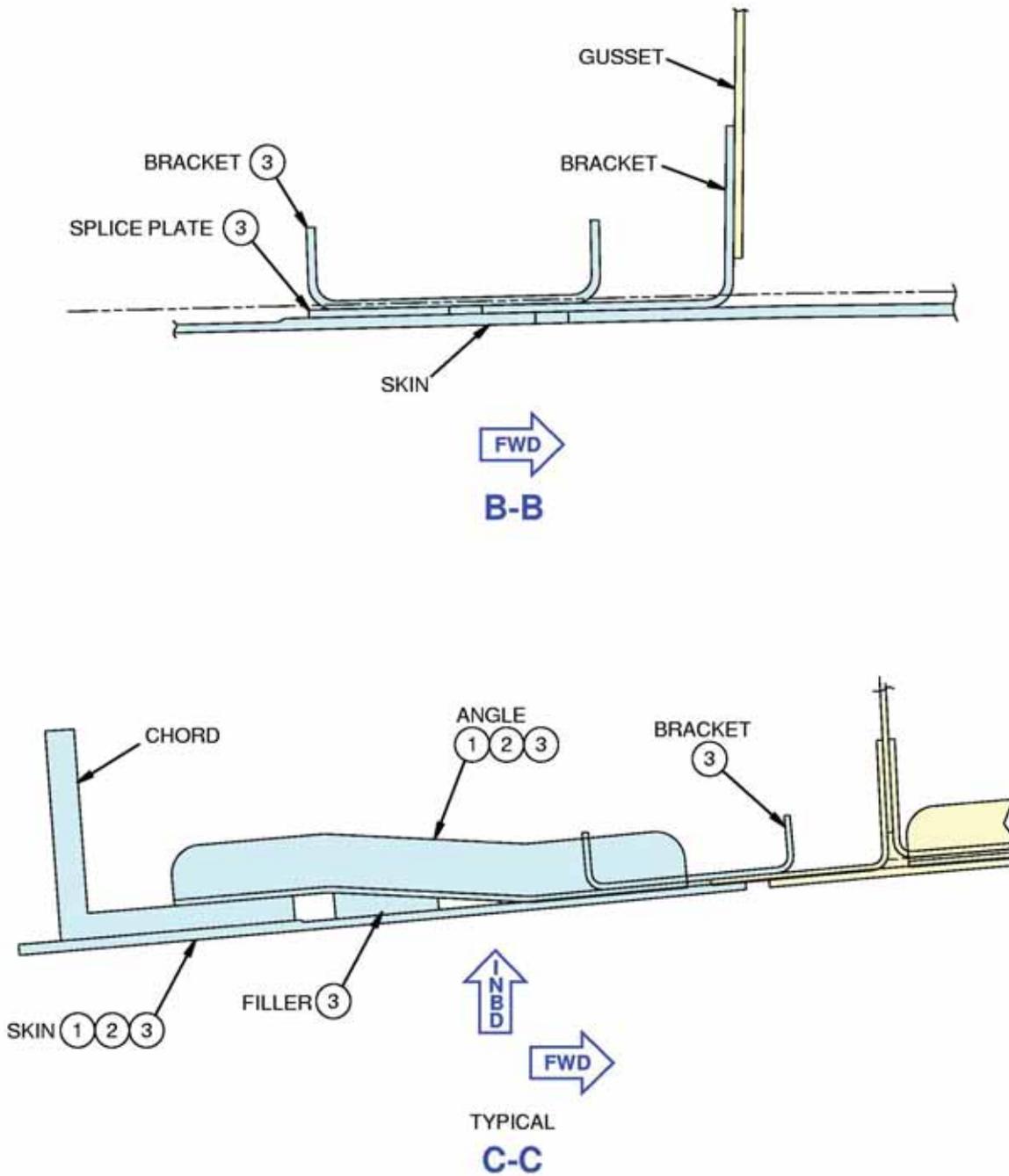


FIGURE 6: RIGHT SIDE - STA 2370 SKIN PANEL INSTALLATION (SHEET 2 OF 5)

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FIGURE 6: RIGHT SIDE - STA 2370 SKIN PANEL INSTALLATION (SHEET 3 OF 5)

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

Step	Task	Name	Identification	Qty	More Data
1	Put/Hold	ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		SKIN	148W2912-2	1	
		SKIN	148W2912-4	1	
	Drill/Ream	HOLE	-	14	Refer to the fastener table.
2	Re-move/Keep	ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		SKIN	148W2912-2	1	
		SKIN	148W2912-4	1	
	Deburr	HOLE	-	-	
3	Install (Kept)	FILLER	148W2917-9	1	(a)
		FILLER	148W2917-11	1	(a)
		FILLER	148W2917-7	1	(a)
		SPLICE PLATE	148W2918-4	1	(a)
		BRACKET	148W2920-2	1	(a)
		ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	(a)
		FILLER	BACF3T03M14S8B	1	(a)
		SKIN	148W2912-2	1	(a) Do not seal the exterior gap around this skin panel.
		SKIN	148W2912-4	1	(a) Do not seal the exterior gap around this skin panel.
		FASTENER	-	3	
4	Install (New)	FASTENER	-	24	

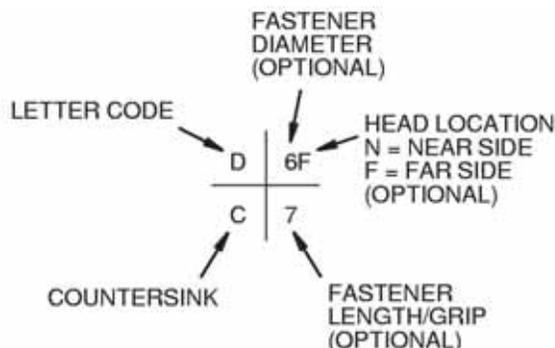
**FIGURE 6: RIGHT SIDE - STA 2370 SKIN PANEL INSTALLATION
(SHEET 4 OF 5)**

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Step	Task	Name	Identification	Qty	More Data
(a)	Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.				



EXAMPLE OF FASTENER SYMBOL

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

Code	Name	Identification	Qty	Hole Dia	More Data
D	BOLT, 100 DEG HEX DR	BACB30NW6K5X	2	0.2026 - 0.2036	(a)
	COLLAR	BACC30M6	2	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K5X	7	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K6X	1	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	4	0.2651 - 0.2661	(a)
	COLLAR	BACC30M8	12	-	
H	RIVET, 100 DEG	BACR15CE5KE5	3	-	
	RIVET, 100 DEG	BACR15CE5KE6	6	-	
	RIVET, 100 DEG	BACR15CE5KE8	1	-	
J	BOLT	BACB30VF3K4	2	-	
	BOLT	BACB30VF3K5	1	-	
	NUTPLATE	BACN10YF33CD	-	-	Install bolts into existing nutplates on the horizontal stabilizer seal fairing.

(a) Install fasteners with BMS 5-95 sealant. Refer to SOPM 20-50-19, Method 2 as an accepted procedure.

FIGURE 6: RIGHT SIDE - STA 2370 SKIN PANEL INSTALLATION (SHEET 5 OF 5)

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This Figure applies only to: Group 1.

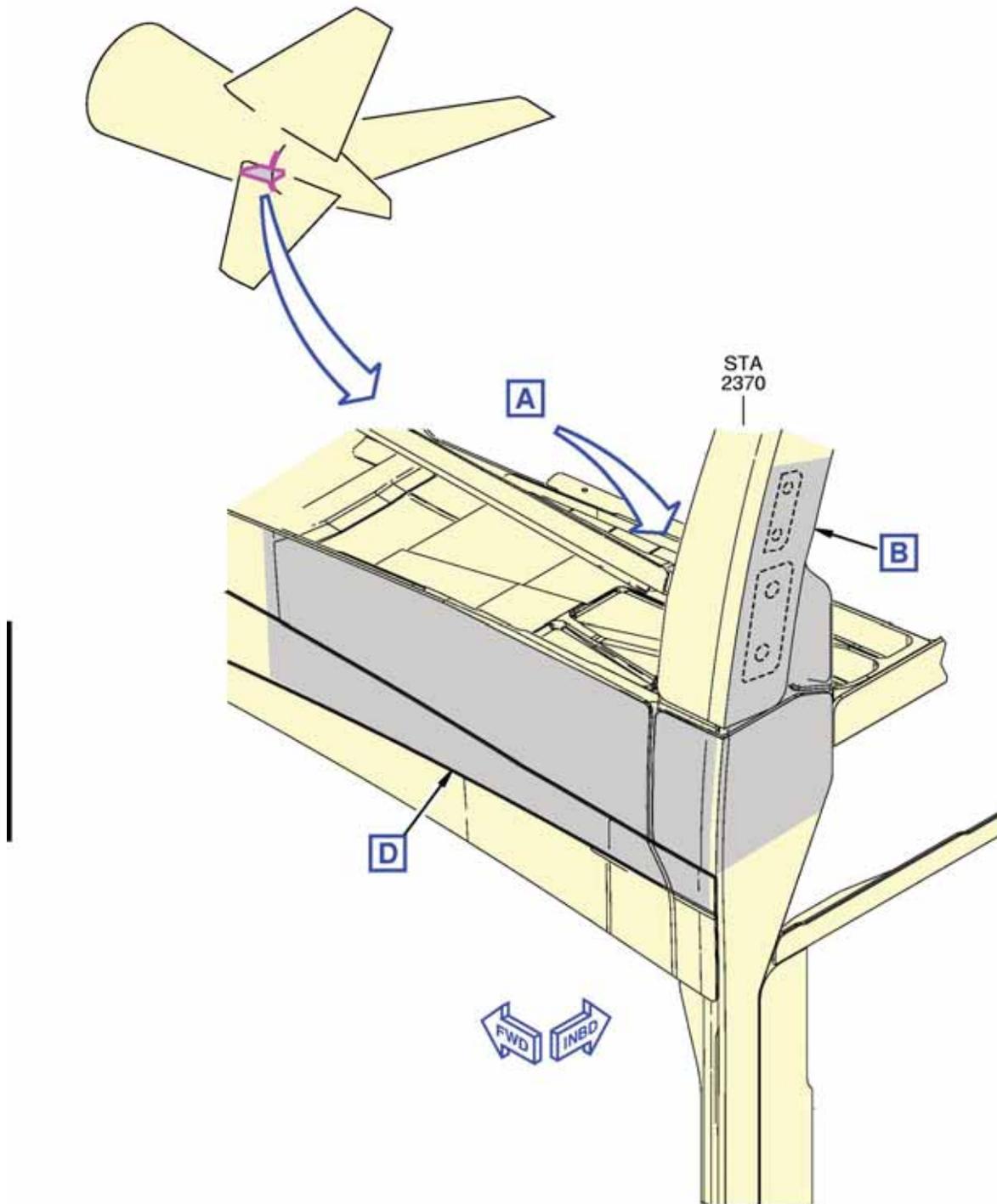


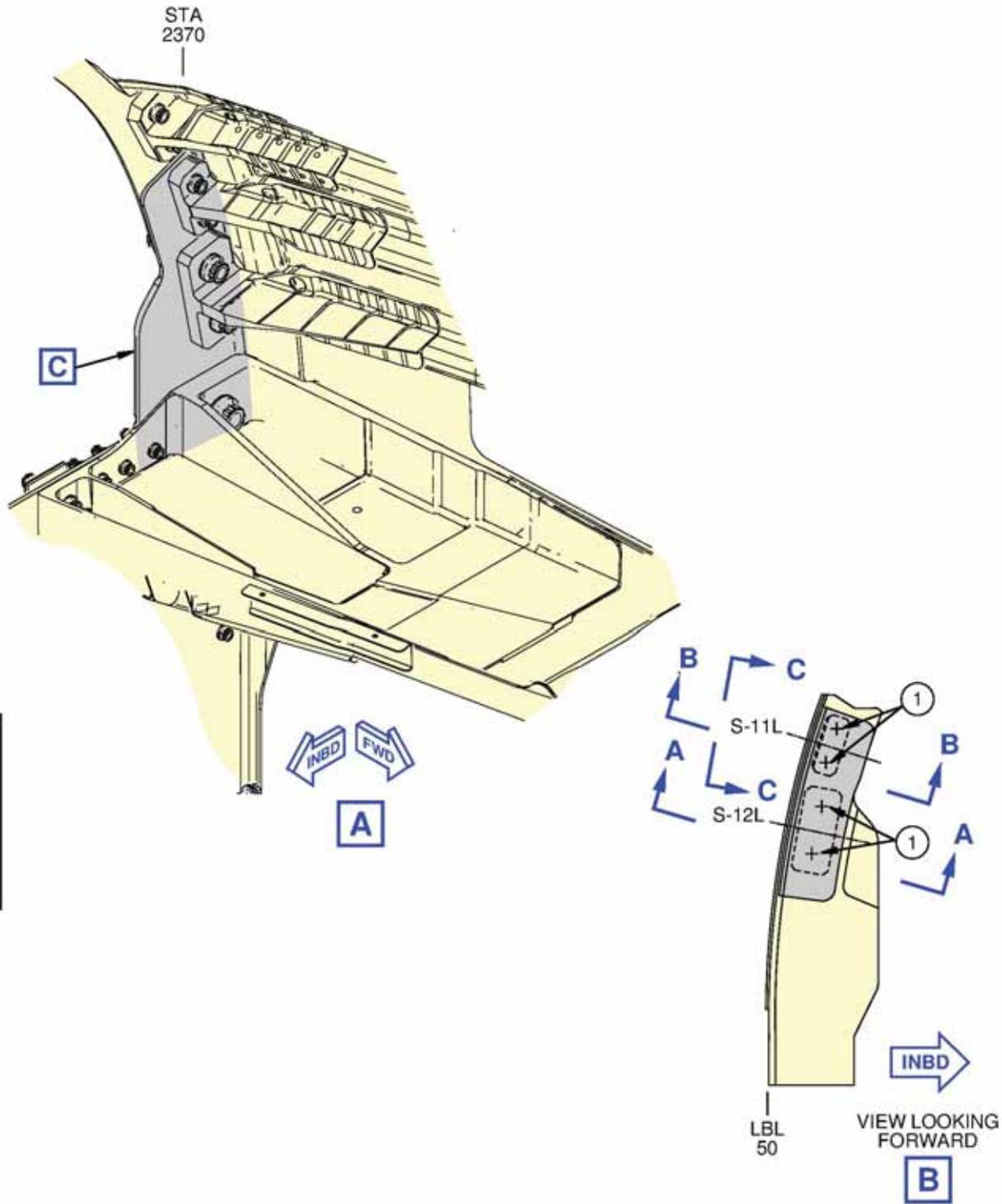
FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 1 OF 10)

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FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 2 OF 10)

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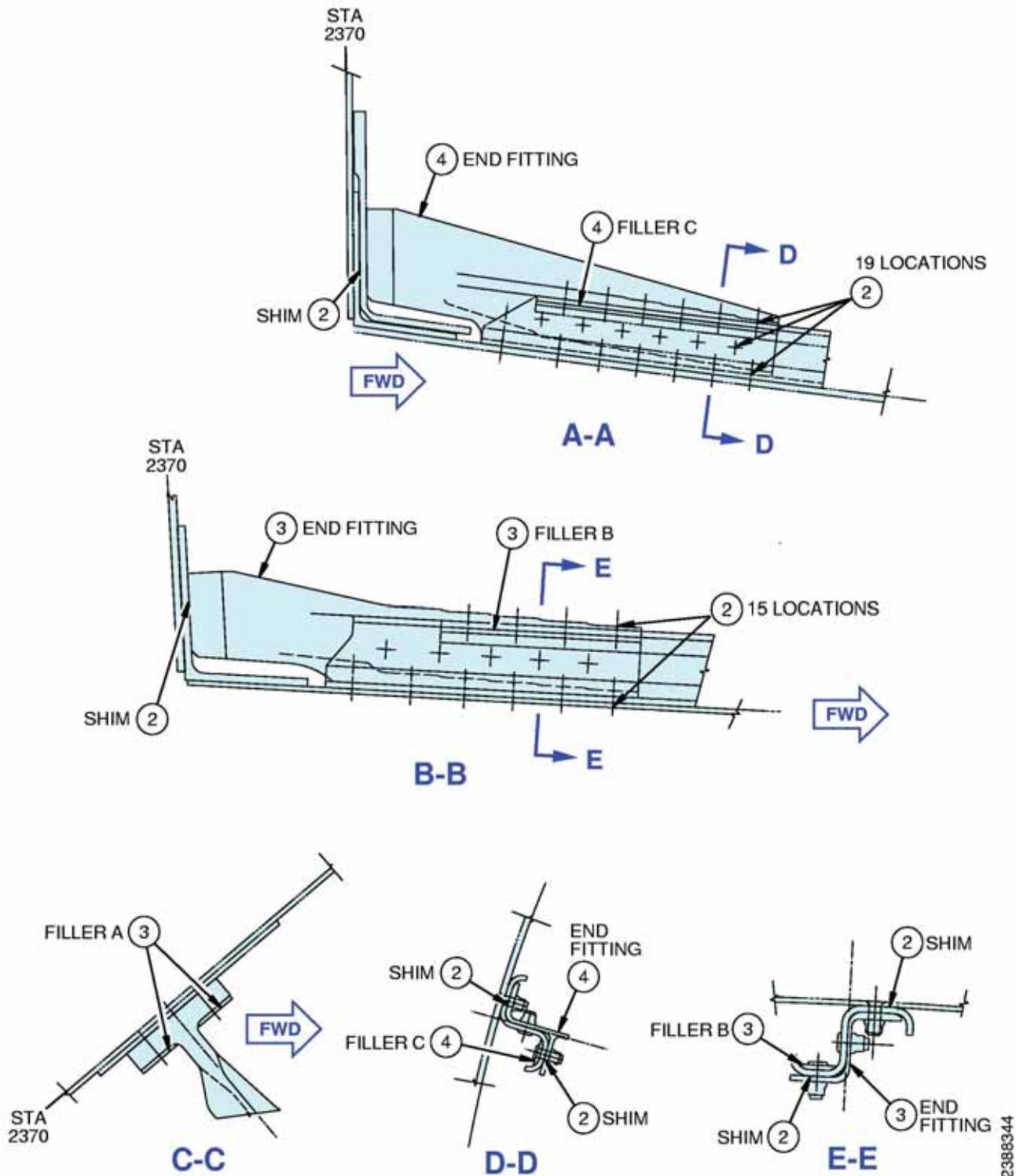


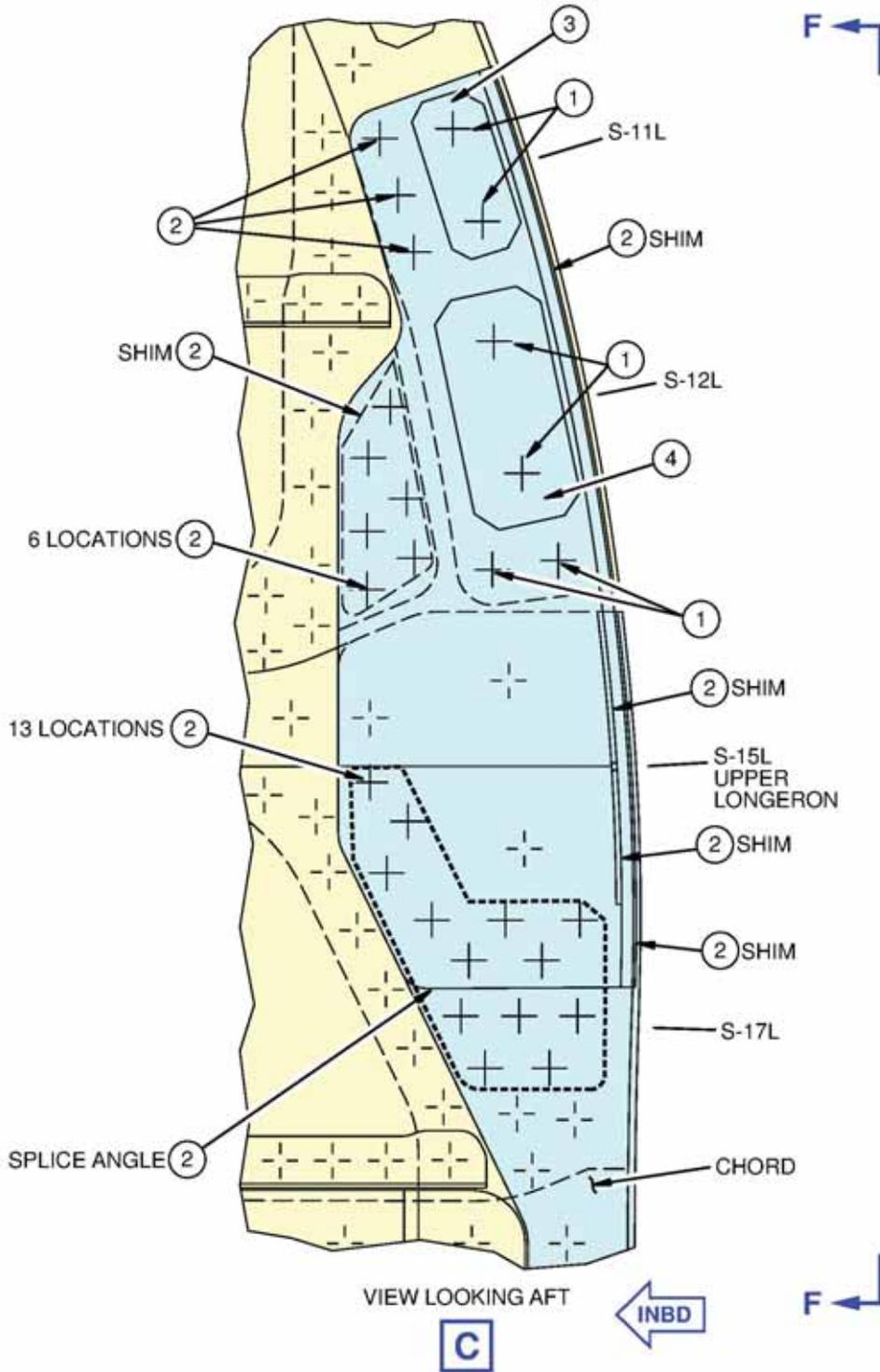
FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 3 OF 10)

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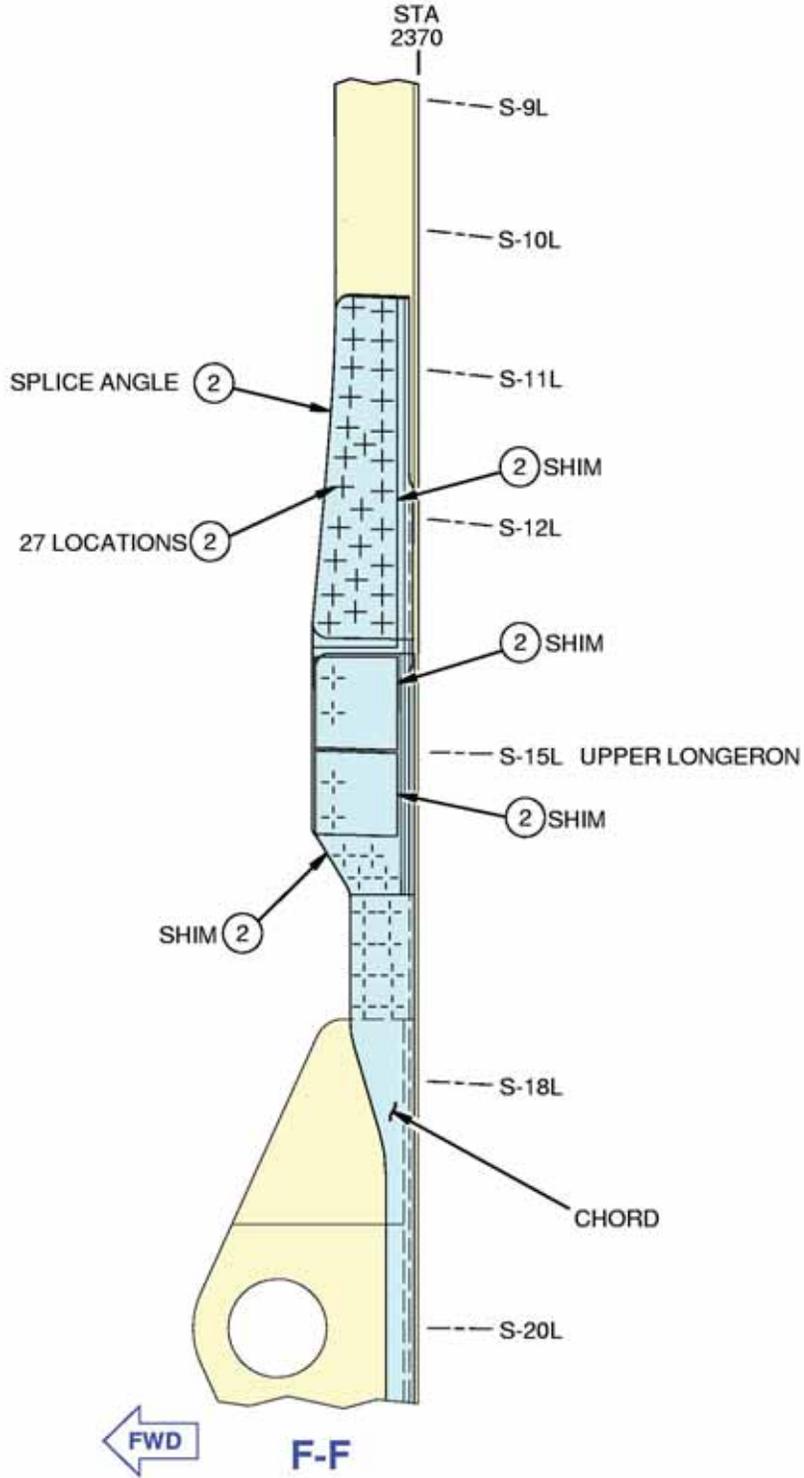
2388357

FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 4 OF 10)

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FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 5 OF 10)

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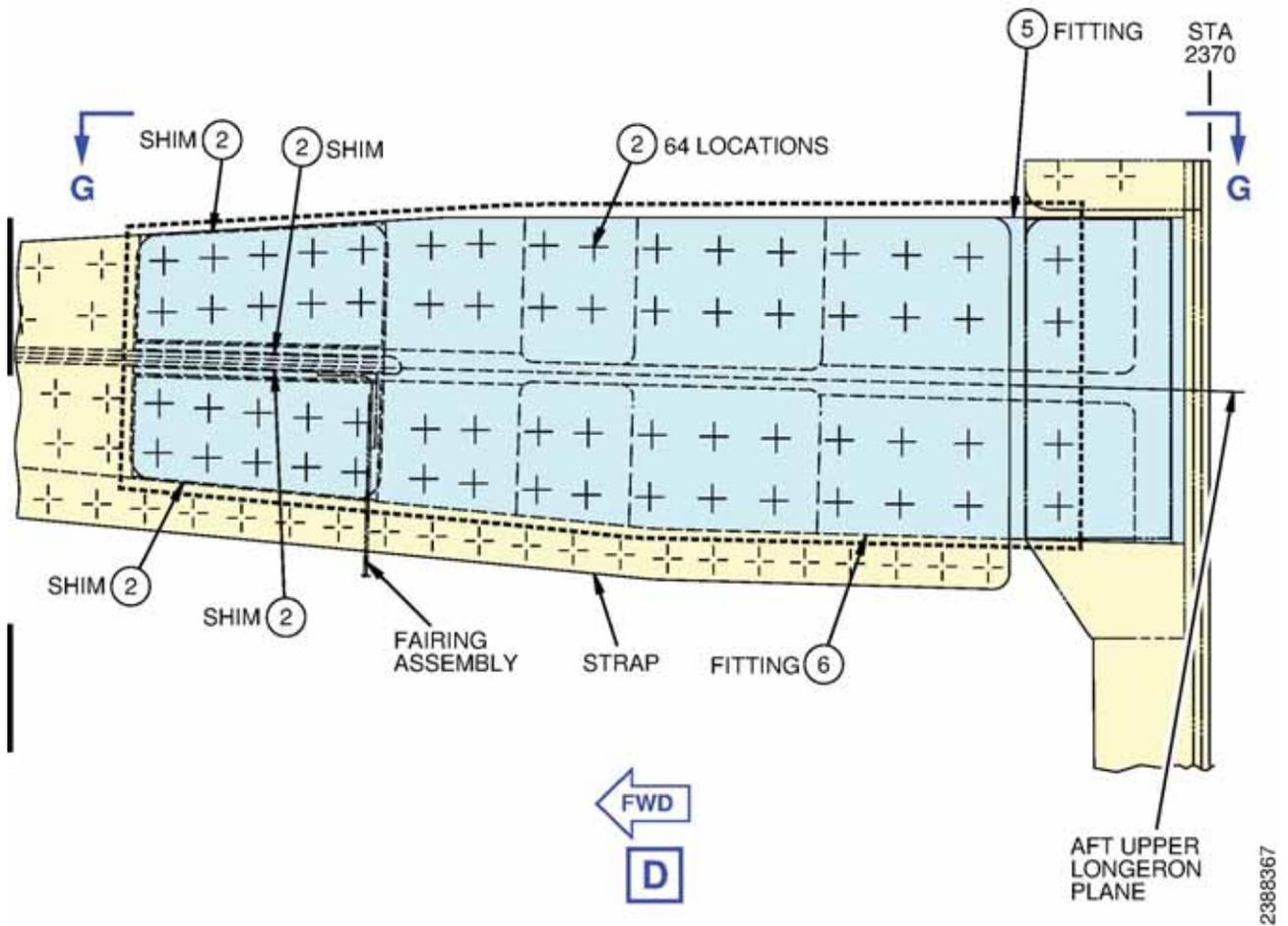
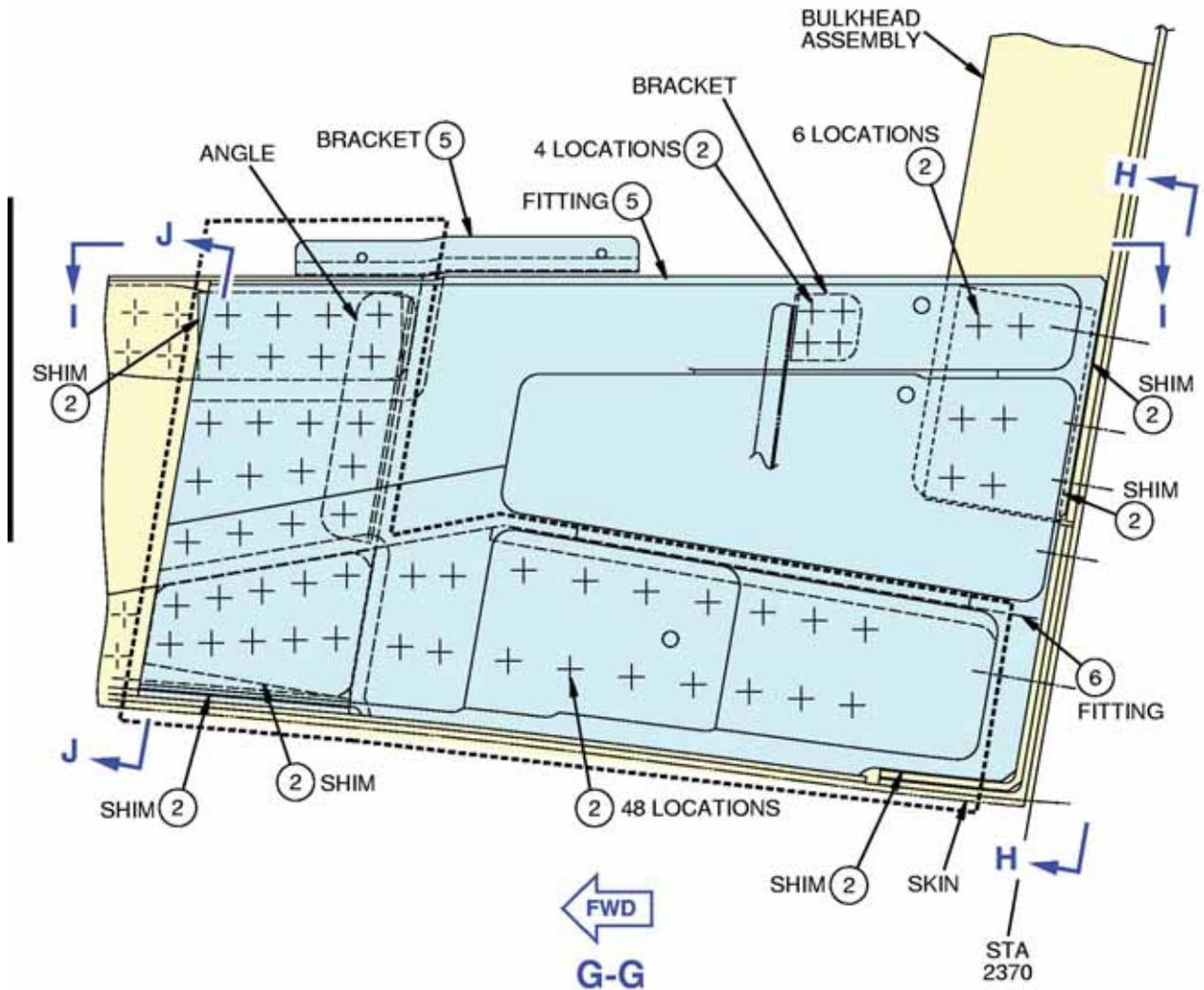


FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 6 OF 10)

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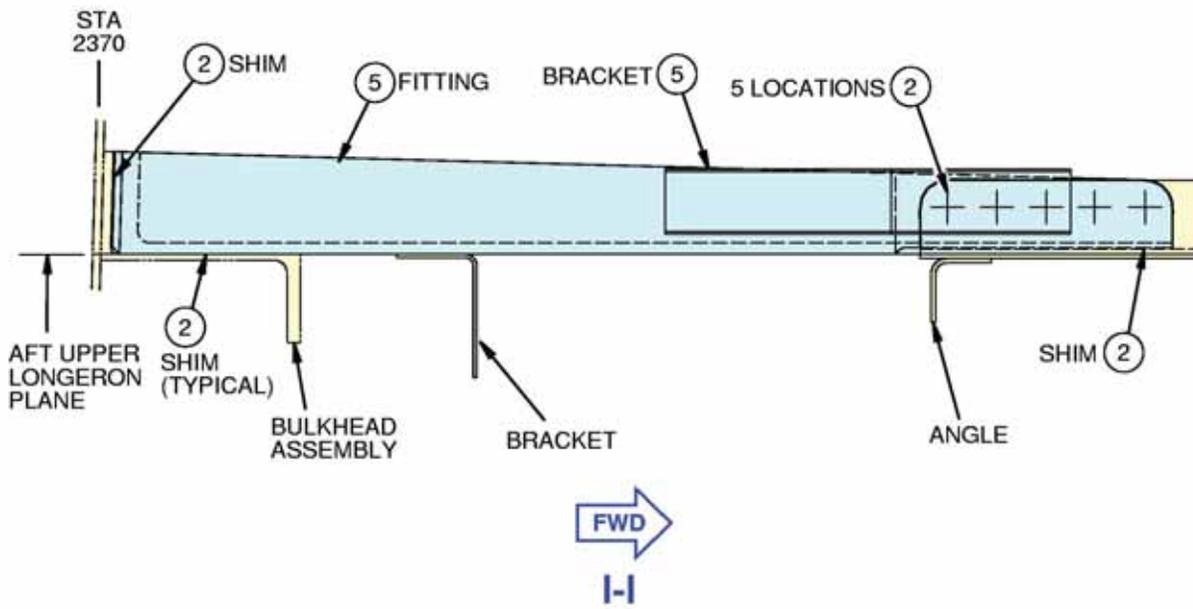
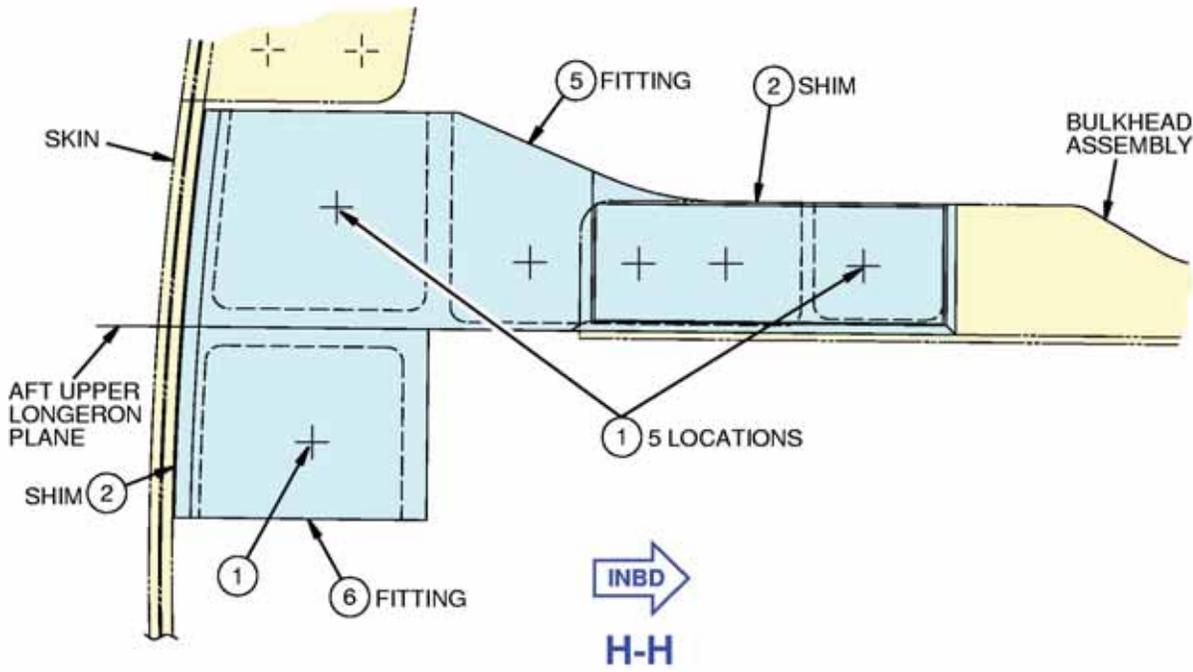
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FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 7 OF 10)

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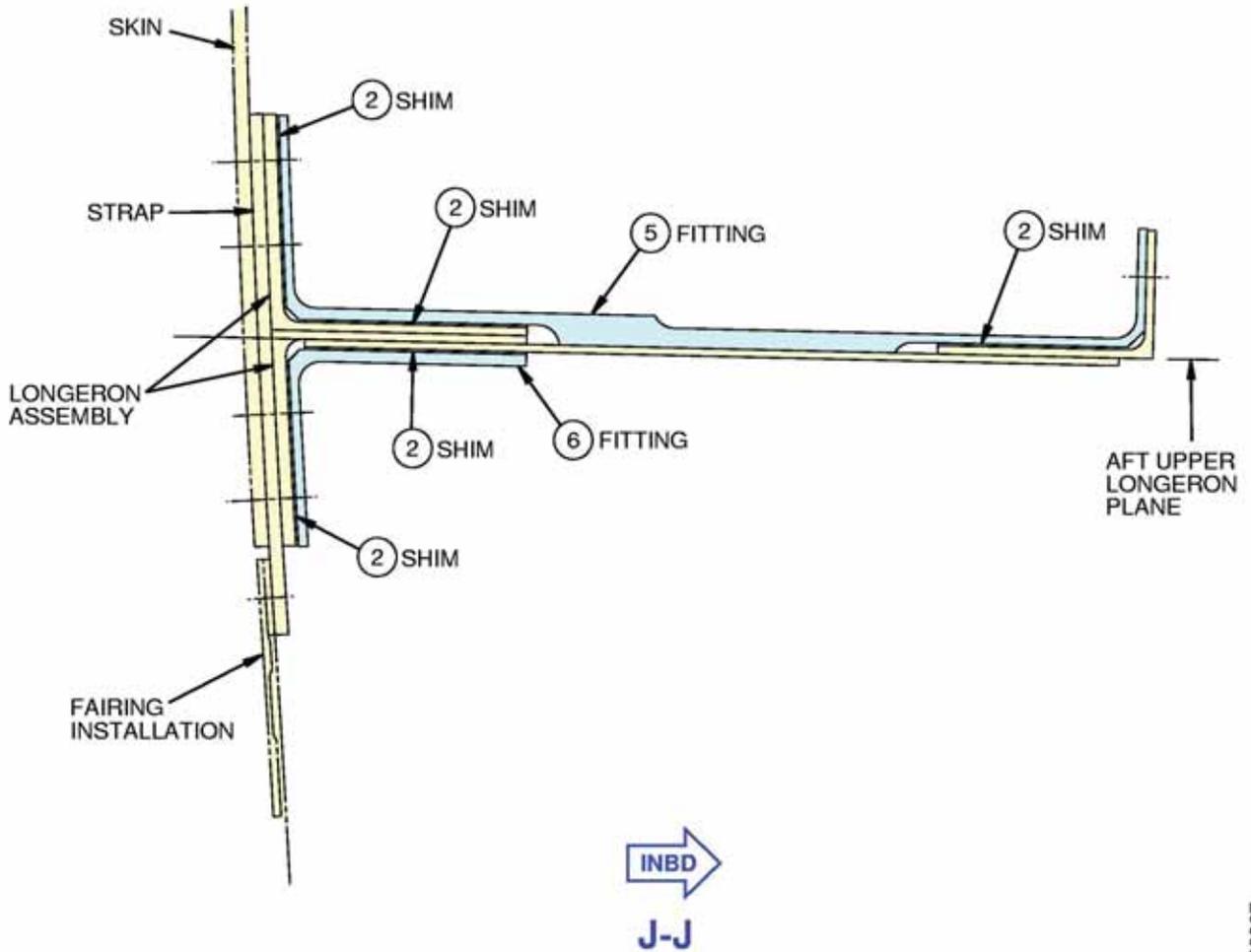
2385391

FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 8 OF 10)

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

Step	Task	Name	Identification	Qty	More Data
1	Remove/Keep	FASTENER	-	12	Make a note of the location of each removed fastener.
2	Remove	FASTENER	-	210	
		SHIM	-	18	
		SPLICE ANGLE	148W2204-(-)	1	
3	Remove/Keep	END FITTING	148W2379-(-)	1	
		FILLER	BACF3H14NP017HN	2	FILLER A
		FILLER	BACF33C105-410F	1	FILLER B

FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 9 OF 10)

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Step	Task	Name	Identification	Qty	More Data
4	Remove/Keep	END FITTING	148W2369-()	1	
		FILLER	BACF33C105-620F	1	FILLER C
5	Remove/Keep	SPLICE FITTING - UPR LONGERON, STA 2370, OUT- BOARD, UPR	148W2514-()	1	
		BRACKET	287W4809-291	1	
6	Remove/Keep	SPLICE FITTING - UPR LONGERON, STA 2370, OUT- BOARD, FWD	148W2515-()	1	

**FIGURE 7: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL
(SHEET 10 OF 10)**

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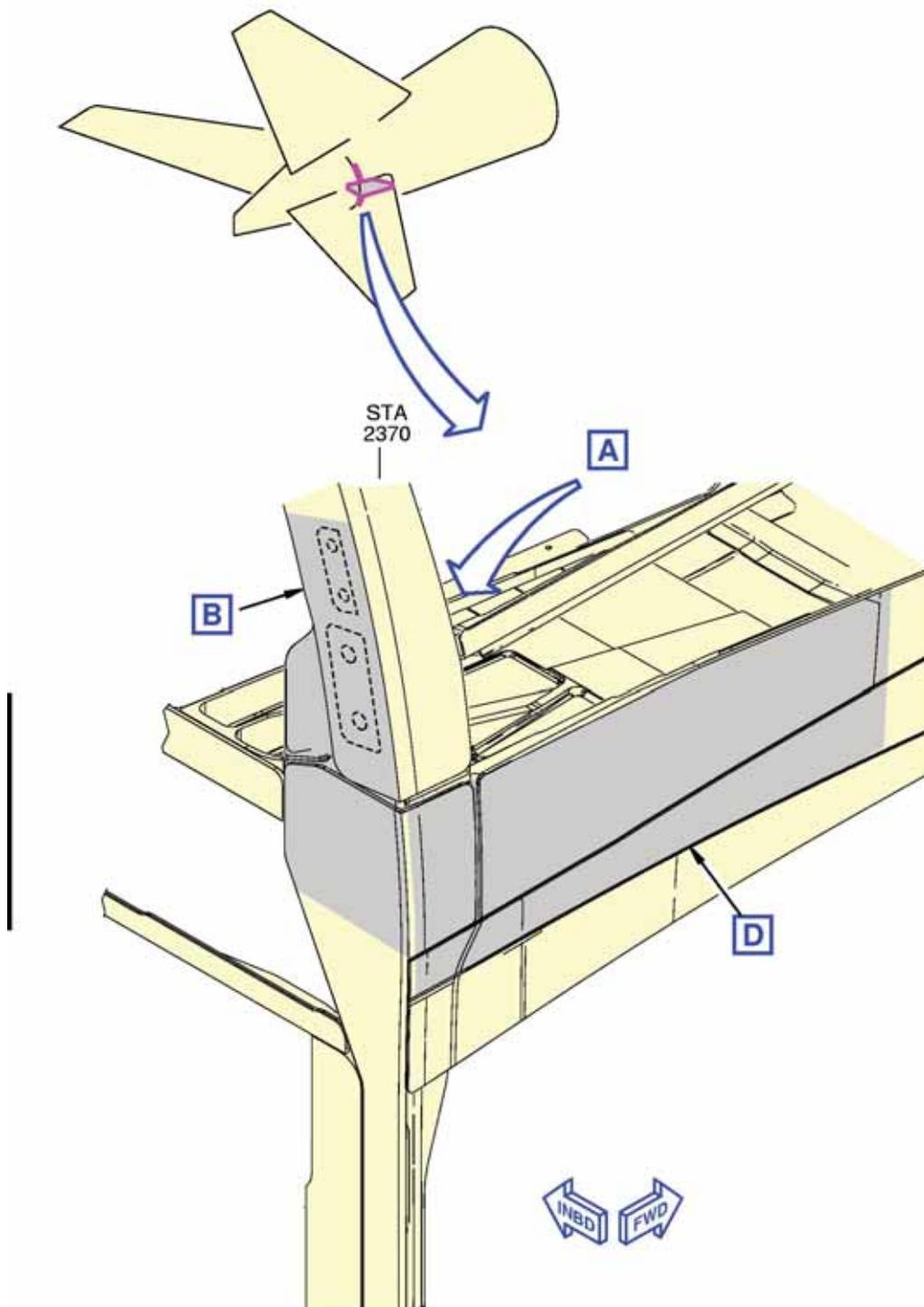


FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 1 OF 10)

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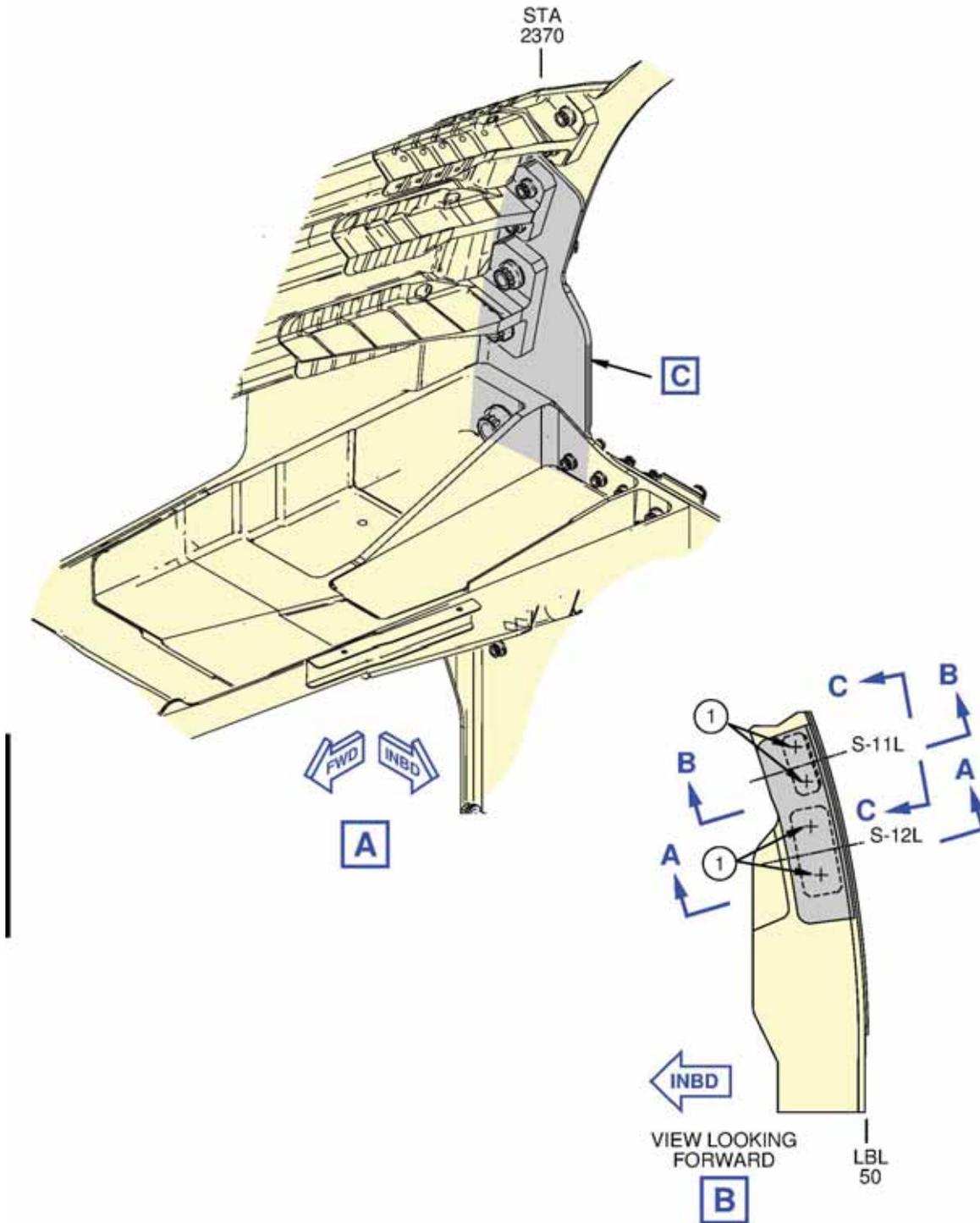


FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 2 OF 10)

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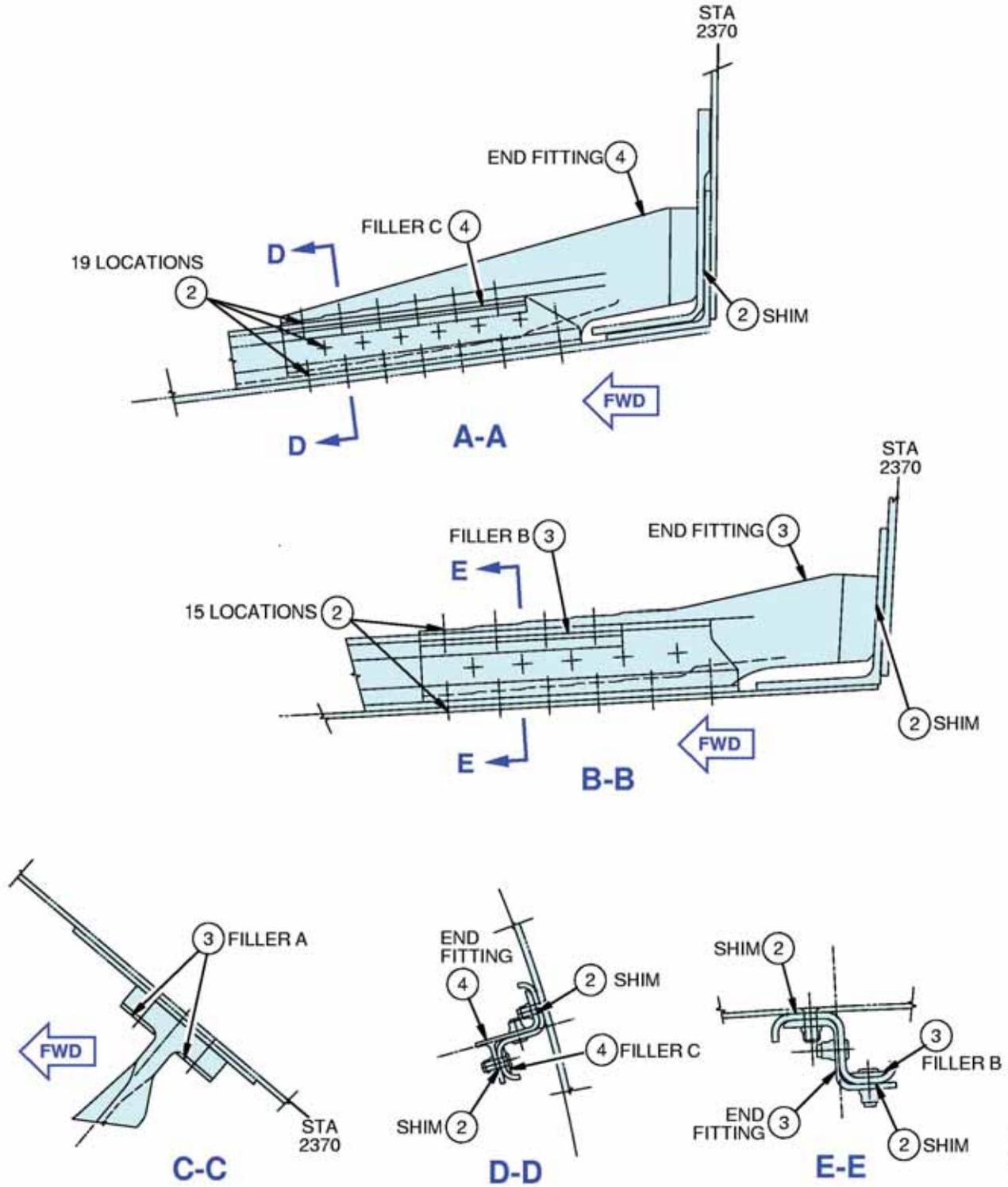


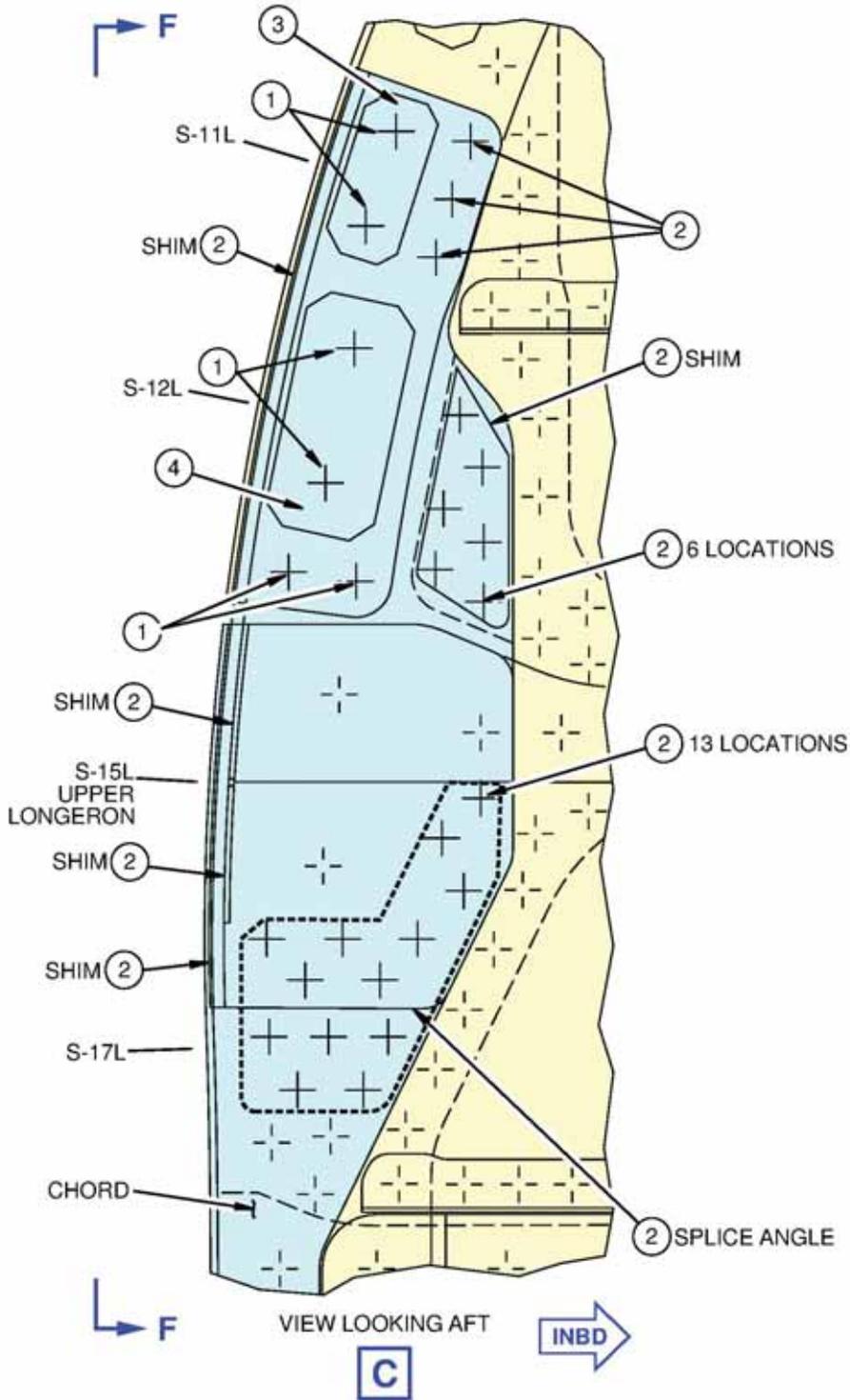
FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 3 OF 10)

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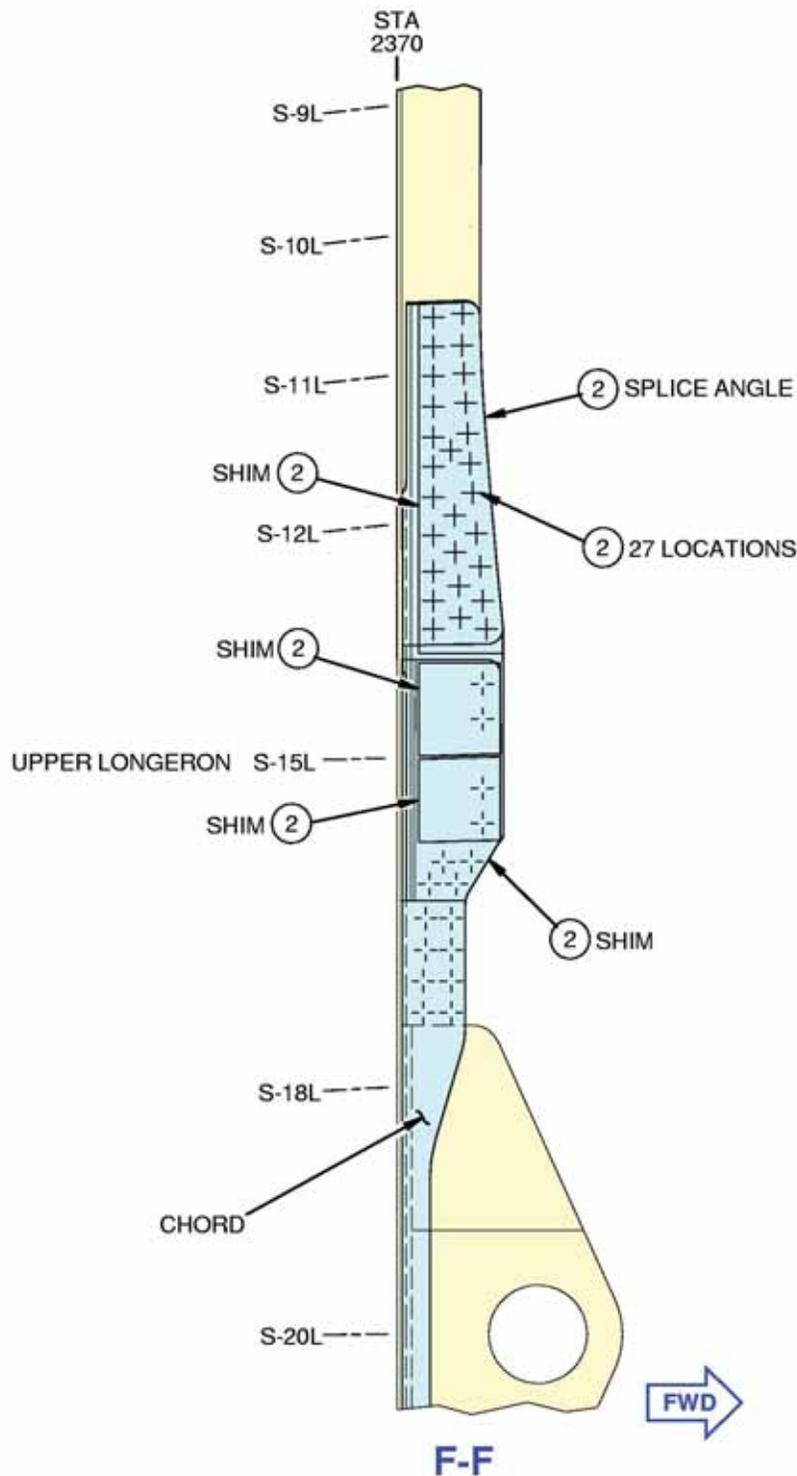
2388413

FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 4 OF 10)

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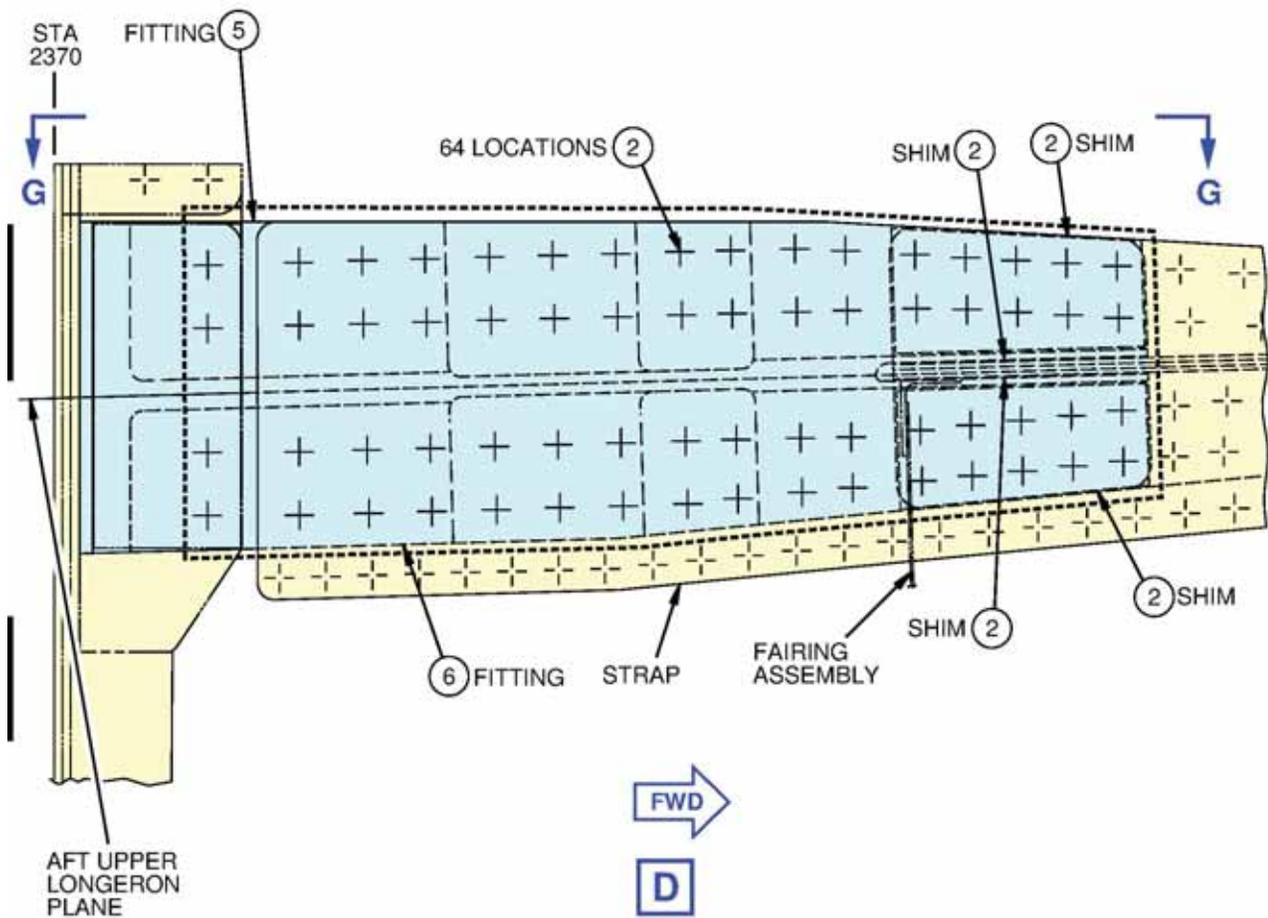
2385414

FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 5 OF 10)

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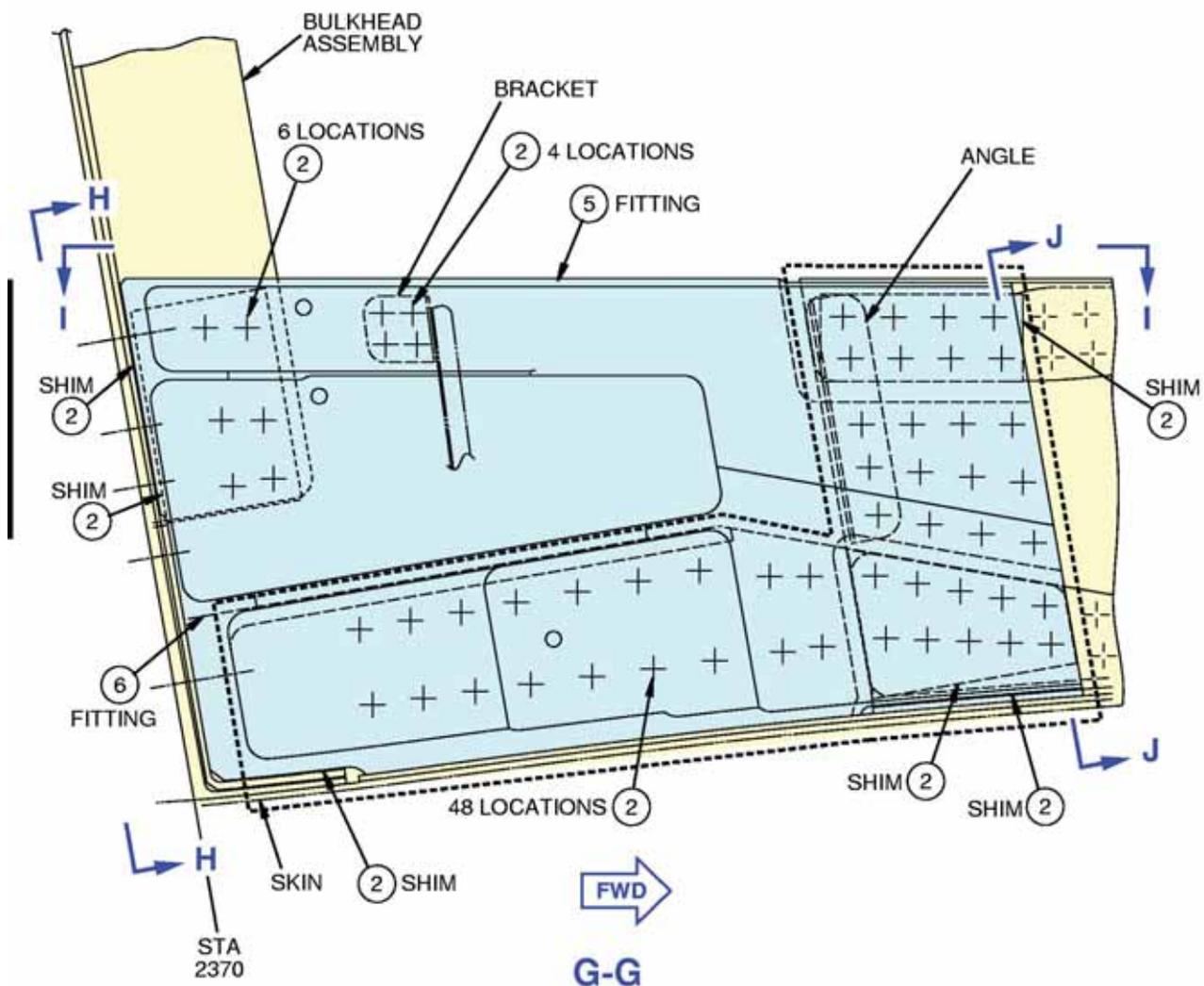
2388449

FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 6 OF 10)

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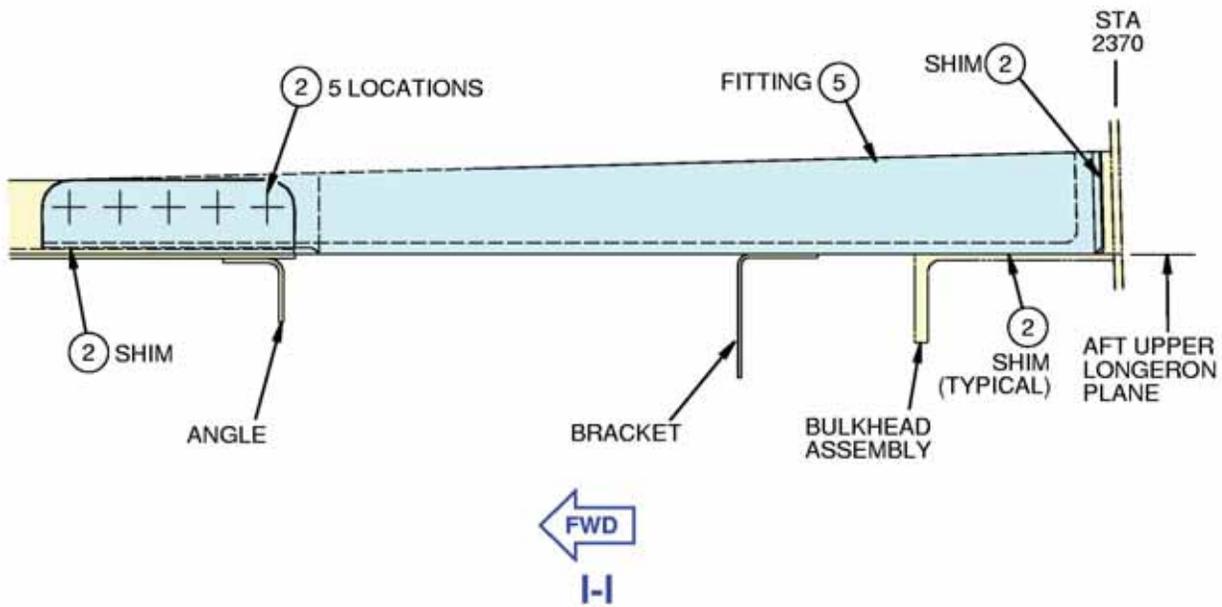
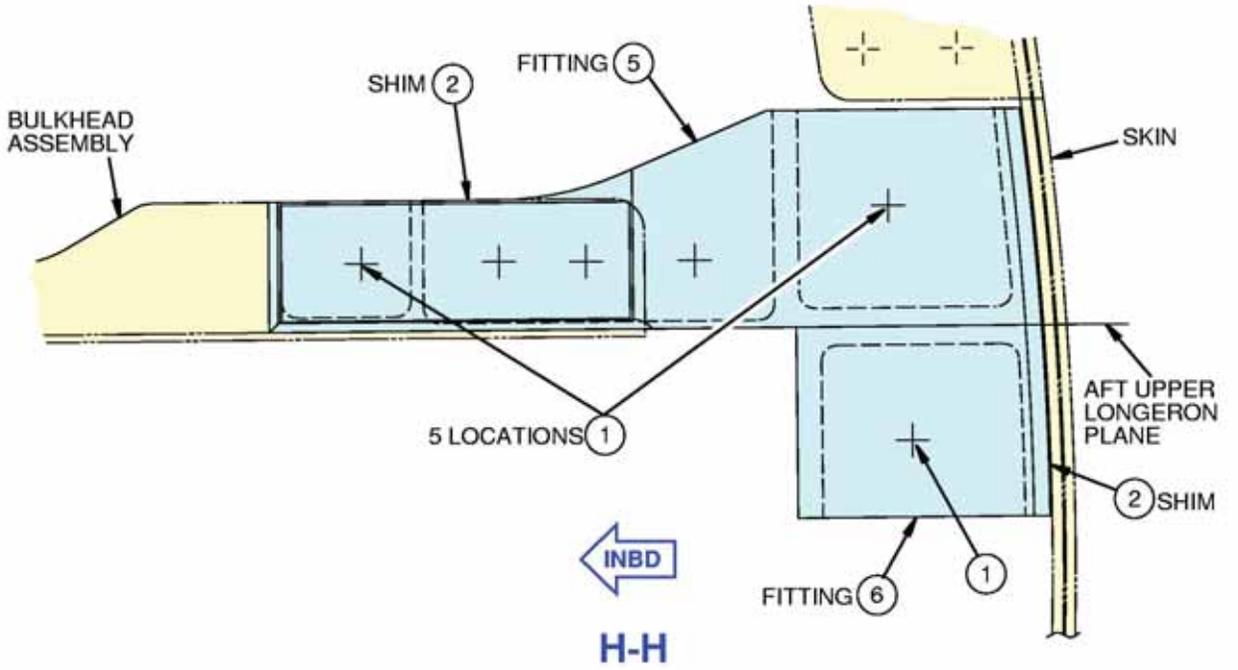
2388453

FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 7 OF 10)

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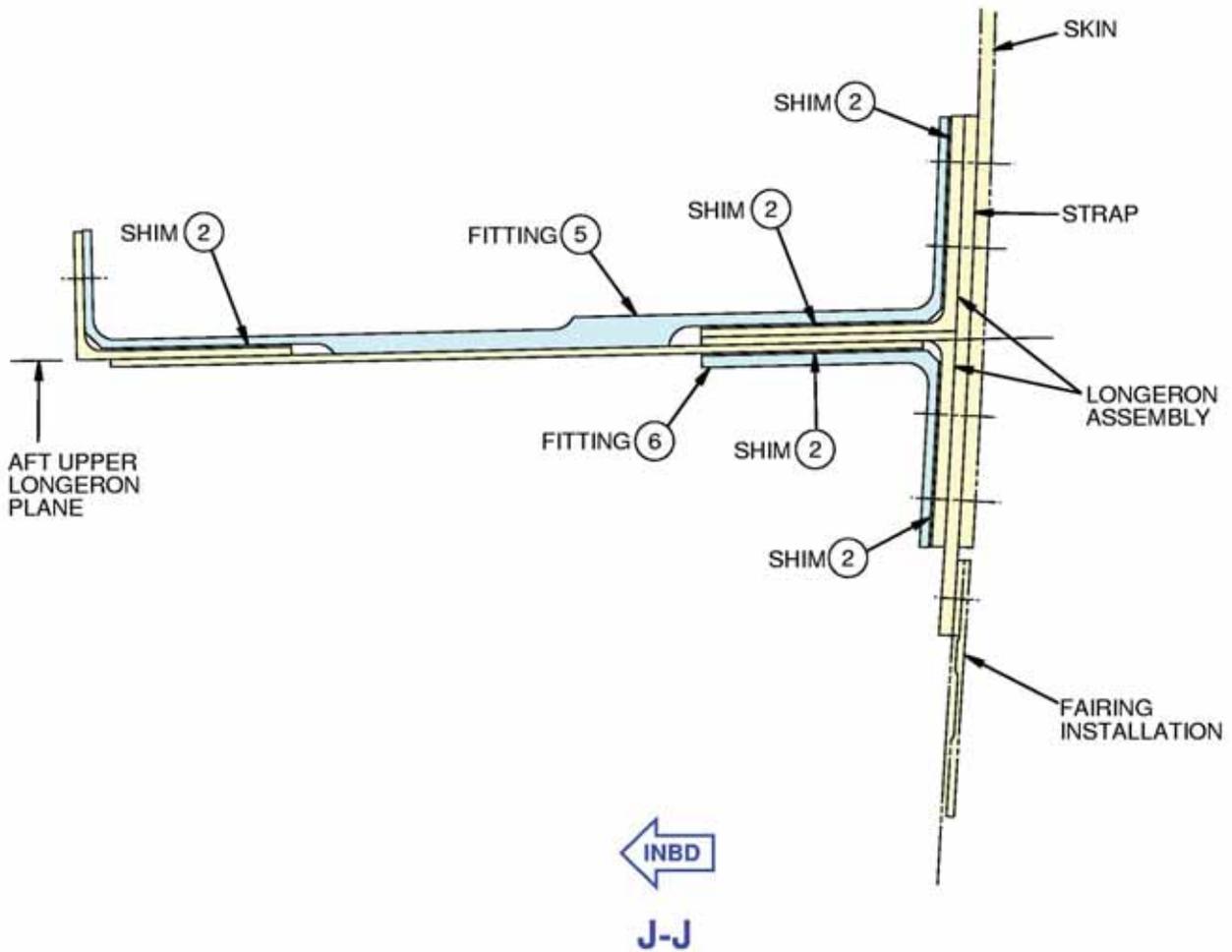
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FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 8 OF 10)

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

Step	Task	Name	Identification	Qty	More Data
1	Remove/Keep	FASTENER	-	12	Make a note of the location of each removed fastener.
2	Remove	FASTENER	-	210	
		SHIM	-	18	
		SPLICE ANGLE	148W2204-(-)	1	
3	Remove/Keep	END FITTING	148W2379-(-)	1	
		FILLER	BACF3H14NP017HN	2	FILLER A
		FILLER	BACF33C105-410F	1	FILLER B

FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 9 OF 10)

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Step	Task	Name	Identification	Qty	More Data
4	Remove/Keep	END FITTING	148W2369-()	1	
		FILLER	BACF33C105-620F	1	FILLER C
5	Remove/Keep	SPLICE FITTING - UPR LONGERON, STA 2370, OUT- BOARD, UPR	148W2514-()	1	
6	Remove/Keep	SPLICE FITTING - UPR LONGERON, STA 2370, OUT- BOARD, FWD	148W2515-()	1	

**FIGURE 8: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL
(SHEET 10 OF 10)**

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This Figure applies only to: Group 2.

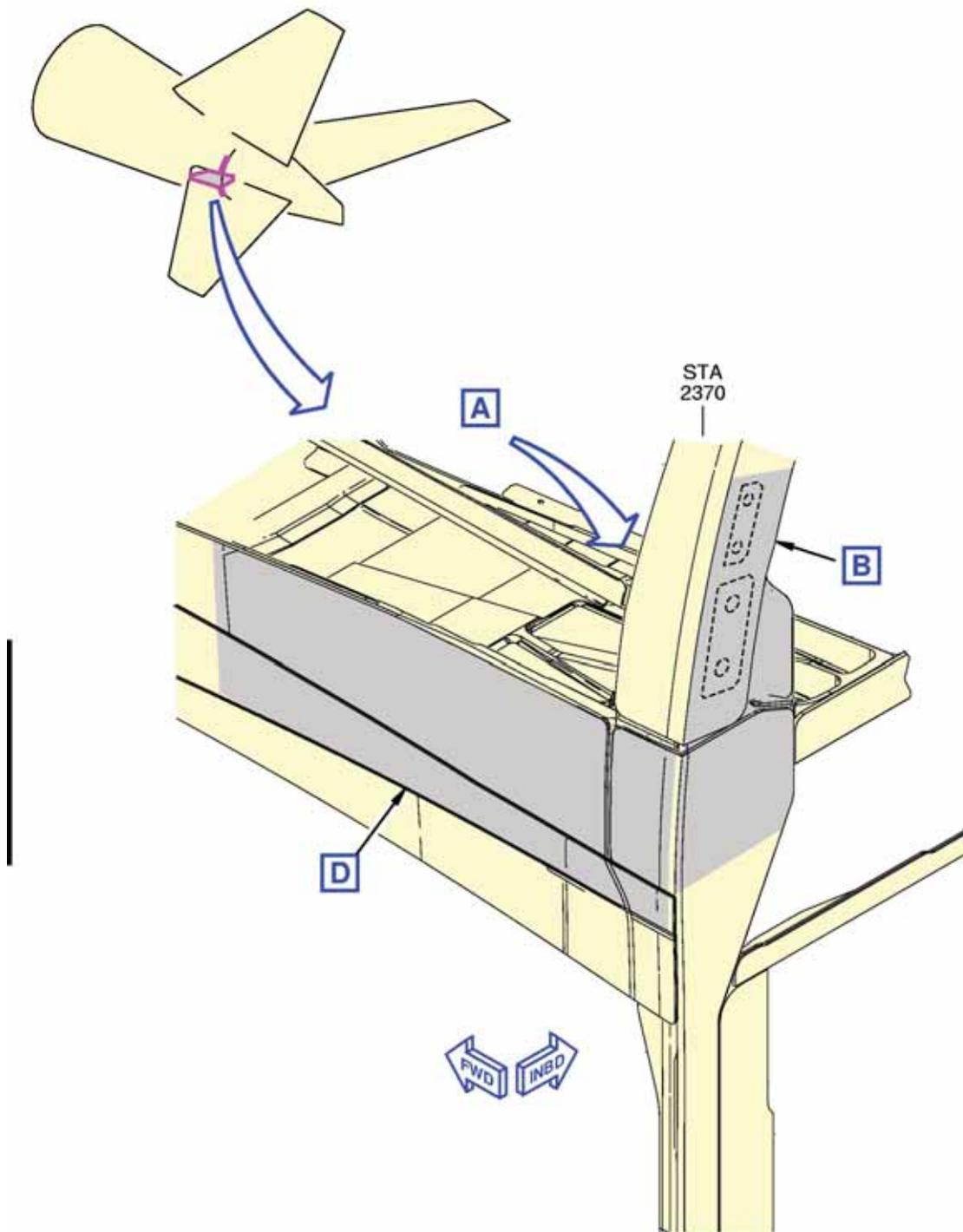


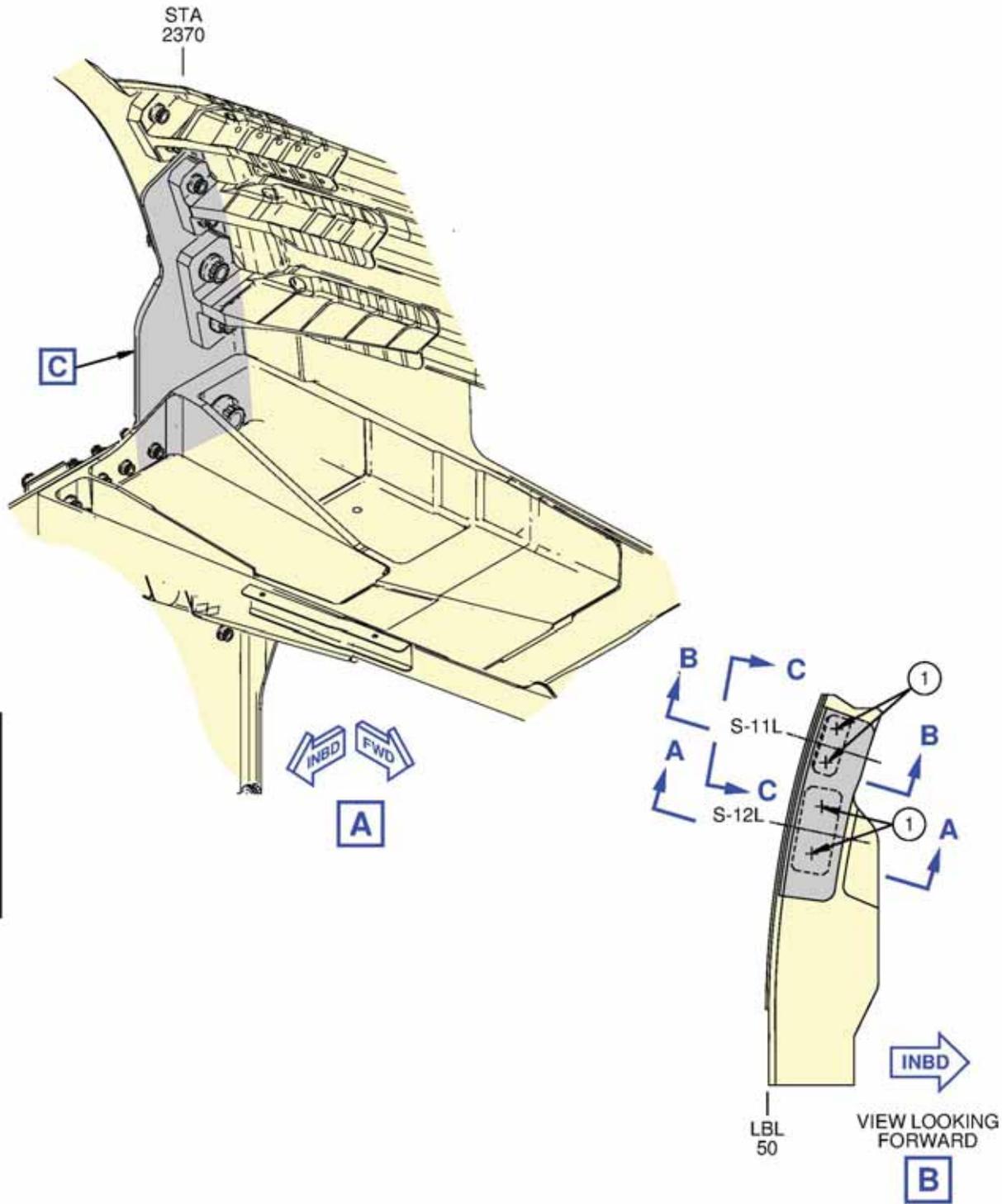
FIGURE 9: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 1 OF 10)

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FIGURE 9: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 2 OF 10)

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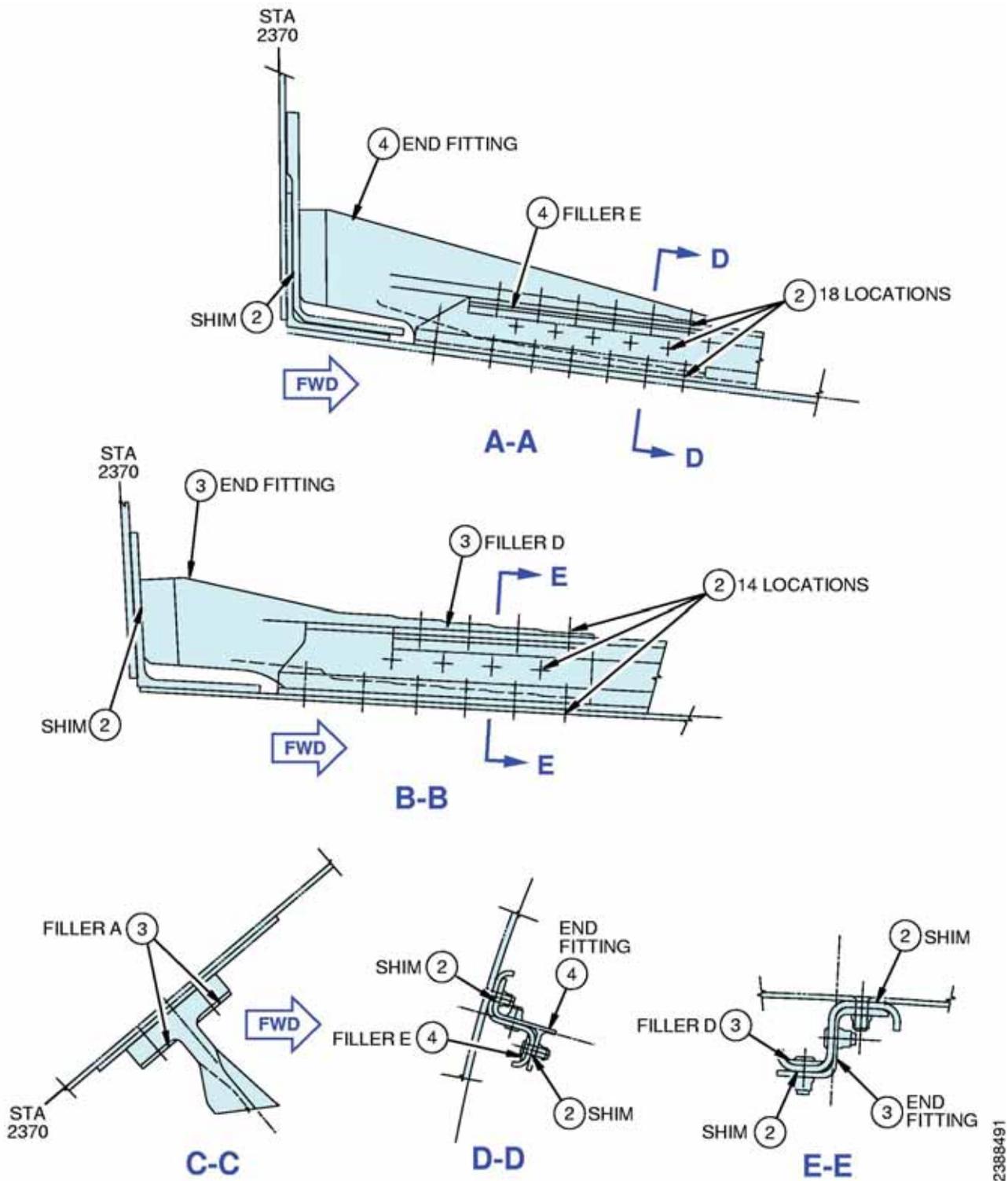


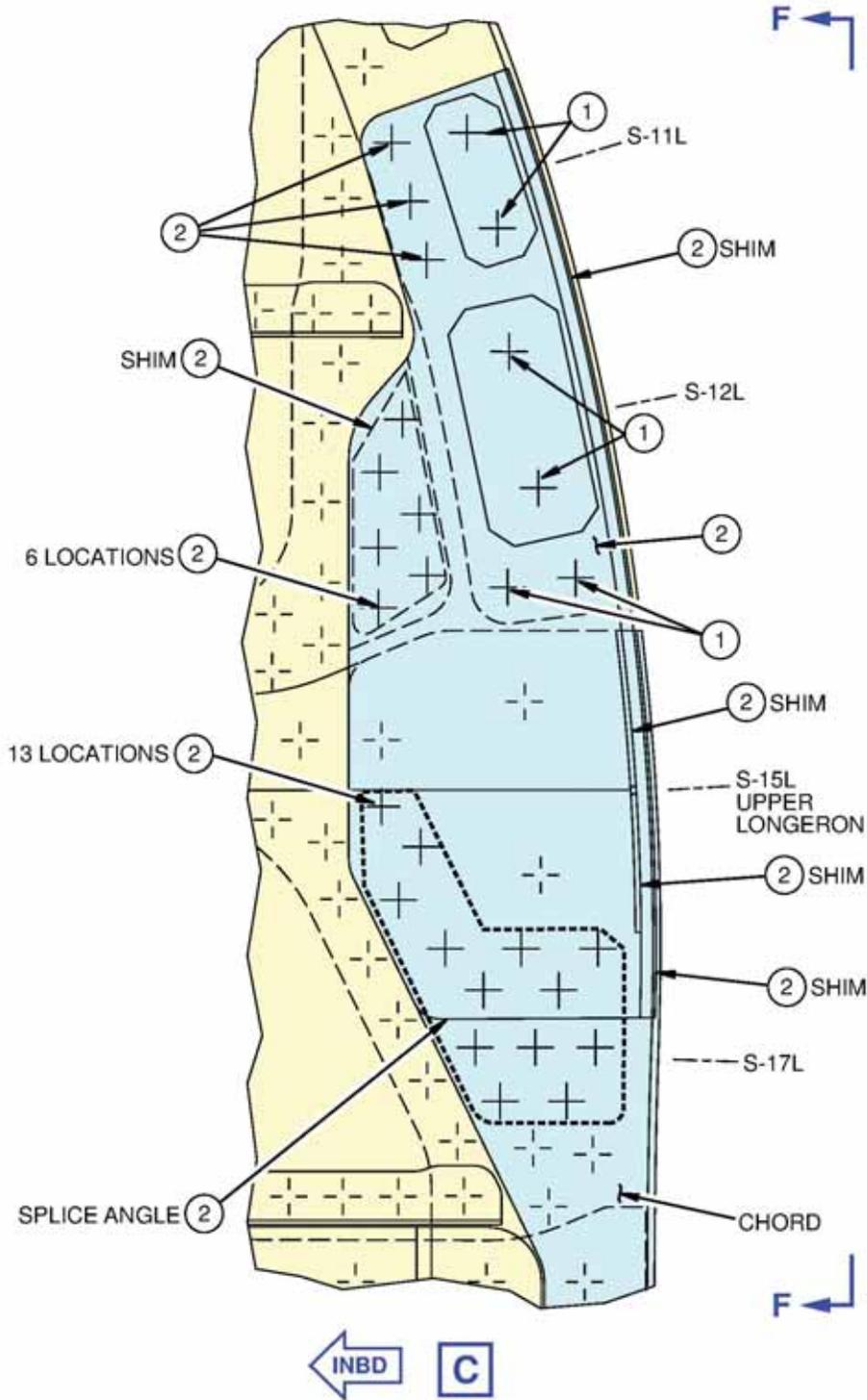
FIGURE 9: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 3 OF 10)

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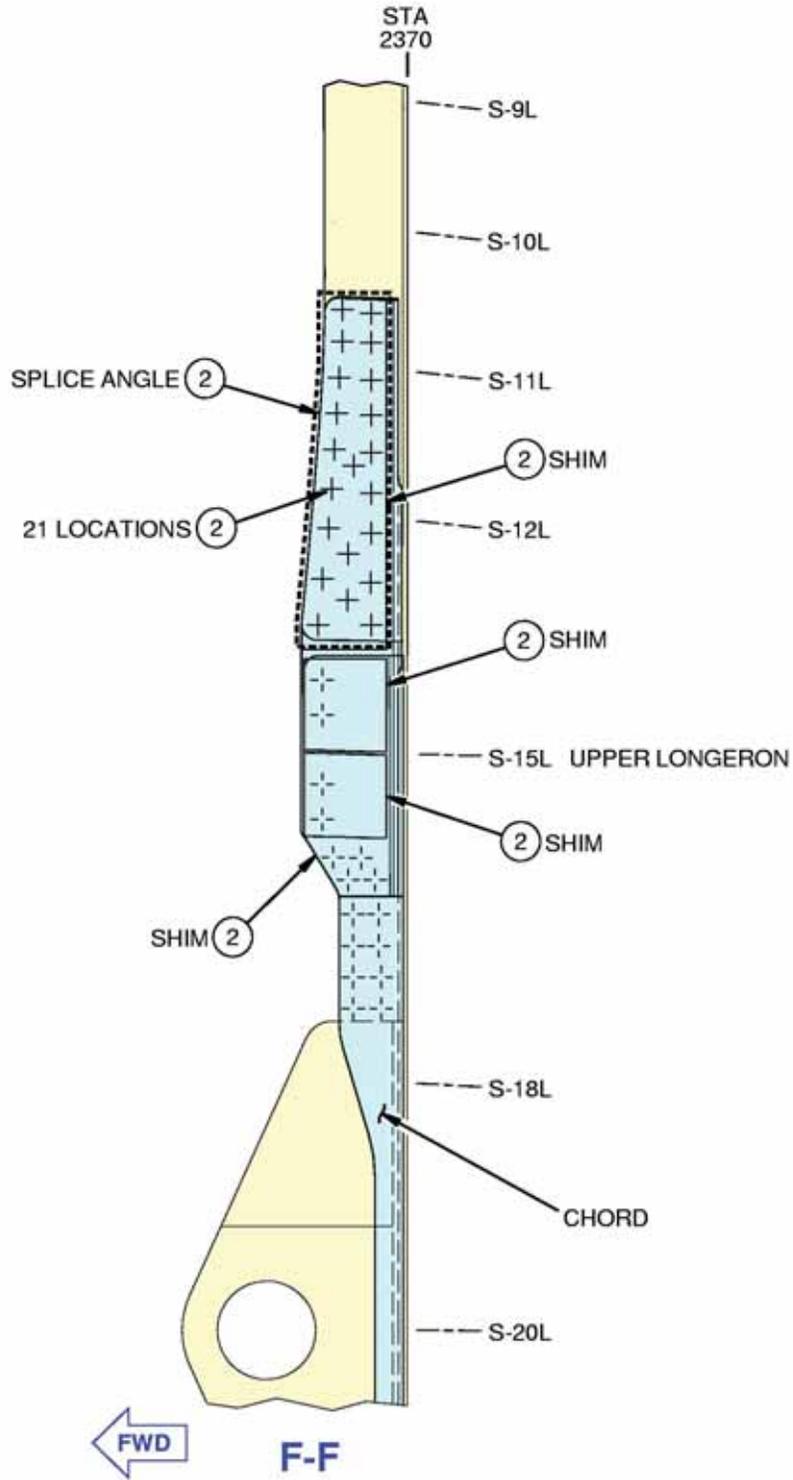
2388522

FIGURE 9: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 4 OF 10)

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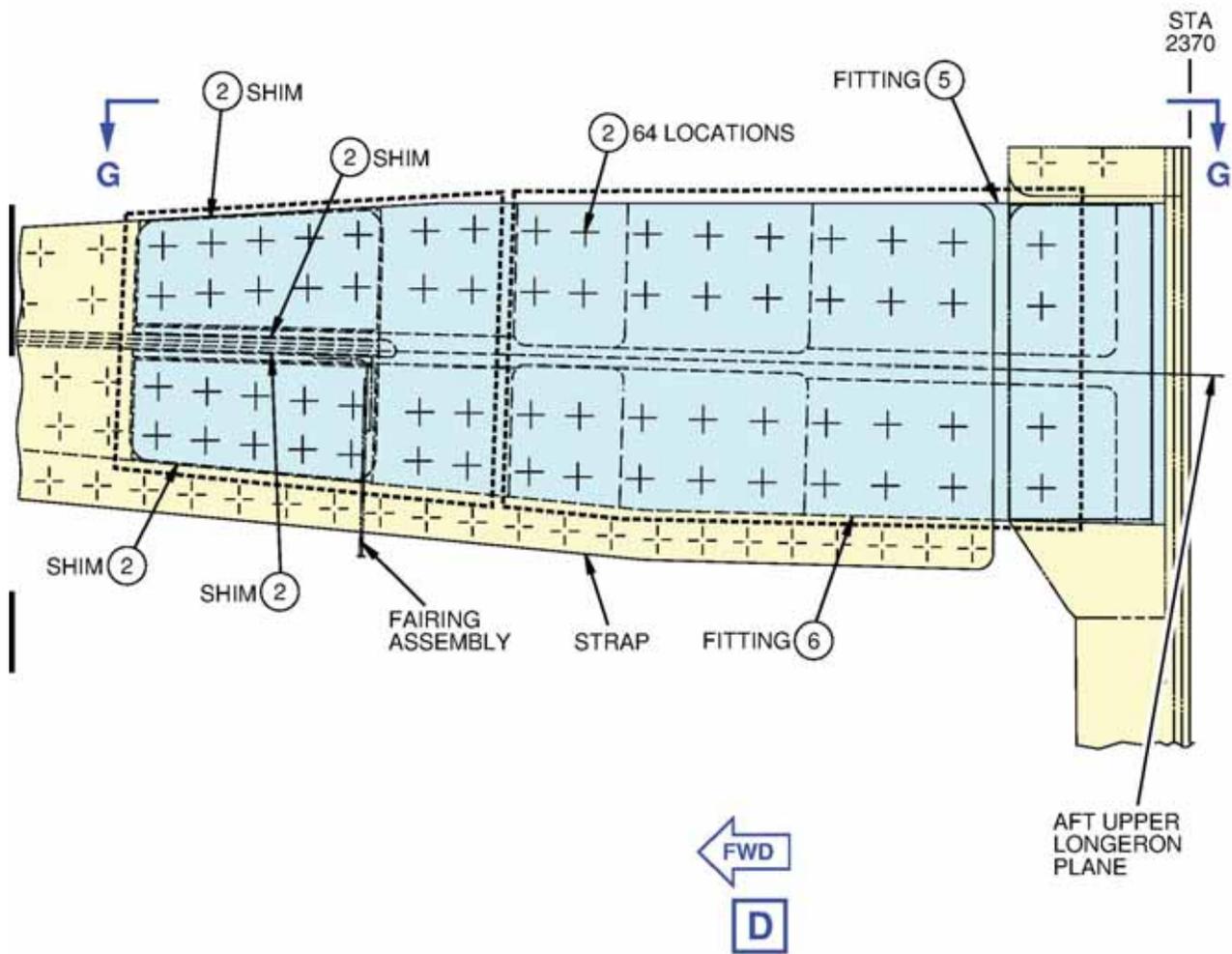
2385534

FIGURE 9: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 5 OF 10)

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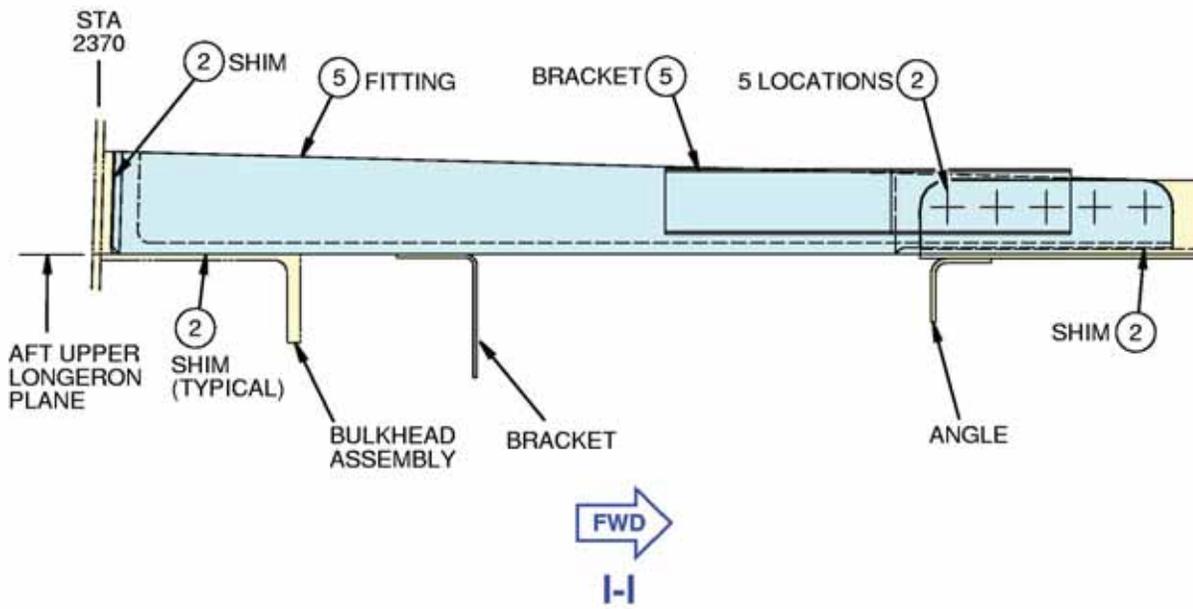
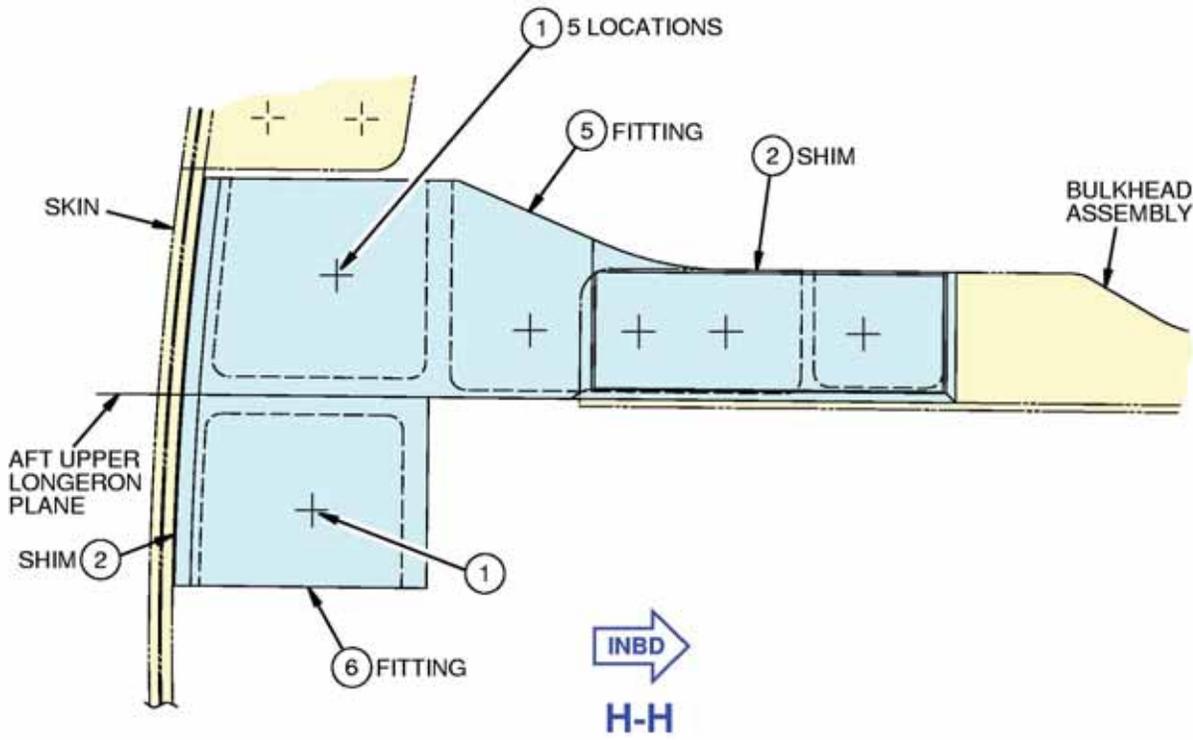
2388543

FIGURE 9: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 6 OF 10)

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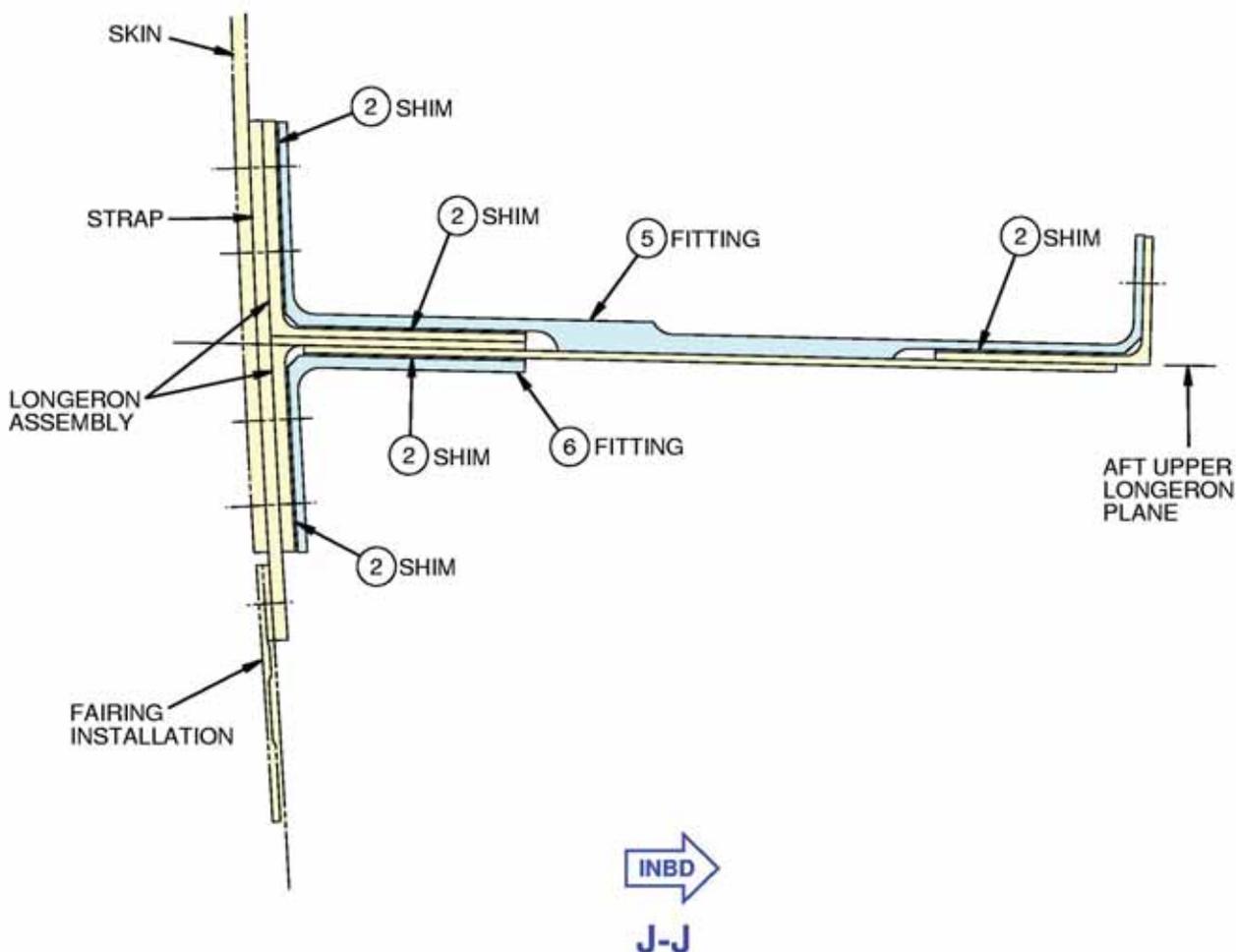
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FIGURE 9: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 8 OF 10)



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

Step	Task	Name	Identification	Qty	More Data
1	Remove/Keep	FASTENER	-	12	Make a note of the location of each removed fastener.
2	Remove	FASTENER	-	202	
		SHIM	-	19	
		SPLICE ANGLE	148W2204-()	1	
3	Remove/Keep	END FITTING	148W2379-()	1	
		FILLER	BACF3H14NP017HN	2	FILLER A
		FILLER	148W2328-1	1	FILLER D

FIGURE 9: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 9 OF 10)

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Step	Task	Name	Identification	Qty	More Data
4	Remove/Keep	END FITTING	148W2369-()	1	
		FILLER	148W2328-2	1	FILLER E
5	Remove/Keep	SPLICE FITTING - UPR LONGERON, STA 2370, OUT- BOARD, UPR	148W2514-()	1	
		BRACKET	287W4809-291	1	
6	Remove/Keep	SPLICE FITTING - UPR LONGERON, STA 2370, OUT- BOARD, FWD	148W2515-()	1	

**FIGURE 9: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL
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This Figure applies only to: Group 2.

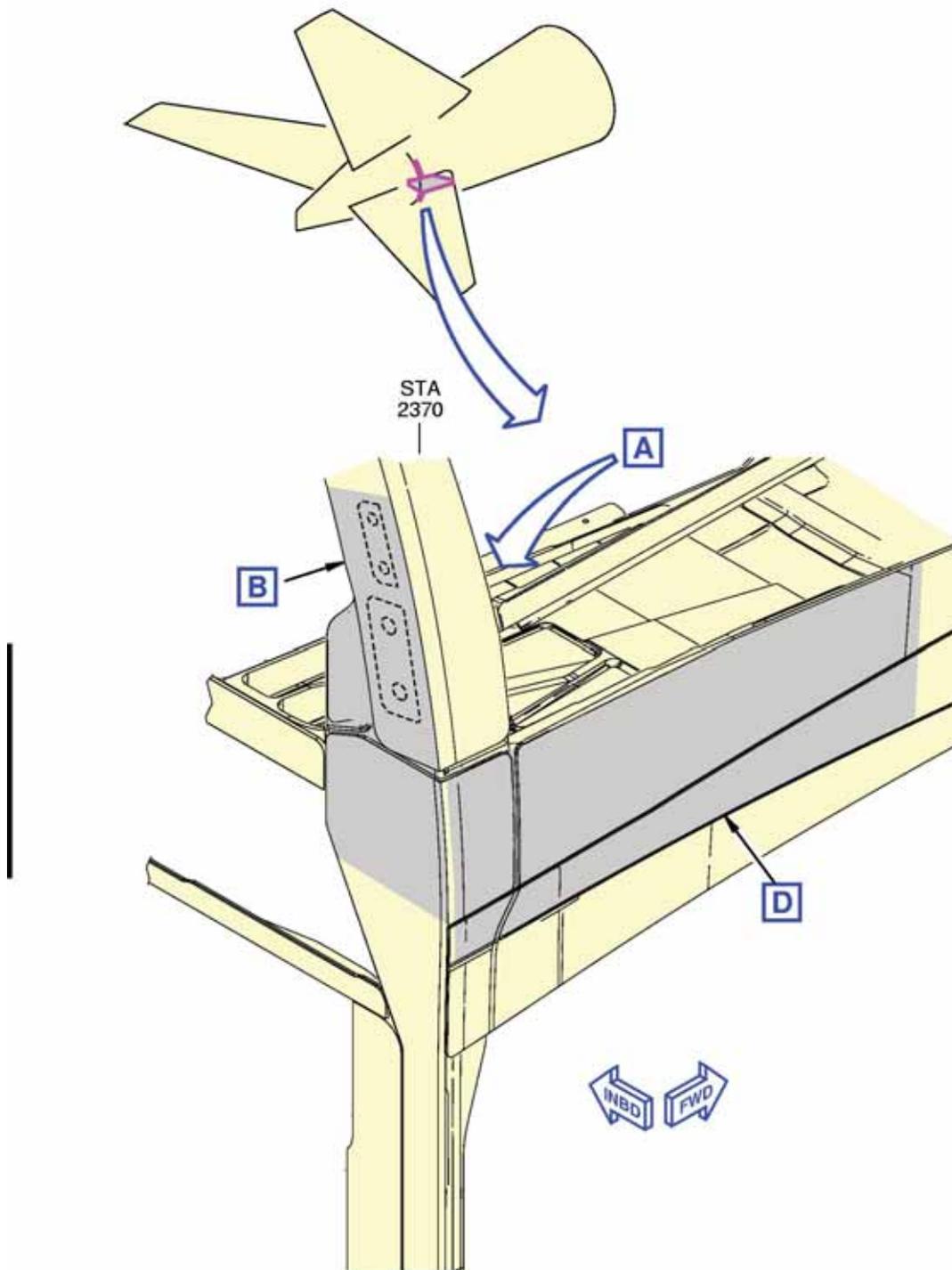


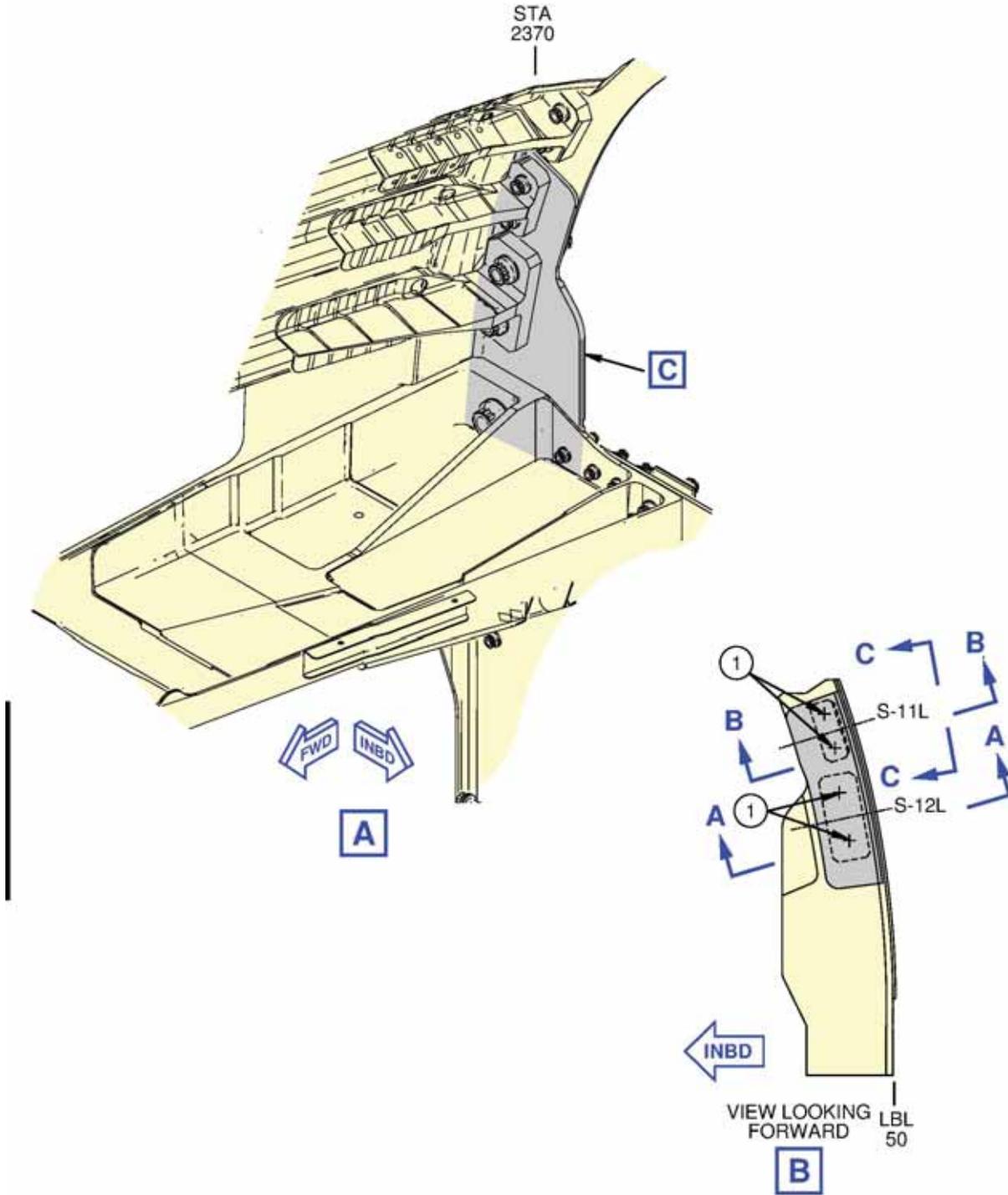
FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 1 OF 10)

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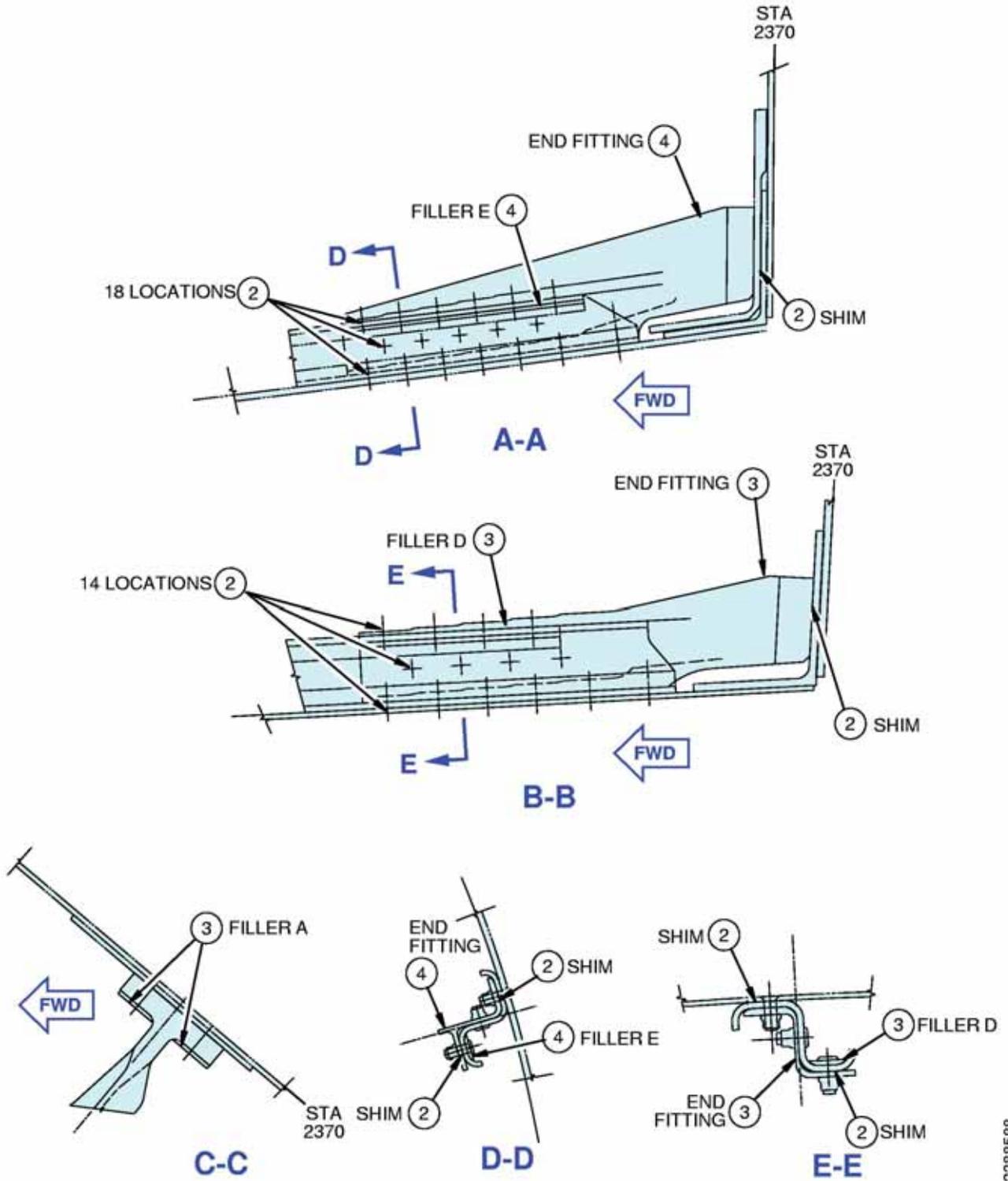
2388576

FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 2 OF 10)

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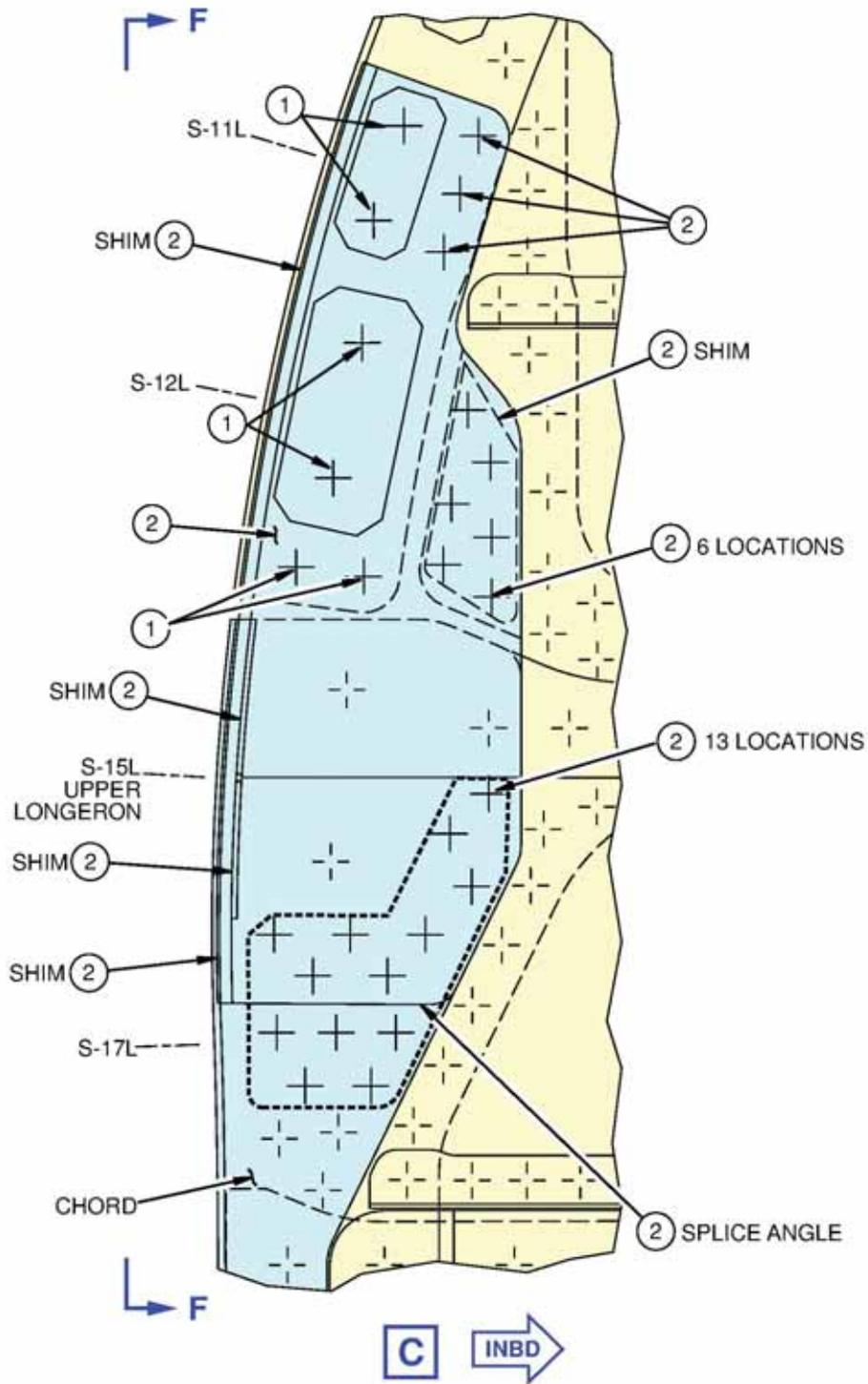
2385588

FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 3 OF 10)

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FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 4 OF 10)

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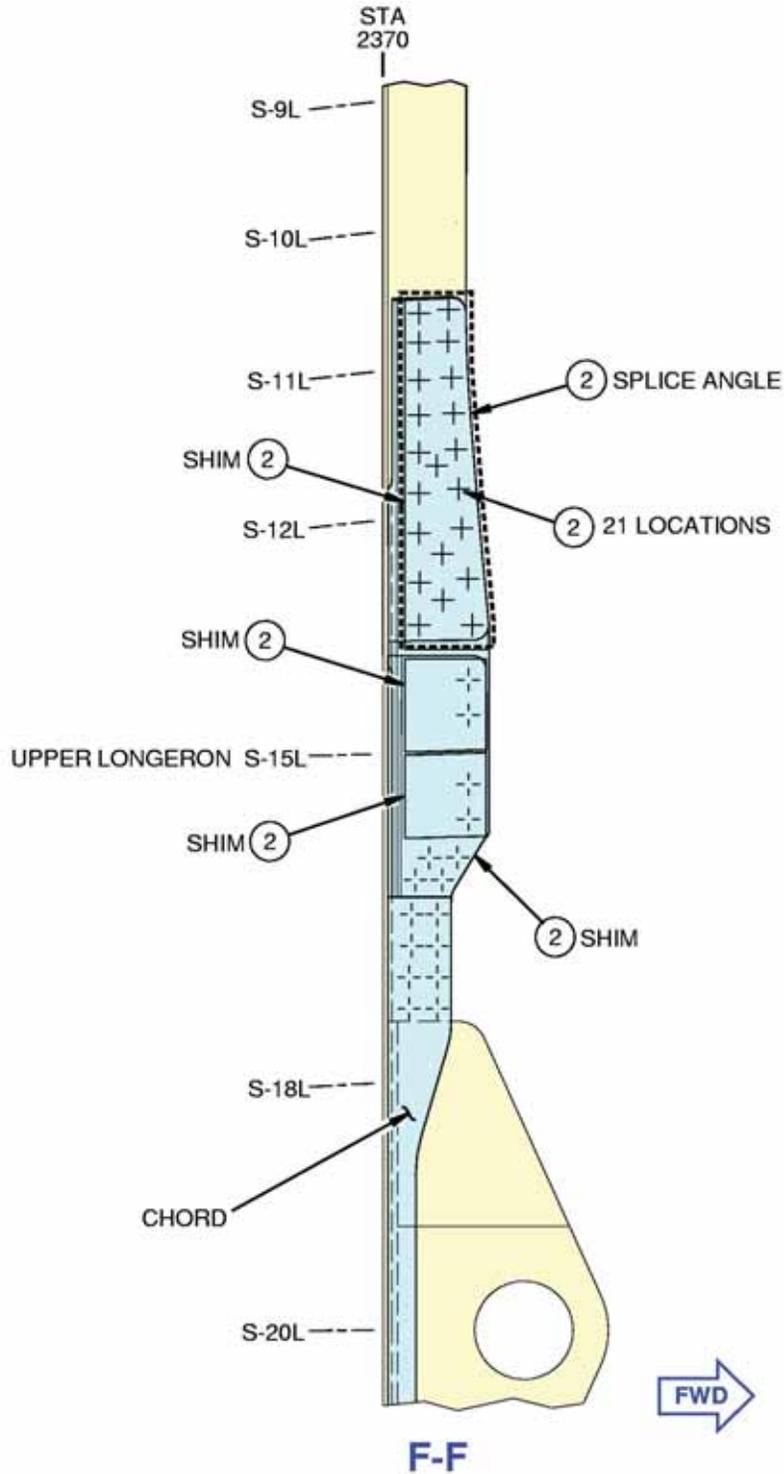


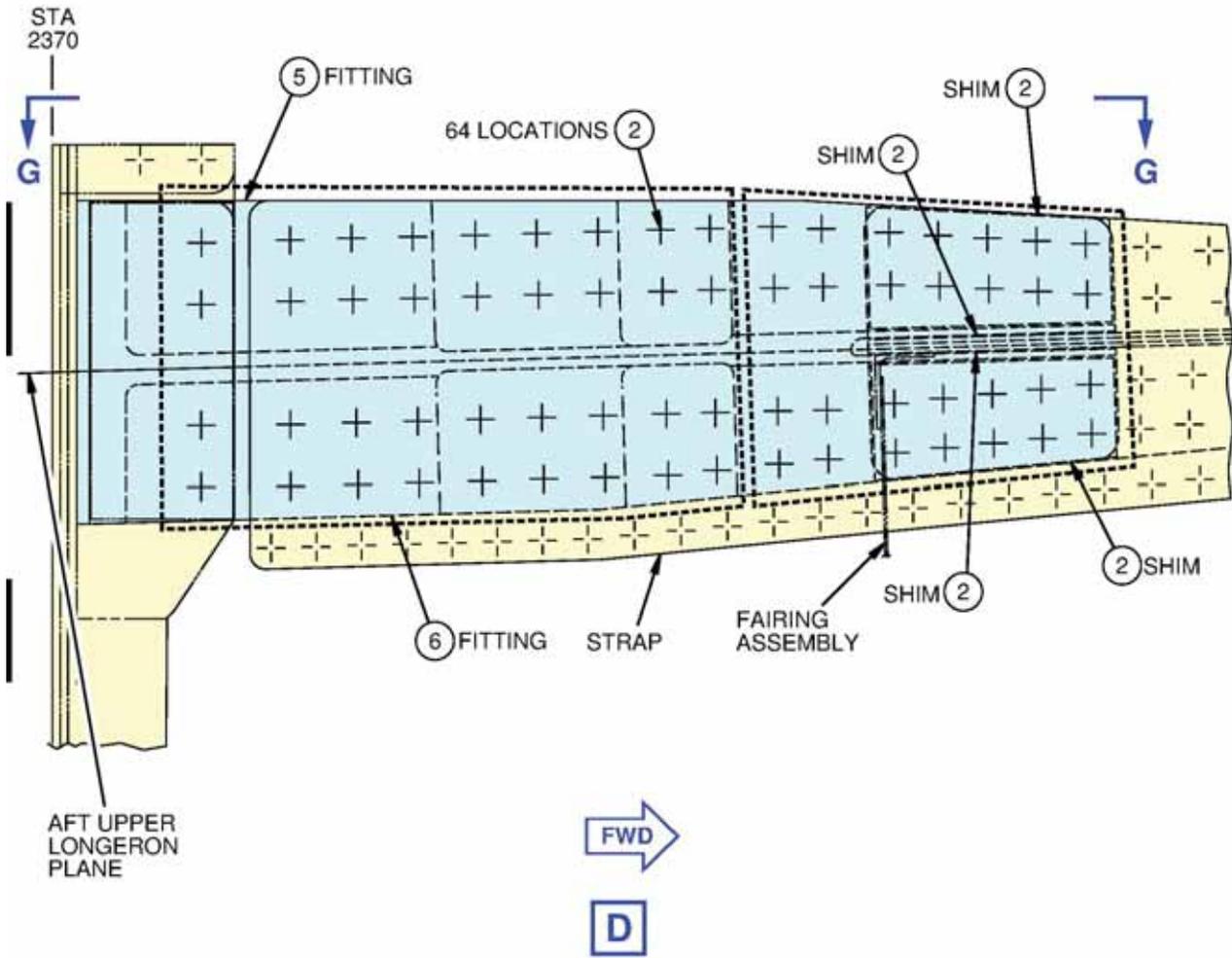
FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 5 OF 10)

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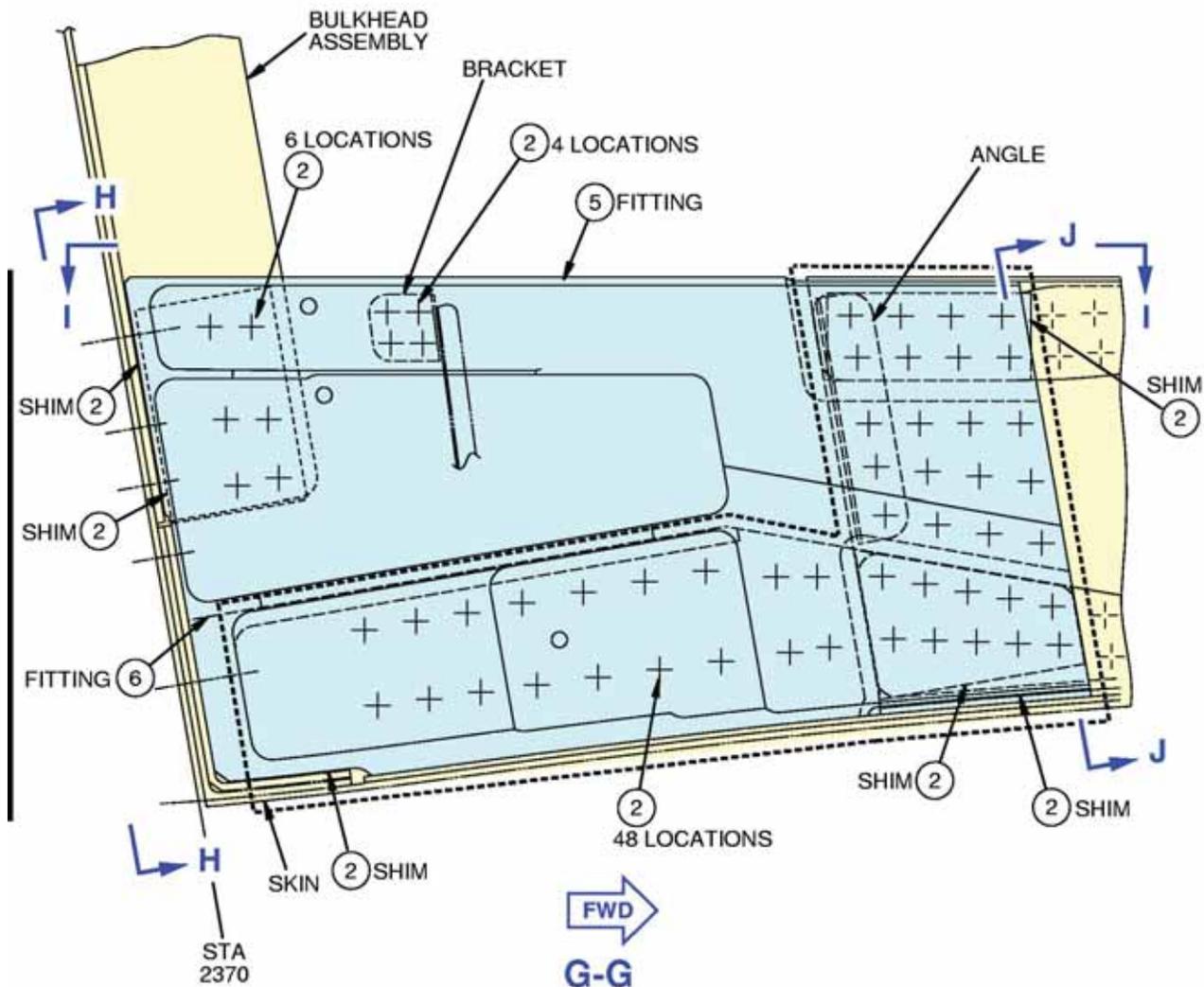
2388603

FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 6 OF 10)

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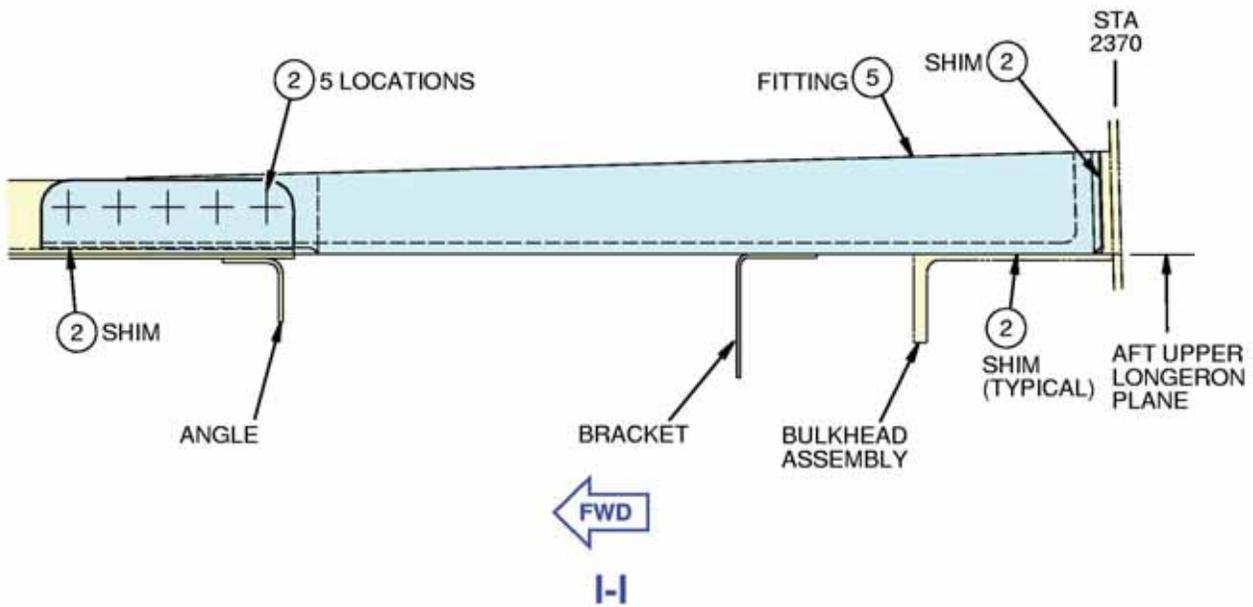
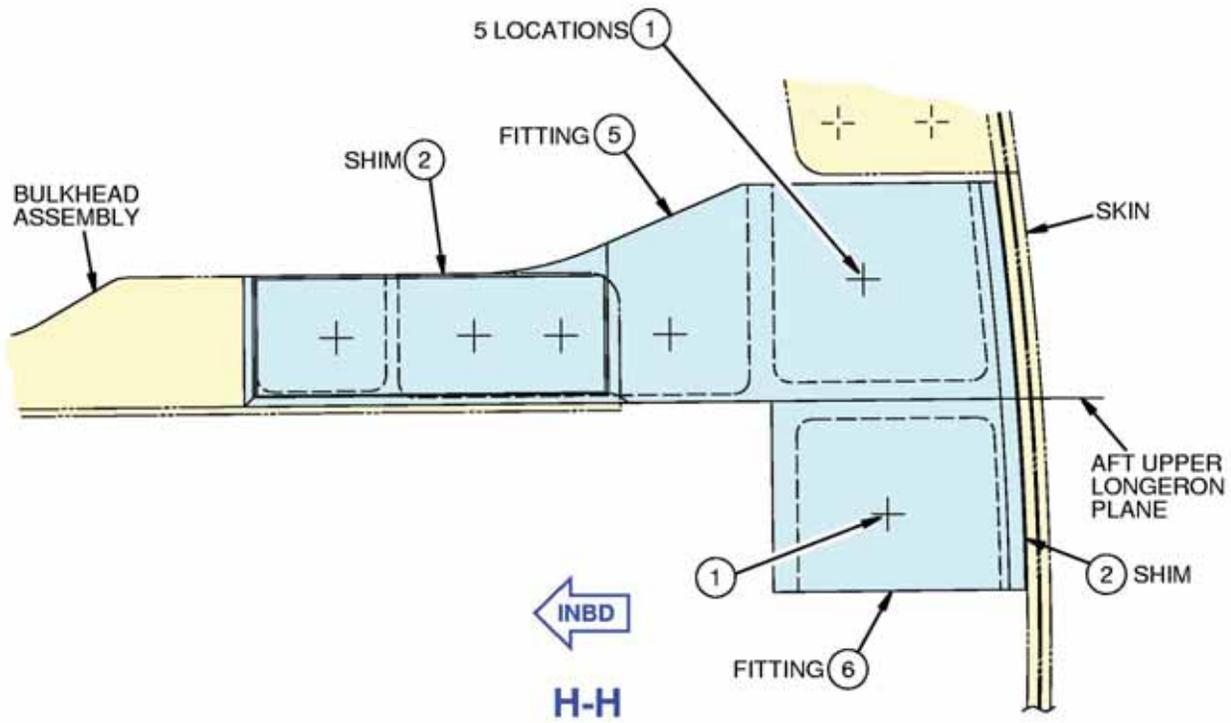
2388607

FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 7 OF 10)

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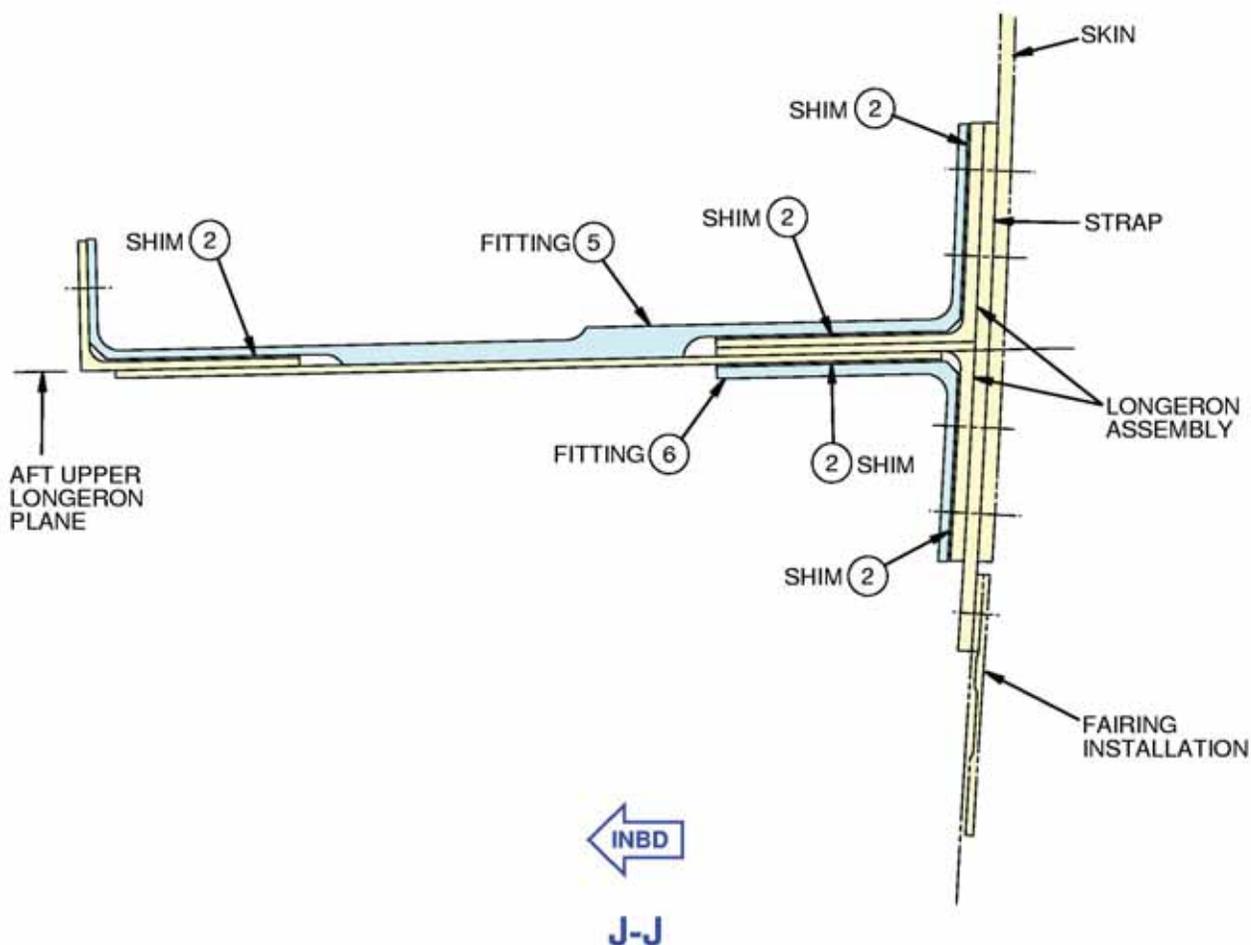
2385611

FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 8 OF 10)

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2388612

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

Step	Task	Name	Identification	Qty	More Data
1	Remove/Keep	FASTENER	-	12	Make a note of the location of each removed fastener.
2	Remove	FASTENER	-	202	
		SHIM	-	19	
		SPLICE ANGLE	148W2204-()	1	
3	Remove/Keep	END FITTING	148W2379-()	1	
		FILLER	BACF3H14NP017HN	2	FILLER A
		FILLER	148W2328-1	1	FILLER D

FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL (SHEET 9 OF 10)

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Step	Task	Name	Identification	Qty	More Data
4	Remove/Keep	END FITTING	148W2369-()	1	
		FILLER	148W2328-2	1	FILLER E
5	Remove/Keep	SPLICE FITTING - UPR LONGERON, STA 2370, OUT- BOARD, UPR	148W2514-()	1	
6	Remove/Keep	SPLICE FITTING - UPR LONGERON, STA 2370, OUT- BOARD, FWD	148W2515-()	1	

**FIGURE 10: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD - PART REMOVAL
(SHEET 10 OF 10)**

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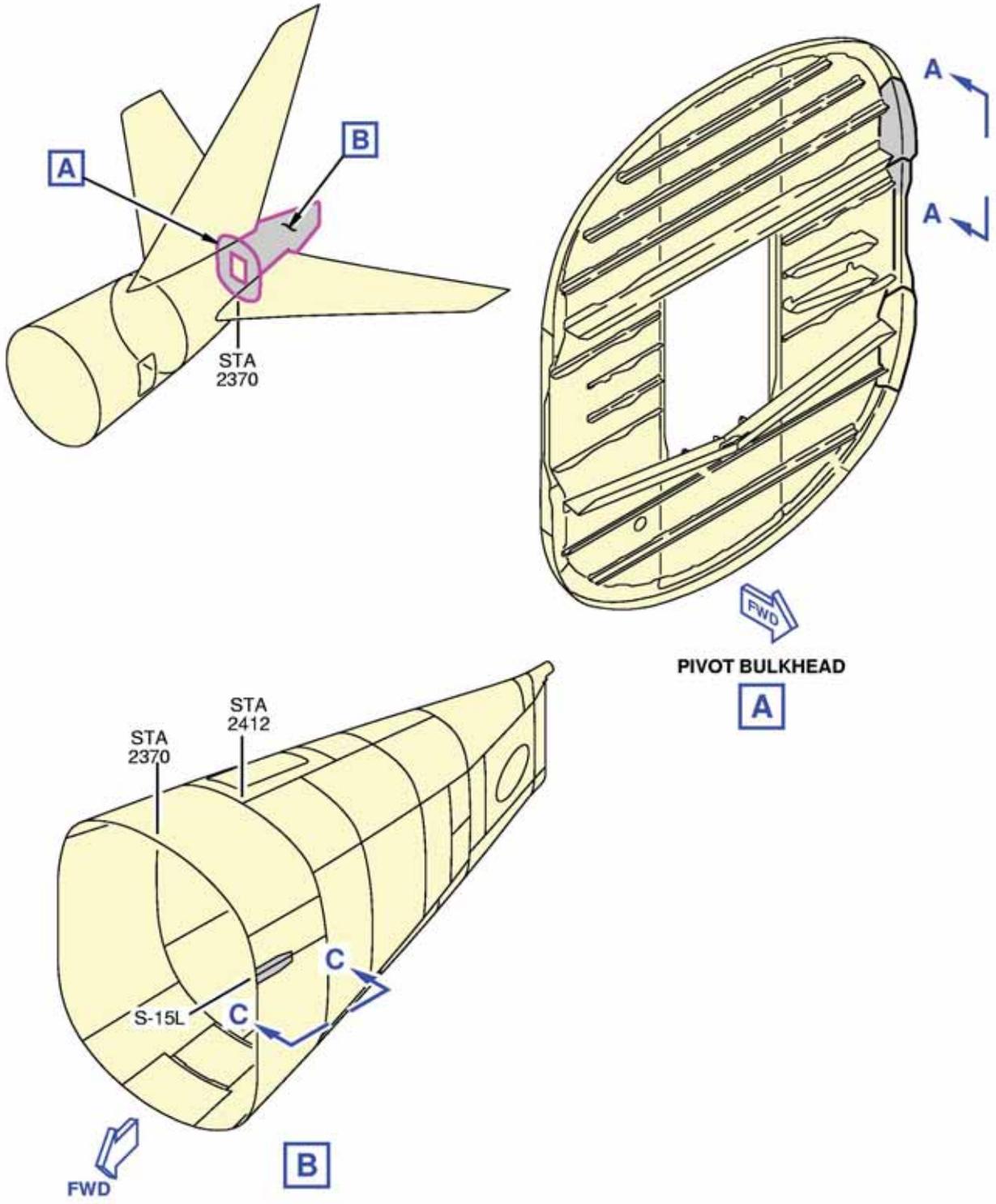
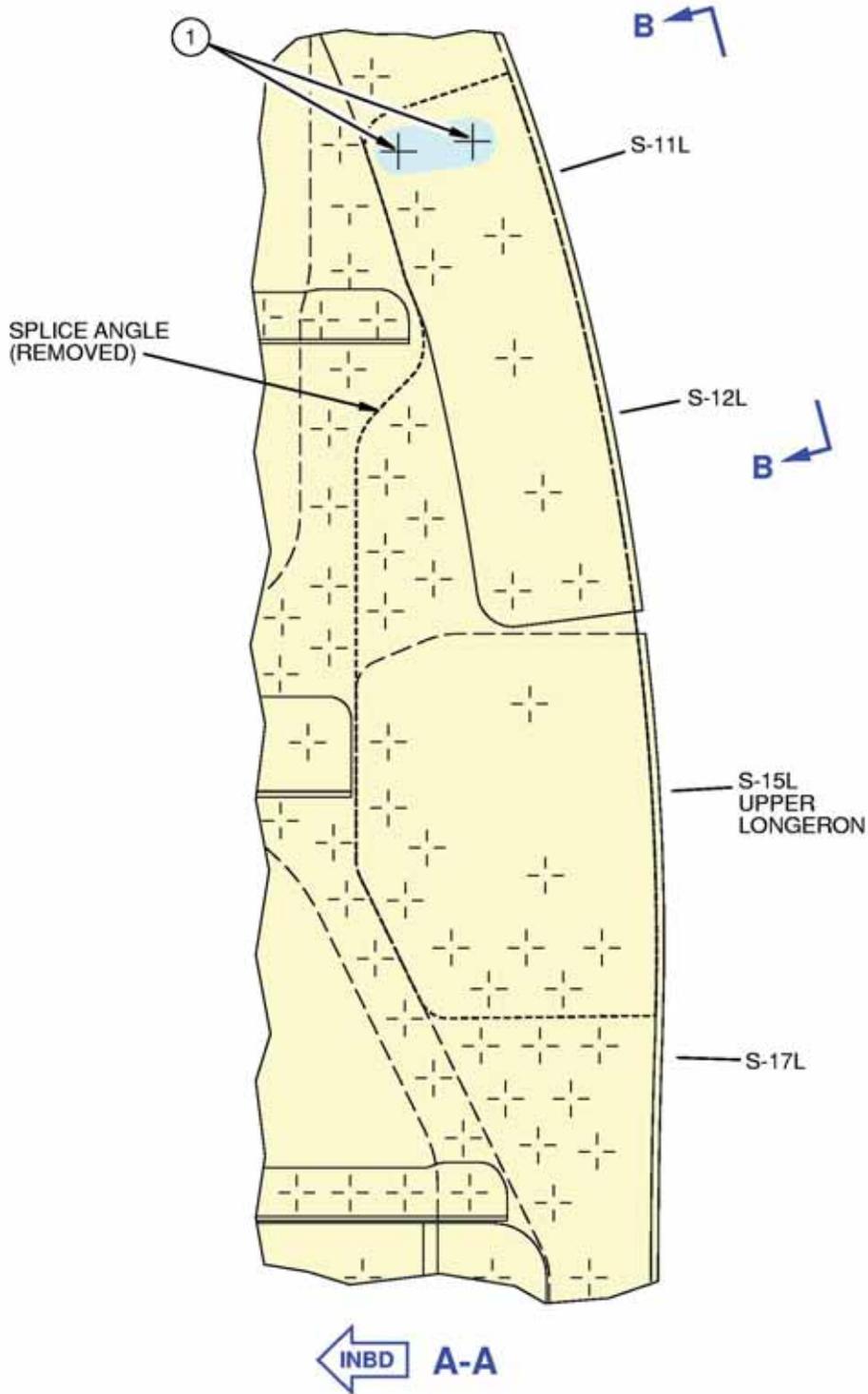


FIGURE 11: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION (SHEET 1 OF 5)



2386755

FIGURE 11: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION (SHEET 2 OF 5)

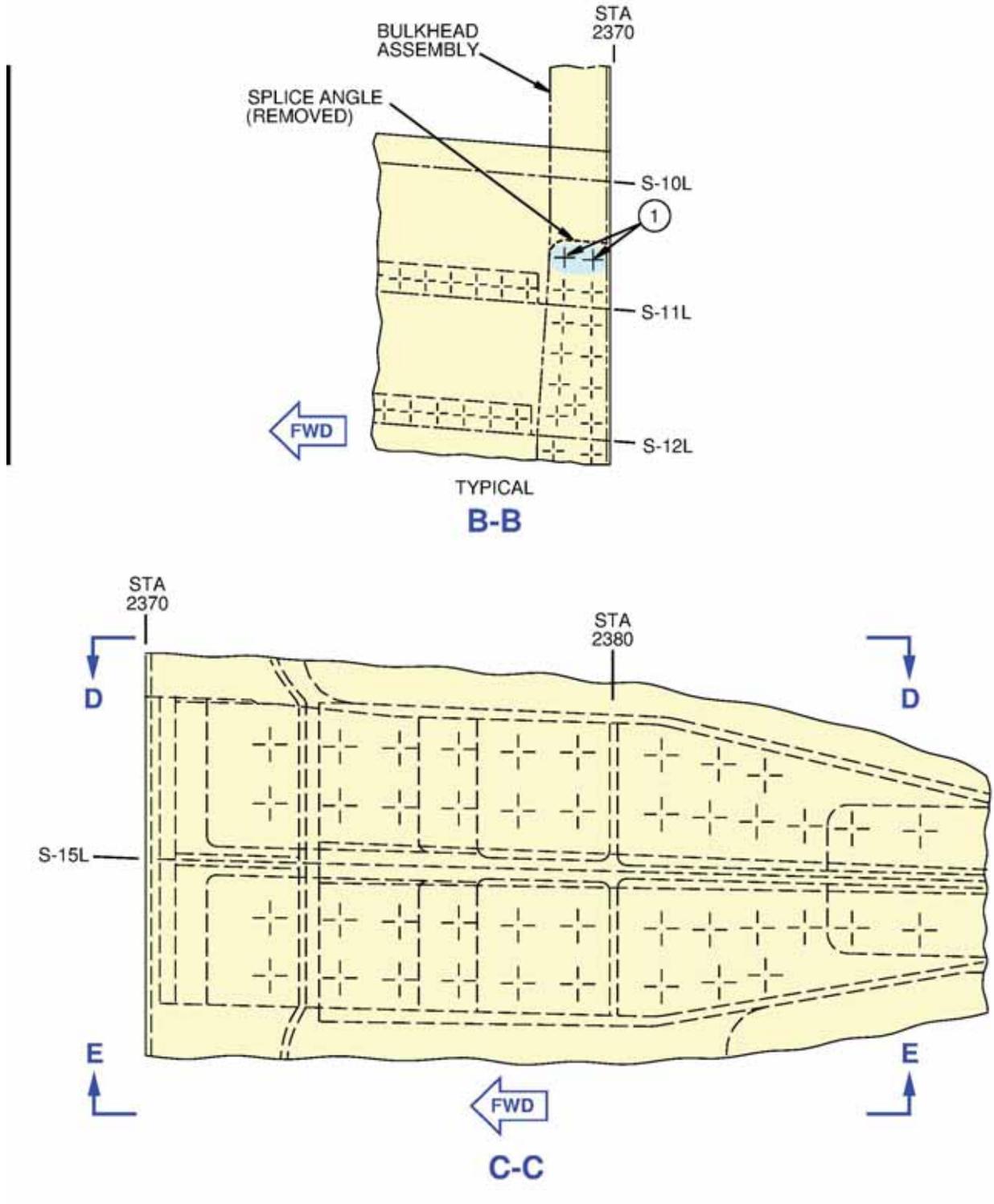


FIGURE 11: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION (SHEET 3 OF 5)

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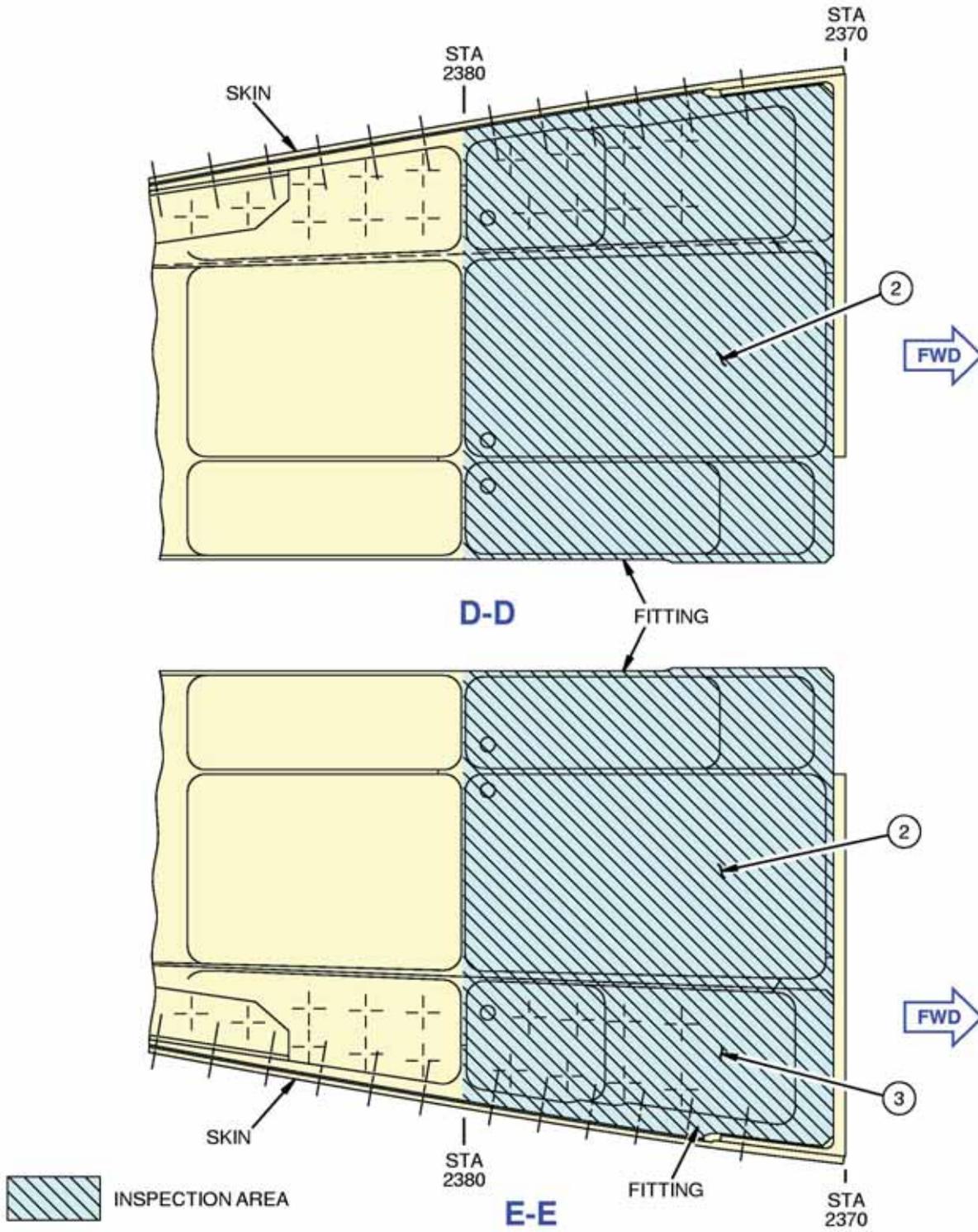


FIGURE 11: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION (SHEET 4 OF 5)

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

Step	Task	Name	Identification	Qty	More Data
1	Inspect	HOLE	-	4	Do an open hole High Frequency Eddy Current (HFEC) inspection for any crack, of the holes common to the pivot bulkhead web, the upper forward chord and the aft chord, and of the holes common to the skin and the bulkhead assembly, in accordance with 777 NDT Manual Part 6, 51-00-02.
2	Inspect	FITTING	148W5126-()	1	Do a Detailed Inspection (DET) of the upper aft longeron extension fittings between STA 2370 and STA 2380, for any crack.
3	Inspect	FITTING	148W5127-()	1	Do a Detailed Inspection (DET) of the upper aft longeron extension fittings between STA 2370 and STA 2380, for any crack.

**FIGURE 11: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION
(SHEET 5 OF 5)**

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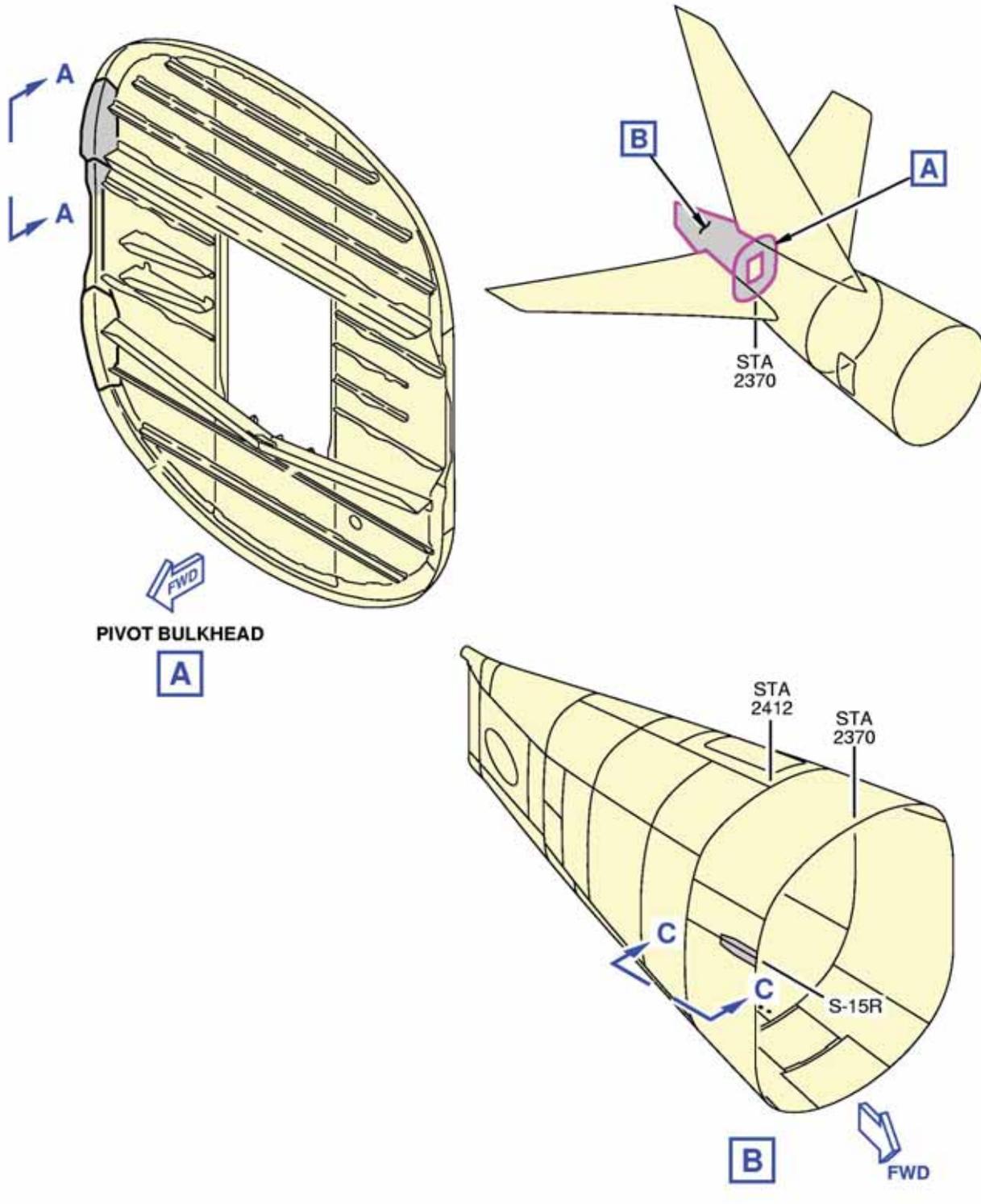
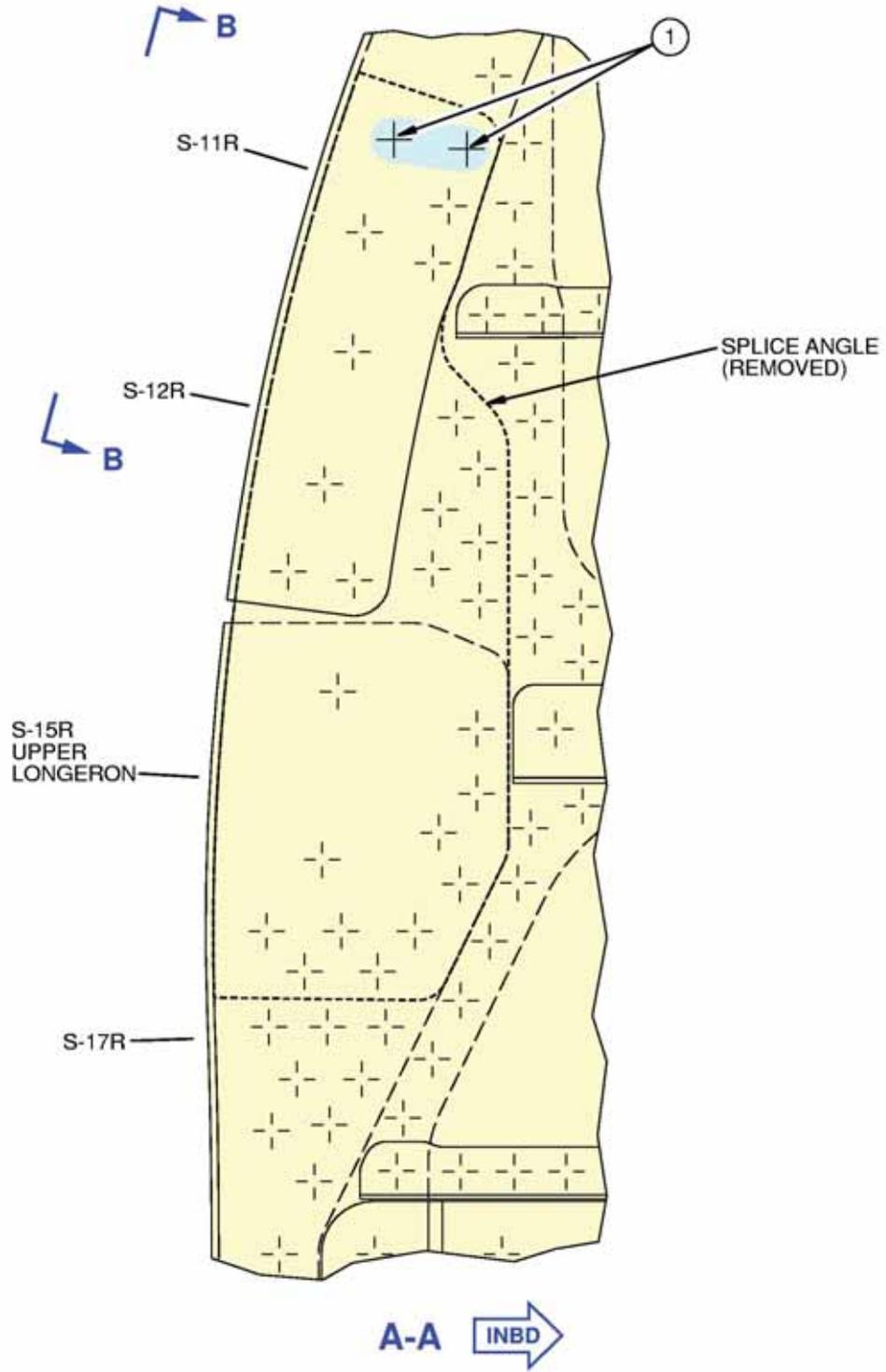


FIGURE 12: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION (SHEET 1 OF 5)



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FIGURE 12: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION (SHEET 2 OF 5)

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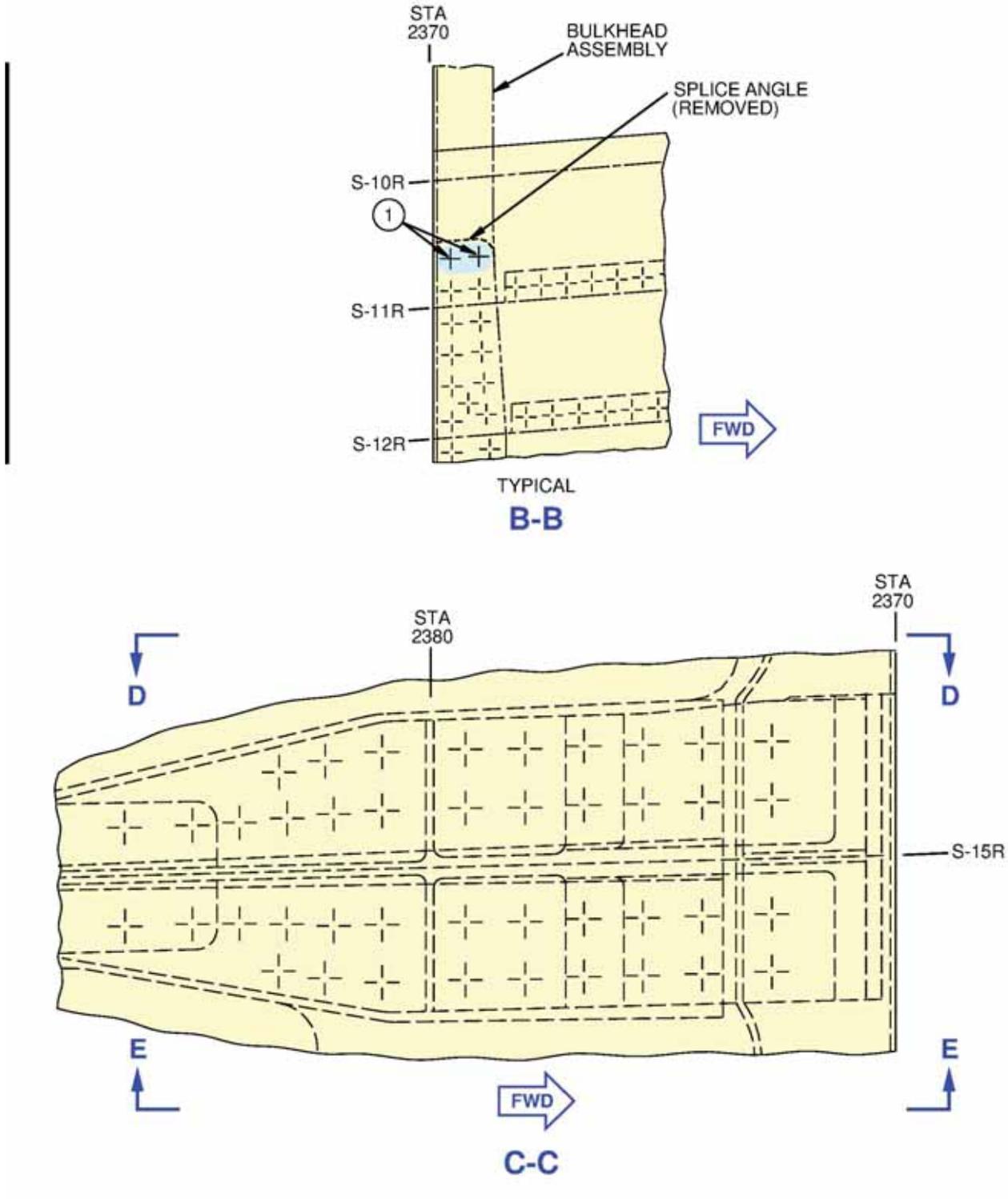


FIGURE 12: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION (SHEET 3 OF 5)

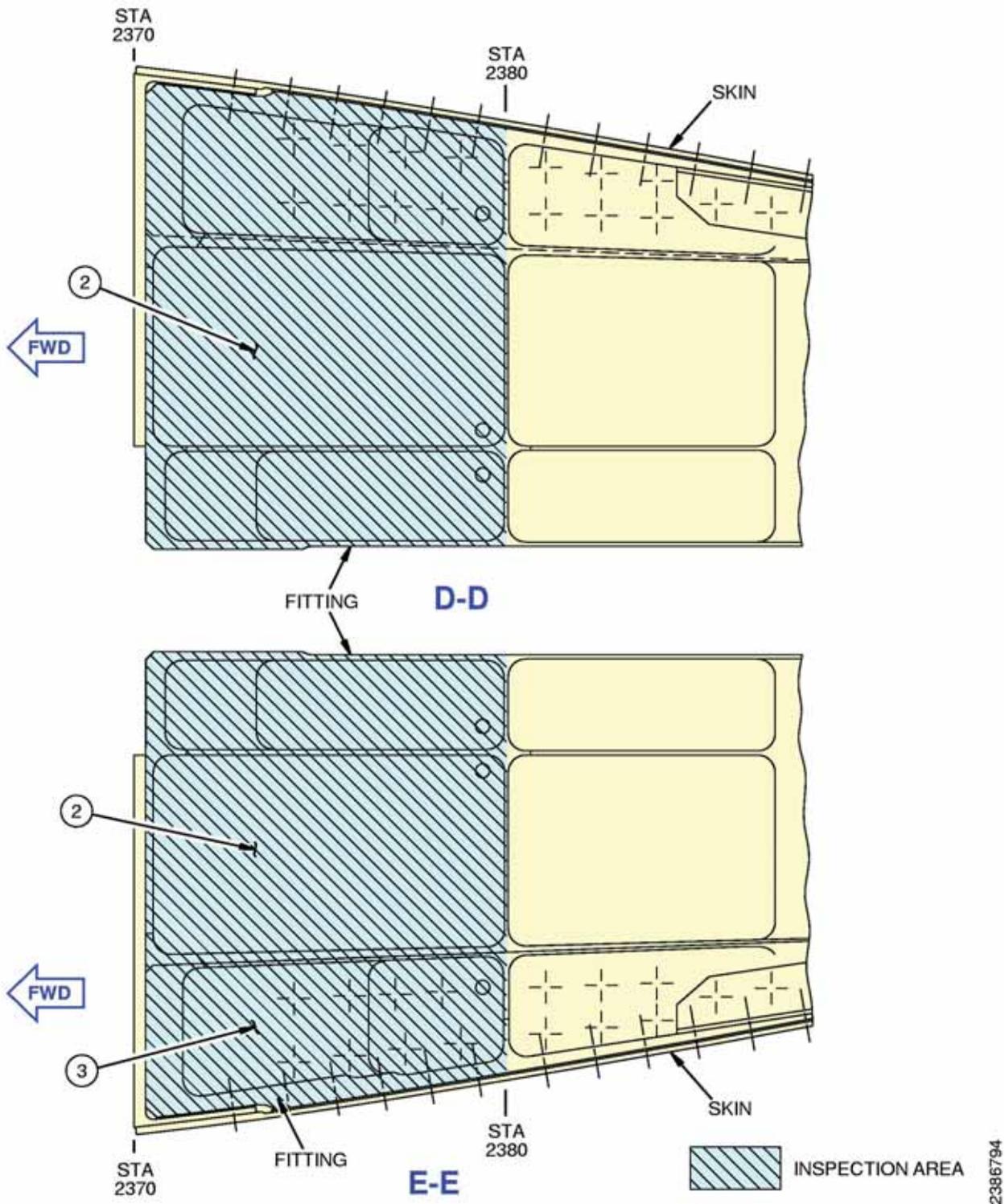


FIGURE 12: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION (SHEET 4 OF 5)

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

Step	Task	Name	Identification	Qty	More Data
1	Inspect	HOLE	-	4	Do an open hole High Frequency Eddy Current (HFEC) inspection for any crack, of the holes common to the pivot bulkhead web, the upper forward chord and the aft chord, and of the holes common to the skin and the bulkhead assembly, in accordance with 777 NDT Manual Part 6, 51-00-02.
2	Inspect	FITTING	148W5126-()	1	Do a Detailed Inspection (DET) of the upper aft longeron extension fittings between STA 2370 and STA 2380, for any crack.
3	Inspect	FITTING	148W5127-()	1	Do a Detailed Inspection (DET) of the upper aft longeron extension fittings between STA 2370 and STA 2380, for any crack.

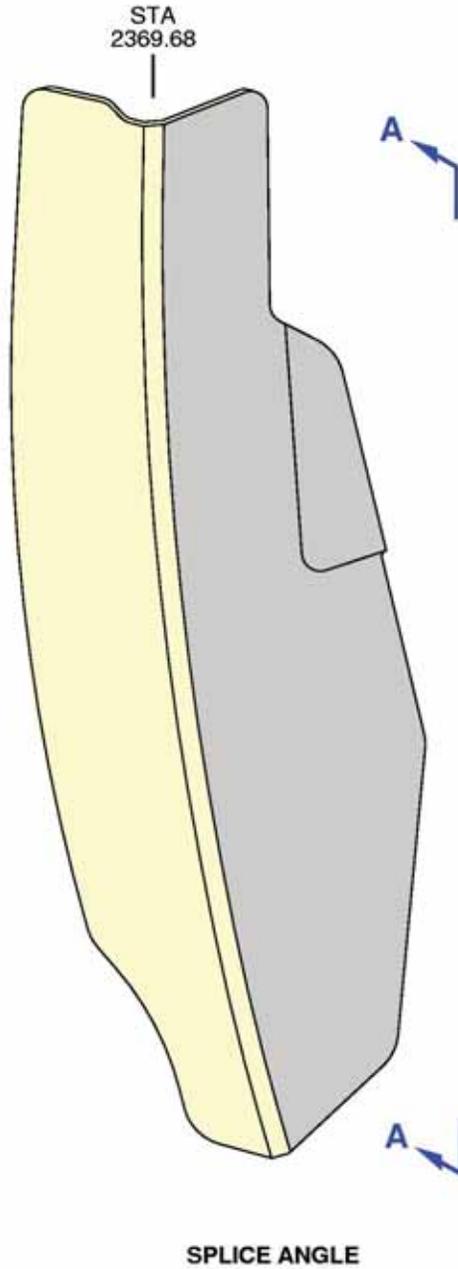
**FIGURE 12: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD OUTER CHORD AND ADJACENT STRUCTURE - HFEC AND DET INSPECTION
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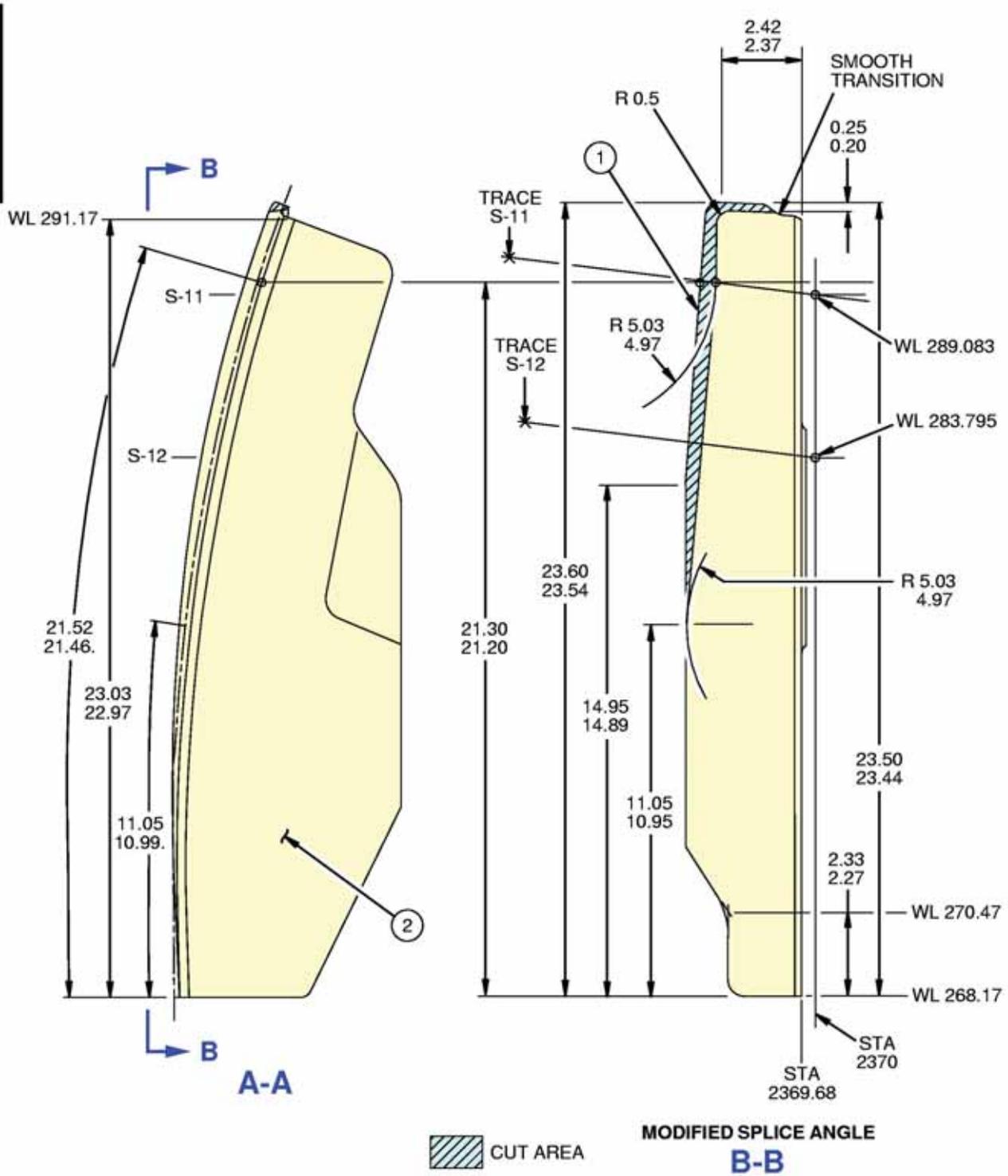
**FIGURE 13: LEFT SIDE - STA 2370 - SPLICE ANGLE - MODIFICATION
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FIGURE 13: LEFT SIDE - STA 2370 - SPLICE ANGLE - MODIFICATION (SHEET 2 OF 3)

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

Step	Task	Name	Identification	Qty	More Data	
1	Cut	SPLICE ANGLE	148W2204-5	1	Cut to the dimensions shown. Maximum surface roughness 125RA.	
	Deburr	SPLICE ANGLE	148W2204-5	1	Break all sharp edges.	
	Shot Peen	SPLICE ANGLE	148W2204-5	1	Roto peen cut edges. Refer to SOPM 20-10-03 as an accepted procedure.	
	Apply	CHEMICAL CONVERSION COATING	-	-	-	Apply to the cut surfaces. Refer to SOPM 20-43-03 as an accepted procedure.
		PRIMER	BMS 10-11, TYPE I	-	-	Apply two coats to the cut surfaces. Refer to SOPM 20-41-02 as an accepted procedure.
2	Identify	SPLICE ANGLE	148W2204-5	1	Identify on the part that this service bulletin change has been made. Refer to SOPM 20-50-10 rubber stamp method as an accepted procedure.	

**FIGURE 13: LEFT SIDE - STA 2370 - SPLICE ANGLE - MODIFICATION
(SHEET 3 OF 3)**

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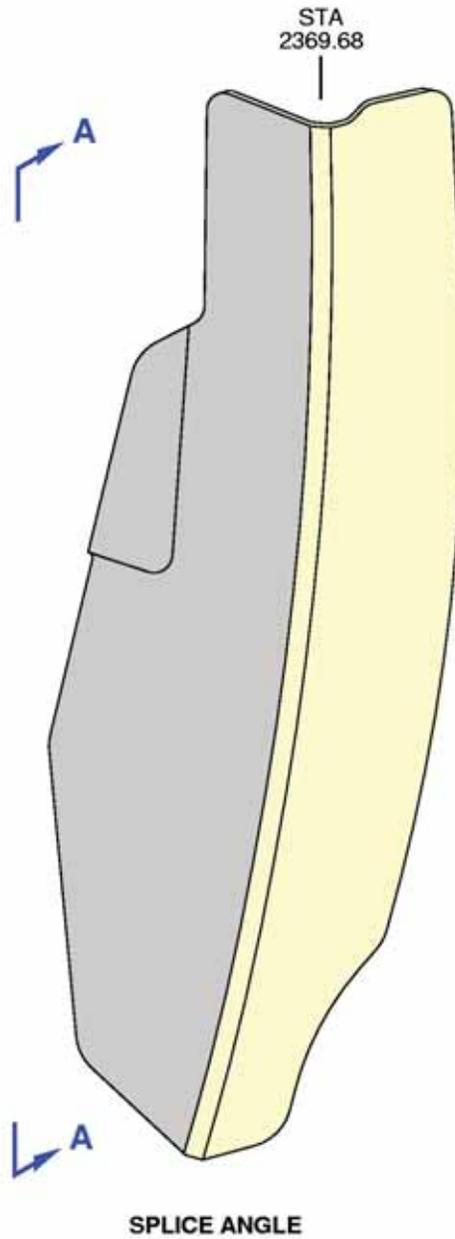
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FIGURE 14: RIGHT SIDE - STA 2370 - SPLICE ANGLE - MODIFICATION
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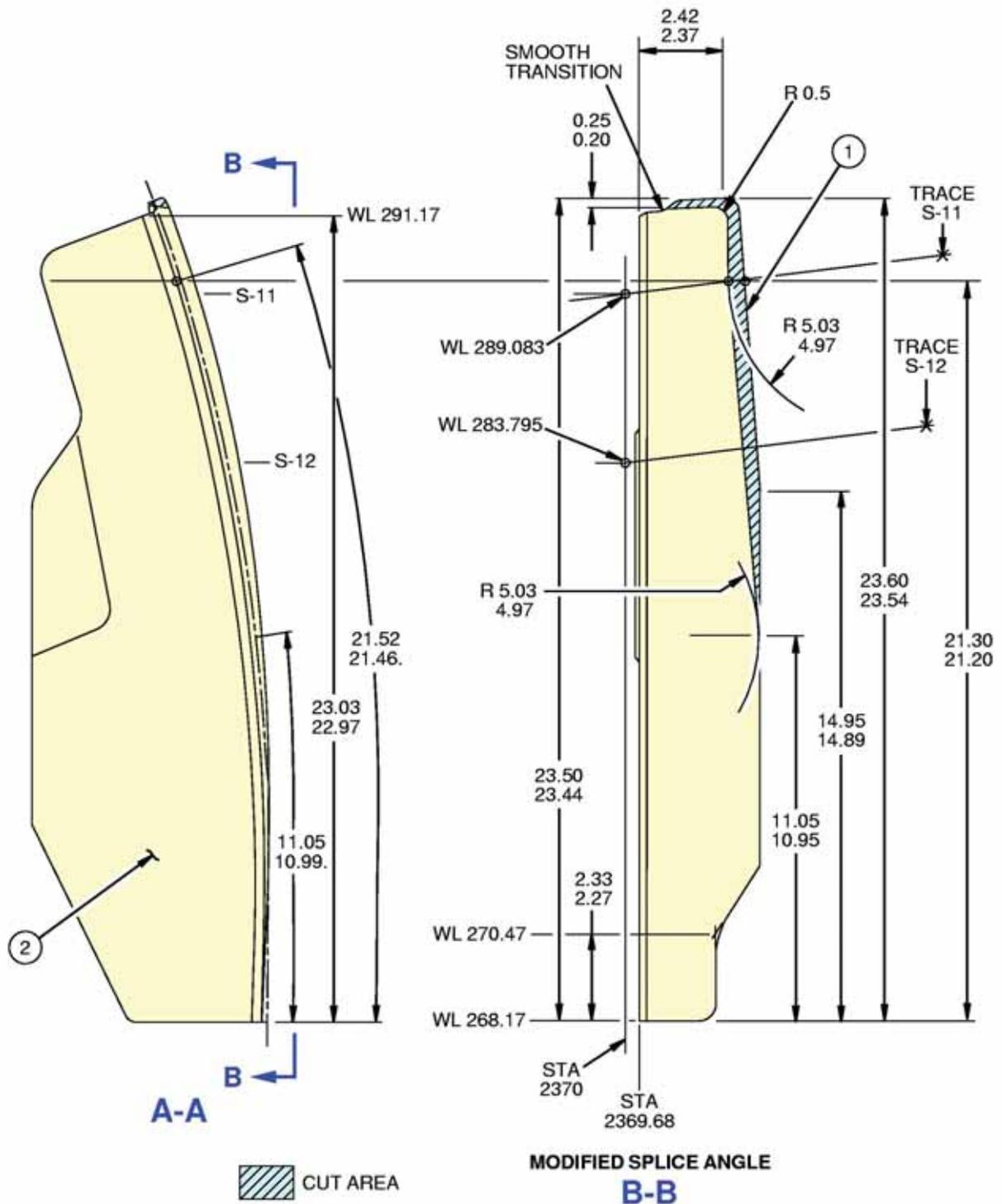


FIGURE 14: RIGHT SIDE - STA 2370 - SPlice ANGLE - MODIFICATION (SHEET 2 OF 3)

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

Step	Task	Name	Identification	Qty	More Data
1	Cut	SPLICE ANGLE	148W2204-6	1	Cut to the dimensions shown. Maximum surface roughness 125RA.
	Deburr	SPLICE ANGLE	148W2204-6	1	Break all sharp edges.
	Shot Peen	SPLICE ANGLE	148W2204-6	1	Roto peen cut edges. Refer to SOPM 20-10-03 as an accepted procedure.
	Apply	CHEMICAL CONVERSION COATING		-	Apply to the cut surfaces. Refer to SOPM 20-43-03 as an accepted procedure.
		PRIMER	BMS 10-11, TYPE I	-	Apply two coats to the cut surfaces. Refer to SOPM 20-41-02 as an accepted procedure.
2	Identify	SPLICE ANGLE	148W2204-6	1	Identify on the part that this service bulletin change has been made. Refer to SOPM 20-50-10 rubber stamp method as an accepted procedure.

**FIGURE 14: RIGHT SIDE - STA 2370 - SPLICE ANGLE - MODIFICATION
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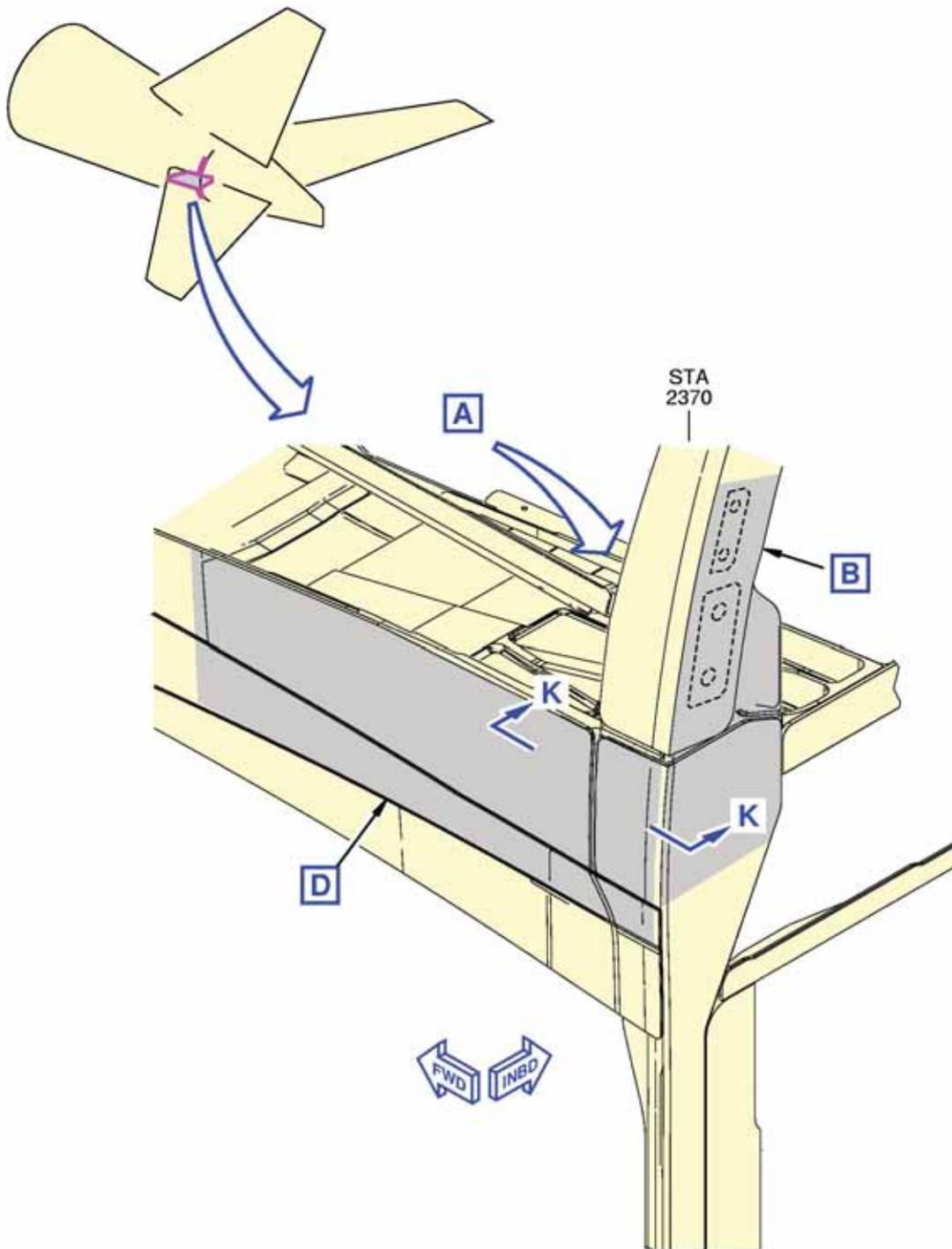


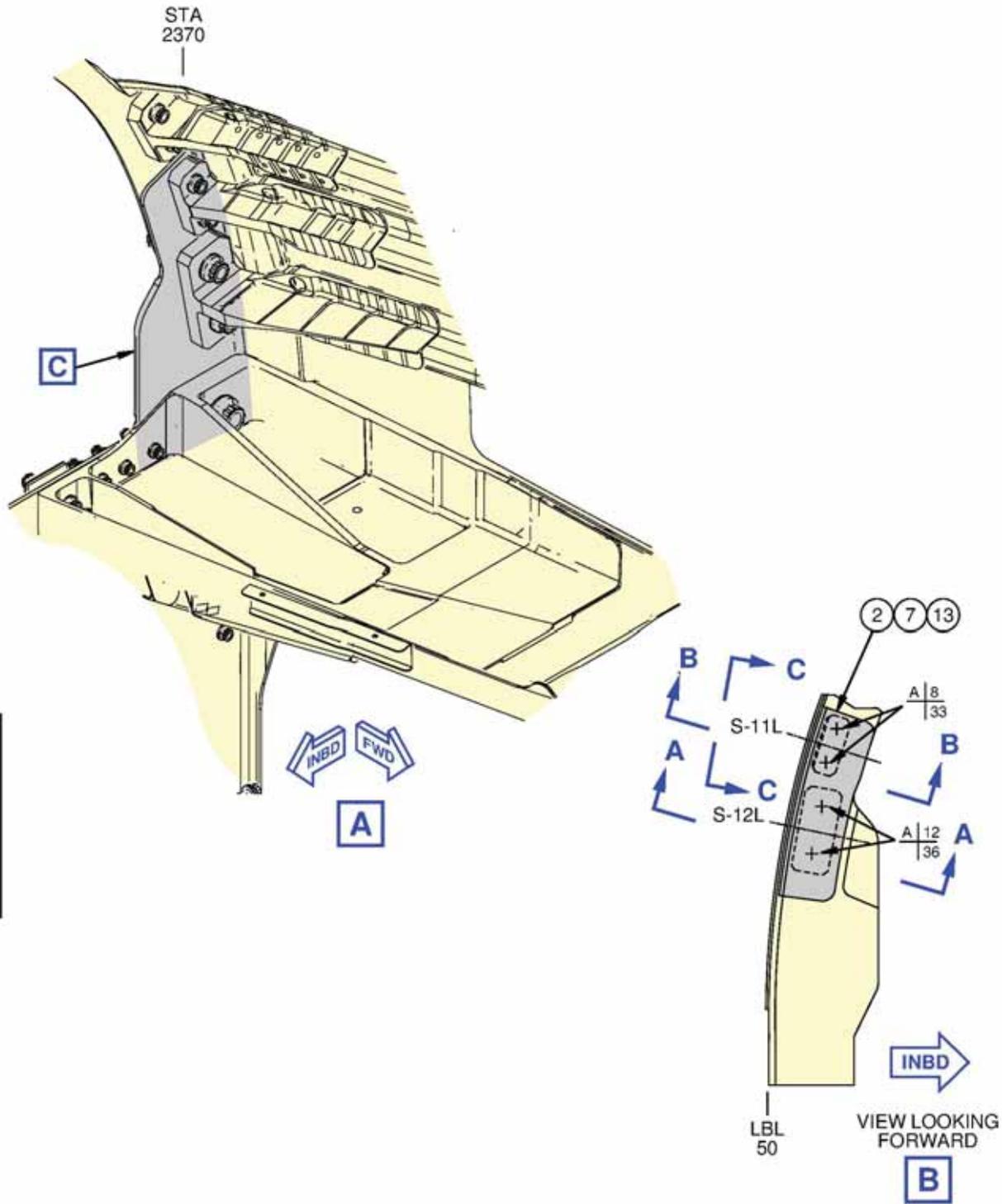
FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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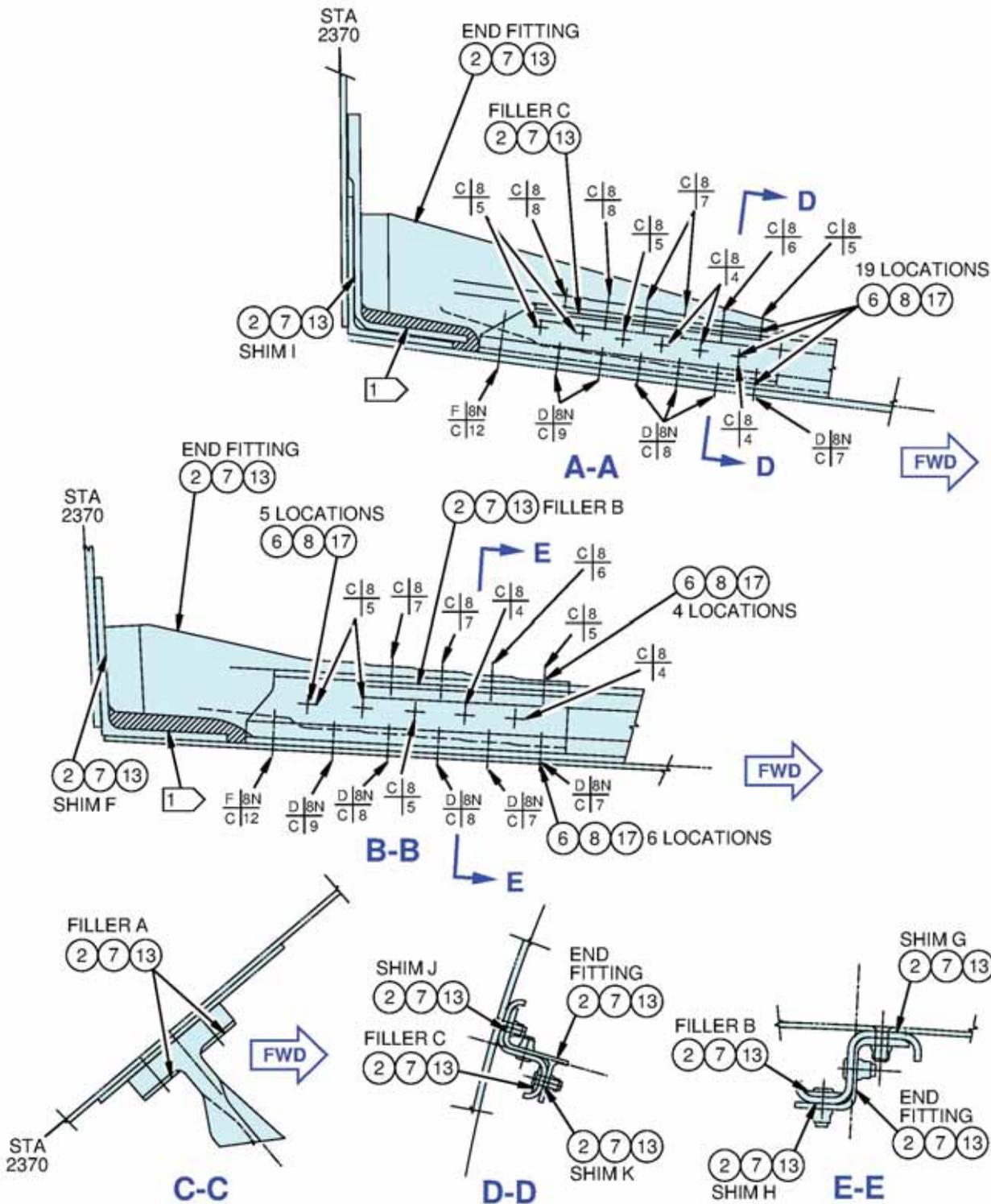


FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 3 OF 22)

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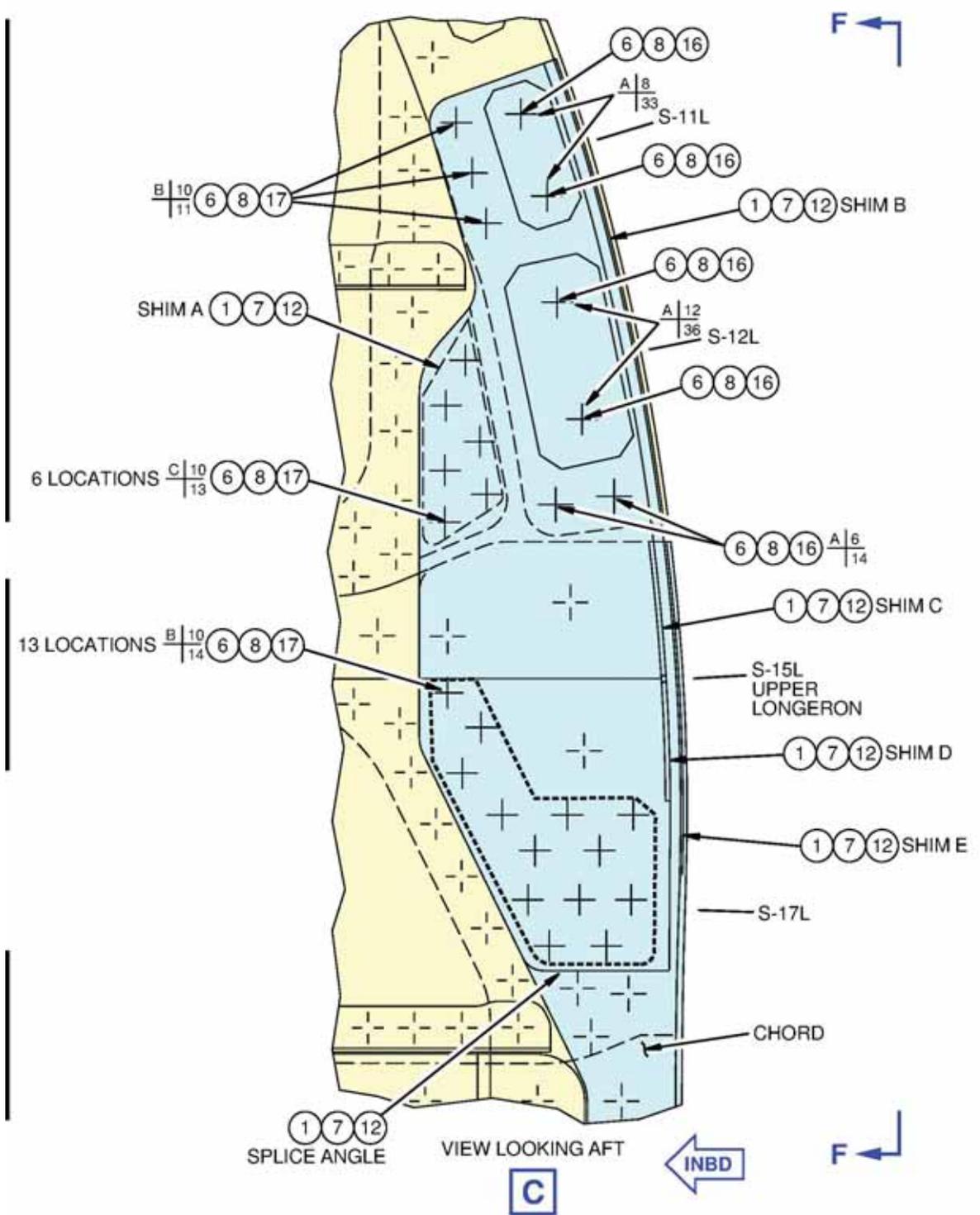
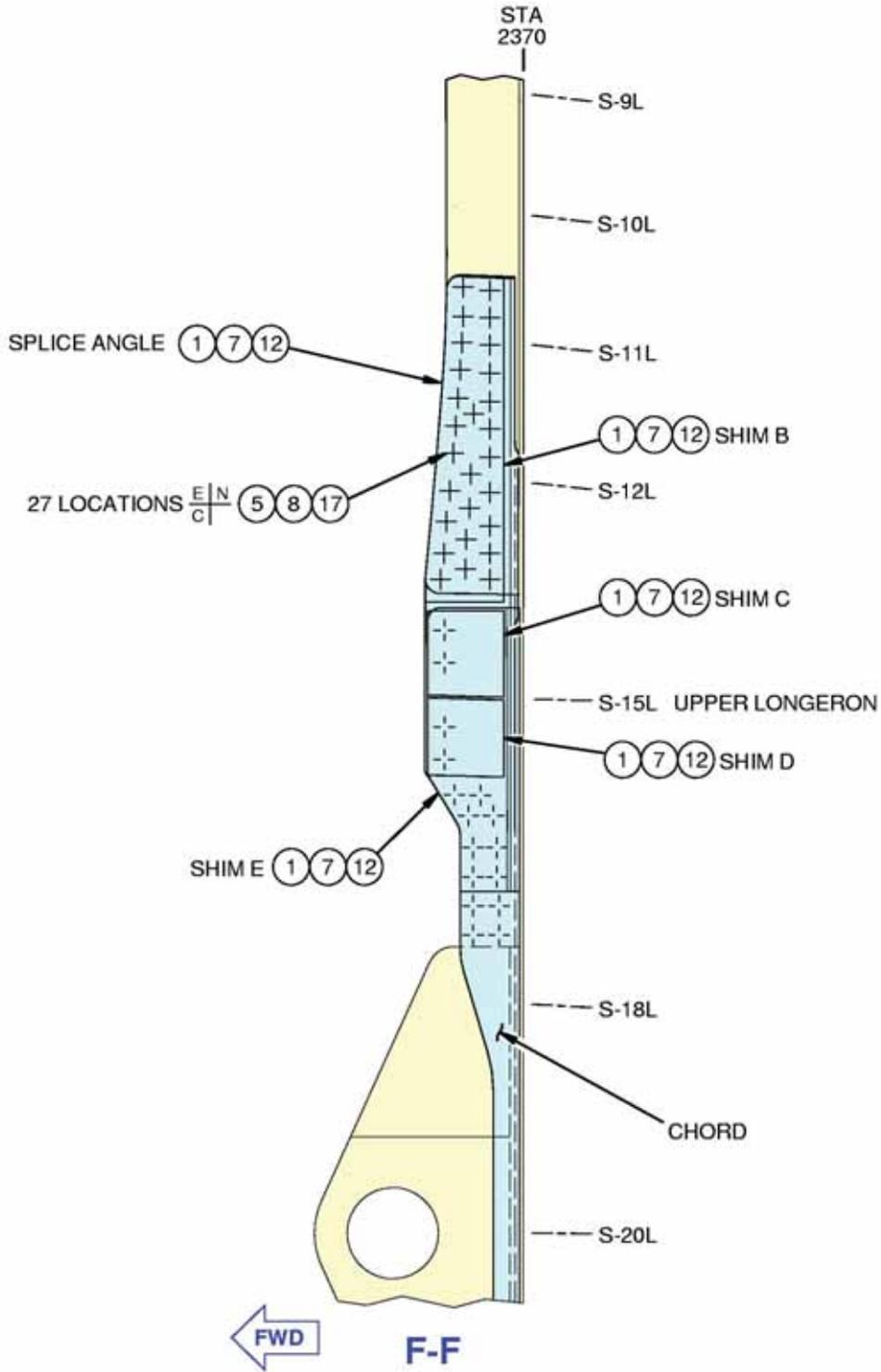


FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 4 OF 22)

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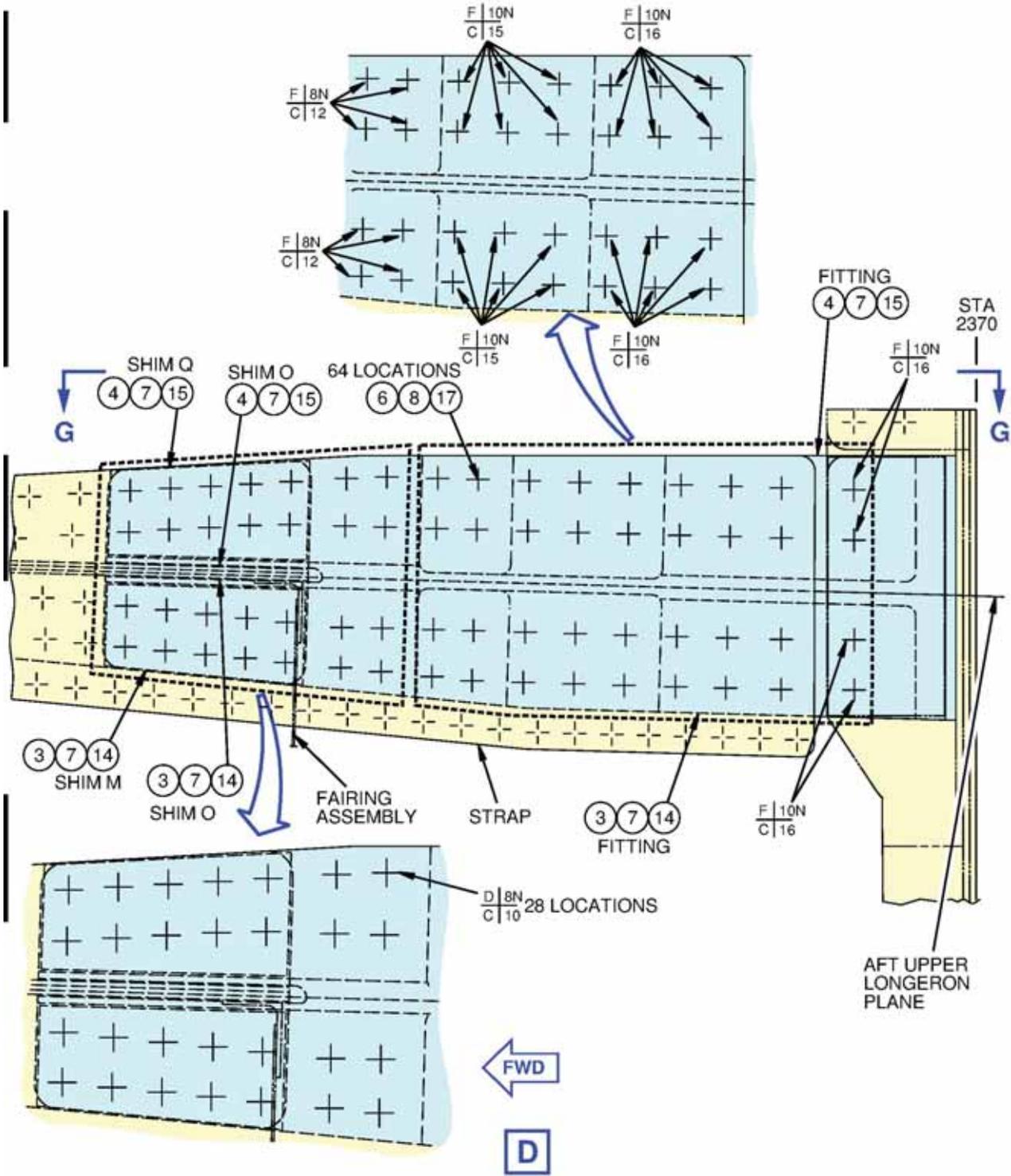
2386496

FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 5 OF 22)

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FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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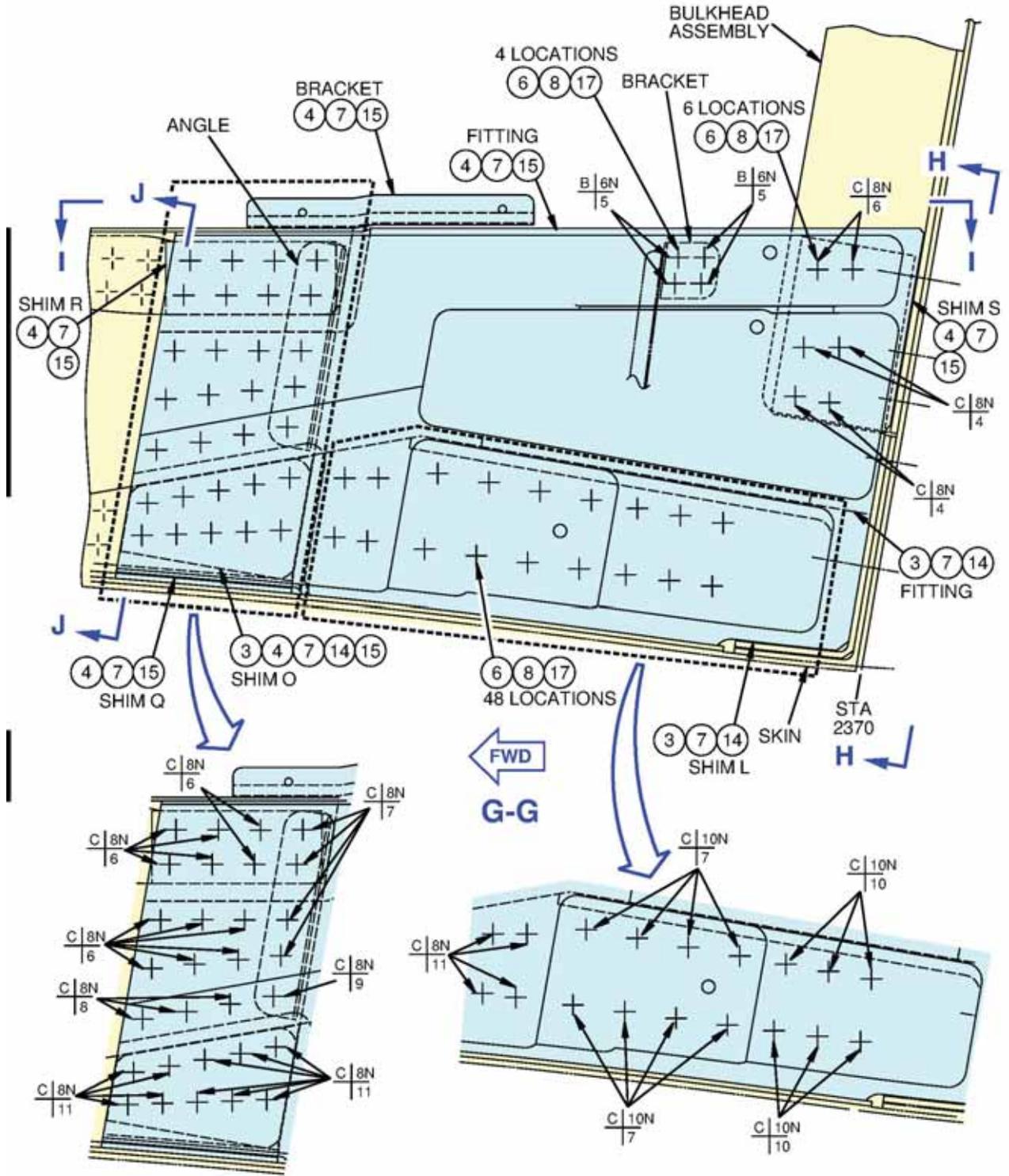


FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 7 OF 22)

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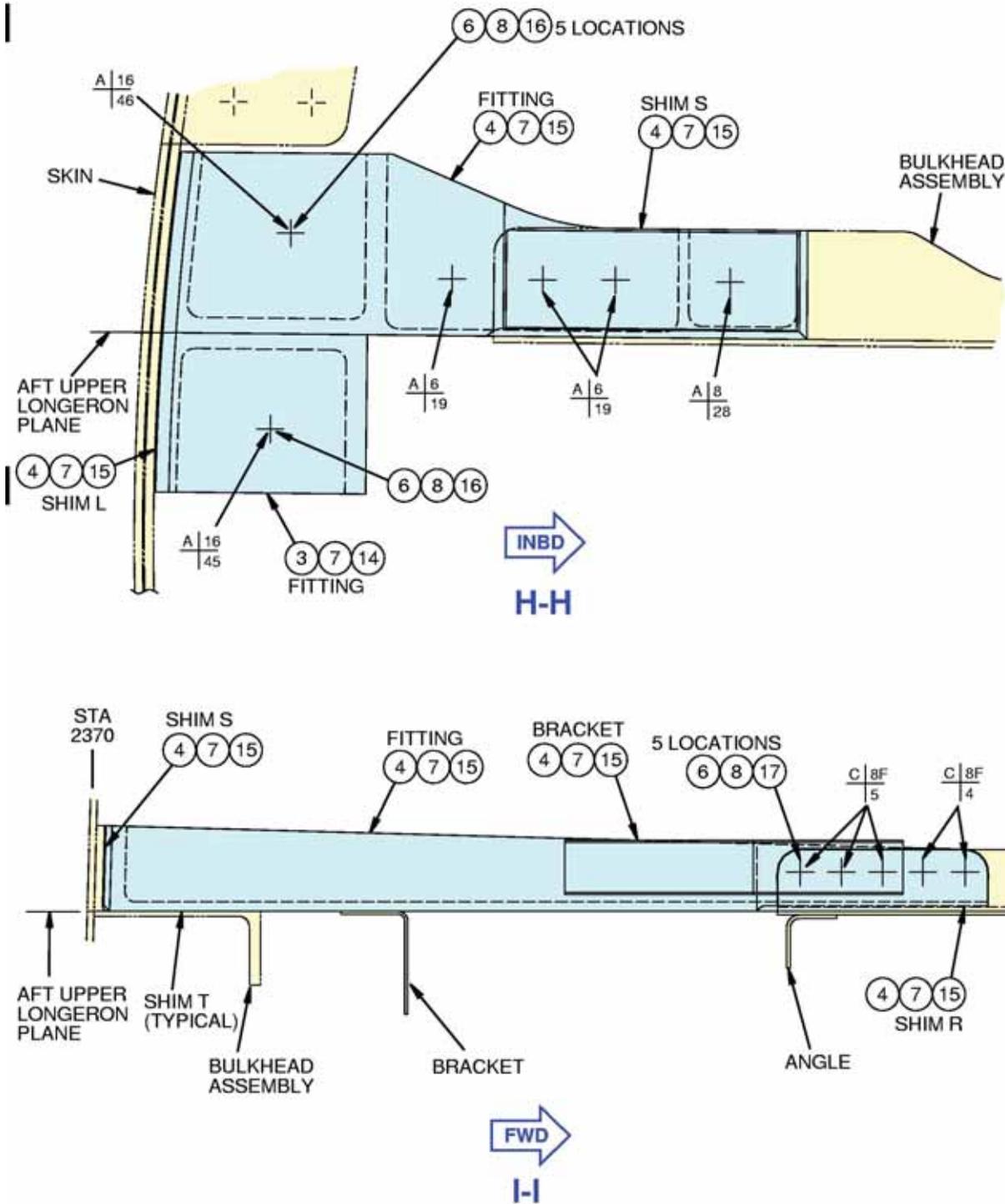


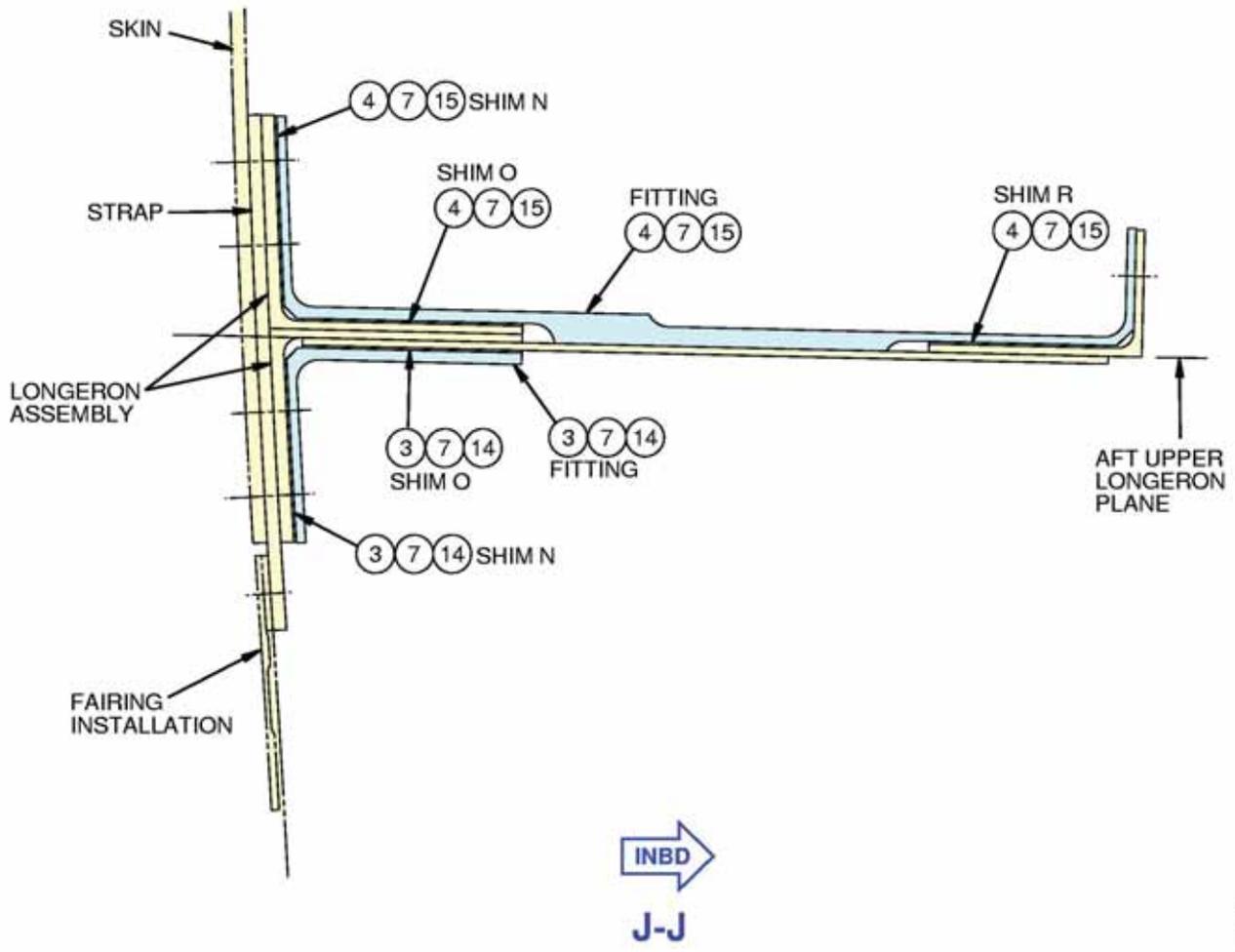
FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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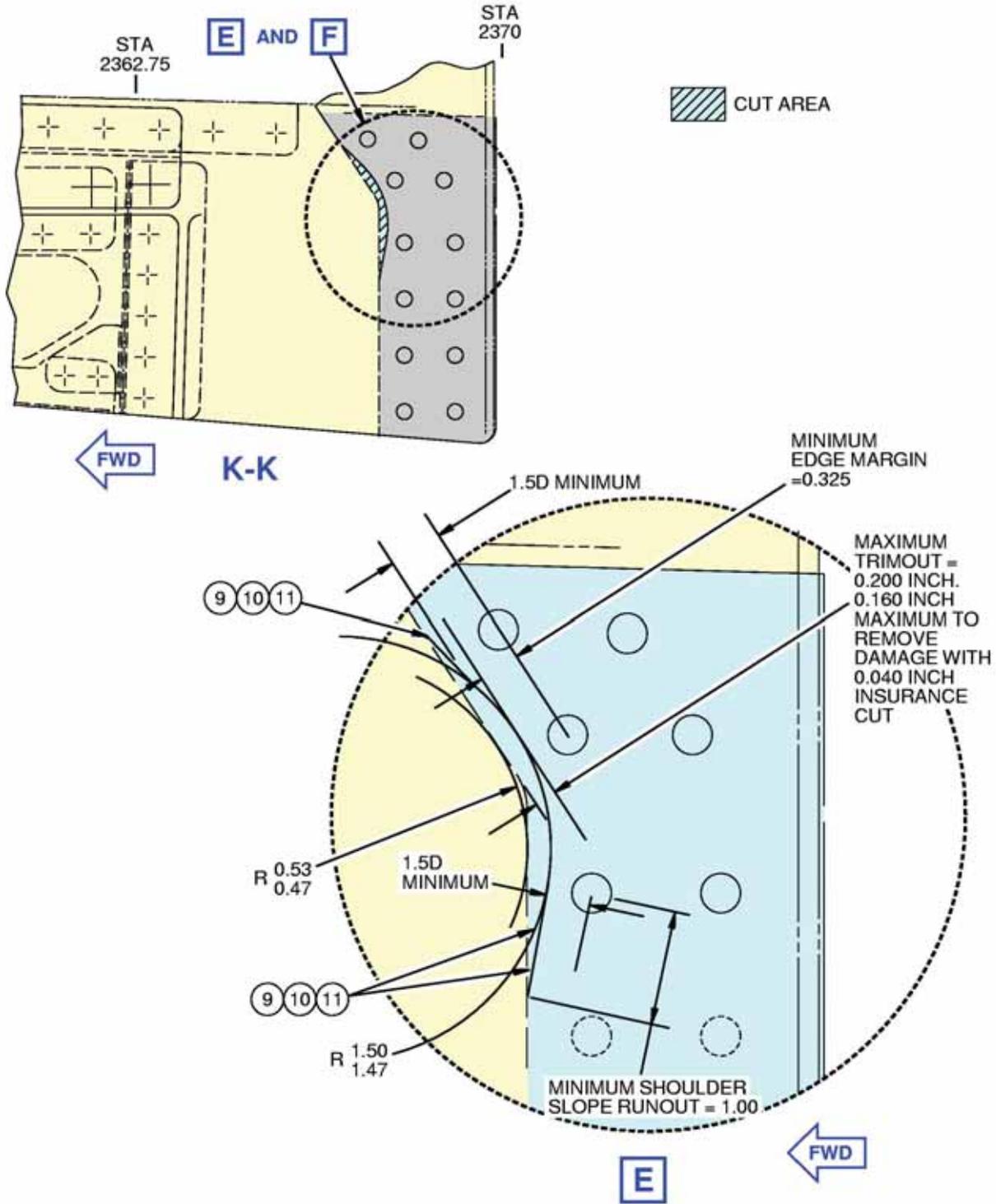
2386502

FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 9 OF 22)

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FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 10 OF 22)

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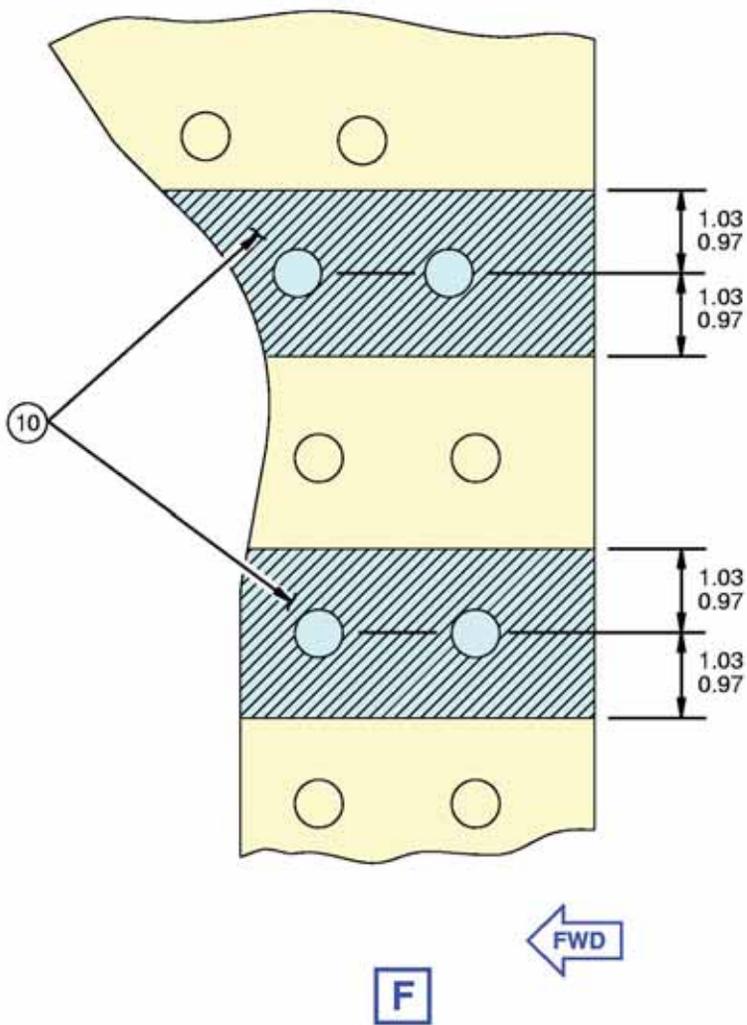


FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 11 OF 22)

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

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	SPLICE ANGLE	148W2204-5	1	modified in accordance with FIGURE 13.
	Put / Hold	SHIM LAMINATED	148W7143-11	1	SHIM A
	Put / Hold	SHIM LAMINATED	148W7143-13	1	SHIM B
	Put / Hold	SHIM LAMINATED	148W7143-7	1	SHIM C
	Put / Hold	SHIM LAMINATED	148W7143-6	1	SHIM D
	Put / Hold	SHIM LAMINATED	148W7143-5	1	SHIM E
2	Put / Hold	SHIM, LAMINATED	BACS40R017B037F	1	SHIM F
	Put / Hold	FILLER	BACF3H14NP017HN	2	FILLER A This is a kept part.
	Put / Hold	SHIM, LAMINATED	BACS40R007B064F	1	SHIM G
	Put / Hold	SHIM, LAMINATED	BACS40R008B041F	1	SHIM H
	Put / Hold	FILLER	BACF33C105-410F	1	FILLER B This is a kept part.
	Put / Hold	END FITTING	148W2379-()	1	
	Put / Hold	SHIM, LAMINATED	BACS40R023B053F	1	SHIM I
	Put / Hold	SHIM, LAMINATED	BACS40R007B077F	1	SHIM J
	Put / Hold	SHIM, LAMINATED	BACS40R008B062F	1	SHIM K
	Put / Hold	FILLER	BACF33C105-620F	1	FILLER C This is a kept part.
	Put / Hold	END FITTING	148W2369-()	1	
3	Put / Hold	FITTING	148W2515-()	1	
	Put / Hold	SHIM,LAMINATED	BACS40R029B065F	1	SHIM L
	Put / Hold	SHIM	148W0015-13	1	SHIM M
	Put / Hold	SHIM	148W0015-14	1	SHIM O

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
4	Put / Hold	FITTING	148W2514-()	1	
	Put / Hold	SHIM	148W0015-12	1	SHIM Q
	Put / Hold	SHIM	148W0015-14	1	SHIM O
	Put / Hold	SHIM, LAMINATED	BACS40R021B049F	1	SHIM R
	Put / Hold	SHIM, LAMINATED	BACS40R019B056F	1	SHIM S
	Put / Hold	BRACKET	287W4809-291	1	This is a kept part.
5	Drill	HOLE	-	27	Match drill the holes common to the skin, splice angle and forward outer chord.
6	Drill / Ream	HOLE	-	195	
7	Remove / Keep	PART	-	-	
8	Deburr	HOLE	-	-	

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
9	Cut	CHORD	148W7102-()	1	the damaged edge in accordance with 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02, as applicable. Minimum material removed equals the length of the longest detected crack, and not to exceed 0.160 inch.
	Deburr	CHORD	148W7102-()	1	
	Inspect	CHORD	148W7102-()	1	Do a surface High Frequency Eddy Current (HFEC) inspection of the cut edge, to make sure any crack was removed, in accordance with 777 NDT Manual Part 6, 51-00-01. (a)
	Cut	CHORD	148W7102-()	1	0.04 inch insurance cut. Maximum edge trim out is 0.200 inch. Blend the edge to a minimum radius of 1.50 inch. Maintain a shoulder slope of runout of minimum 1.0 inch.
	Deburr	CHORD	148W7102-()	1	Deburr the cut edge. The surface roughness of the cut edge is 63 Ra or better.

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
10	Shot Peen	CHORD	148W7102-()	1	The indicated in-board and outboard surface of the chord. Shot intensity is 0.010A, shot size is 330, and coverage is 100%. Refer to SOPM 20-10-03, Self-Contained Shot Peening, as an accepted procedure.
11	Apply	CHEMICAL CONVERSION COATING	-	-	to the cut surface, in accordance with 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01, as applicable.
	Apply	PRIMER	BMS 10-11, TYPE I	-	two coats, on the cut surface. Refer to SOPM 20-41-02 as an accepted procedure.
12	Install (New)	SPLICE ANGLE	148W2204-5	1	modified in accordance with FIGURE 13. (f)
	Install (New)	SHIM LAMINATED	148W7143-11	1	SHIM A (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-13	1	SHIM B (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-7	1	SHIM C (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-6	1	SHIM D (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-5	1	SHIM E (e) (f)

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
13	Install (New)	SHIM, LAMINATED	BACS40R017B037F	1	SHIM F (d) (f)
	Install (Kept)	FILLER	BACF3H14NP017HN	2	FILLER A (f)
	Install (New)	SHIM, LAMINATED	BACS40R007B064F	1	SHIM G (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R008B041F	1	SHIM H (b) (f)
	Install (Kept)	FILLER	BACF33C105-410F	1	FILLER B (f)
	Install (Kept)	END FITTING	148W2379-()	1	(f) End fitting pad must remain clamped to chord until the sealant is cured.
	Install (New)	SHIM, LAMINATED	BACS40R023B053F	1	SHIM I (d) (f)
	Install (New)	SHIM, LAMINATED	BACS40R007B077F	1	SHIM J (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R008B062F	1	SHIM K (b) (f)
	Install (Kept)	FILLER	BACF33C105-620F	1	FILLER C (f)
	Install (Kept)	END FITTING	148W2369-()	1	(f) End fitting pad must remain clamped to chord until the sealant is cured.
14	Install (Kept)	FITTING	148W2515-()	1	(f)
	Install (New)	SHIM,LAMINATED	BACS40R029B065F	1	SHIM L (b) (f)
	Install (New)	SHIM	148W0015-13	1	SHIM M (b) (f)
	Install (New)	SHIM	148W0015-14	1	SHIM O (b) (f)

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
15	Install (Kept)	FITTING	148W2514-()	1	(f)
	Install (New)	SHIM	148W0015-12	1	SHIM Q (b) (f)
	Install (New)	SHIM	148W0015-14	1	SHIM O (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R021B049F	1	SHIM R (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R019B056F	1	SHIM S (b) (f)
	Install (Kept)	BRACKET	287W4809-291	1	(f)
16	Install (Kept)	FASTENER	-	12	(g)
17	Install (New)	FASTENER	-	210	(g)
<p>(a) If crack indications exist after this surface HFEC inspection, remove additional material, a maximum of 0.160 inch total, to remove the crack indication. If crack indications still exist after a total of 0.160 inch of material has been removed, this repair cannot be done. Do the modification in Boeing Service Bulletin 777-53-0076.</p>					
<p>(b) Fit shim by removing 0.003 inch laminations as required. Maximum shim thickness is 0.04 inch. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.</p>					
<p>(c) Fit shim by removing 0.003 inch laminations as required. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.</p>					
<p>(d) Fit shim by removing 0.003 inch laminations as required. Maximum gap after shimming is 0.003 inch. Step tapering may be necessary. Shim must pick up minimum of one bolt. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.</p>					
<p>(e) Fit shim by removing 0.003 inch laminations as required. Maximum shim thickness is 0.033 inch. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.</p>					
<p>(f) Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.</p>					
<p>(g) Install fasteners with BMS 5-95. Refer to SOPM 20-50-19, Method 2, as an accepted procedure.</p>					

The parts shown in the table below are provided as extra parts for this figure.

Name	Identification	Qty	More Data
SHIM-LAMINATED	BACS40R033B052F	1	SHIM T

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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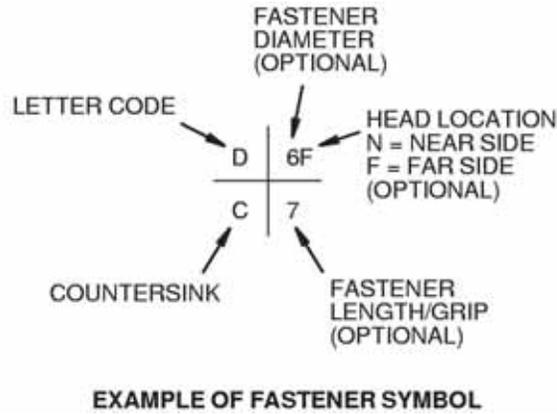
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The flag note numbers shown below agree with the numbers shown in the flag symbols in the figure.

Flagnote	Description
1	Make sure the space between the stringer end fitting and the adjacent structure is free of sealant for sufficient drainage.



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FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 18 OF 22)

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

Code	Name	Identification	Qty	Hole Dia	More Data
A	BOLT, 12 PT HEAD	BACB30US6K14	2	0.376 - 0.379	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US6K19	3	0.376 - 0.379	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP6CD	5	-	Under bolt head
	WASHER	BACW10BP6DP	5	-	Under the nut
	SELF-LOCKING NUT	BACN10HR6CD	5	-	Tighten to 300 to 500 in-lb.
	BOLT, 12 PT HEAD	BACB30US8K28	1	0.501 - 0.505	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US8K33	2	0.501 - 0.505	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER	BACW10BP8CD	3	-	Under bolt head
	WASHER	BACW10BP8DP	3	-	Under the nut
	NUT	BACN10HR8CD	3	-	Tighten to 870 to 1300 in-lb.
	BOLT, 12 PT HEAD	BACB30US12K36	2	0.751 - 0.757	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP12CD	2	-	Under bolt head
	WASHER, PLAIN	BACW10BP12DP	2	-	Under the nut
	SELF-LOCKING NUT	BACN10HR12CD	2	-	Tighten to 3300 to 4300 in-lb.

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
	BOLT, 12 PT HEAD	BACB30US16K45	1	1.028 - 1.047	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US16K46	1	1.028 - 1.047	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP16CD	2	-	Under bolt head
	WASHER, PLAIN	BACW10BP16DP	2	-	Under the nut
	SELF-LOCKING NUT	BACN10HR162CD	2	-	Tighten to 7000 to 10900 in-lb.
B	BOLT, PROTRUDING HD	BACB30NX6K5X	4	0.200 - 0.203	
	COLLAR	BACC30M6	4	-	
	BOLT, PROTRUDING HD	BACB30NX10K11X	3	0.327 - 0.331	
	BOLT, PROTRUDING HD	BACB30NX10K14X	13	0.327 - 0.331	
	COLLAR	BACC30BH10	16	-	

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
C	BOLT, PROTRUDING HD	BACB30MY8K4X	11	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K5X	11	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K6X	16	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K7X	8	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K8X	5	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K9X	1	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K11X	14	0.263 - 0.266	
	COLLAR	BACC30M8	66	-	
	BOLT, PROTRUDING HD	BACB30MY10K7X	8	0.325 - 0.328	
	BOLT, PROTRUDING HD	BACB30MY10K10X	6	0.325 - 0.328	
	BOLT, PROTRUDING HD	BACB30MY10K13X	6	0.325 - 0.328	
D	COLLAR	BACC30M10	20	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K7X	3	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K8X	5	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	3	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K10X	28	0.263 - 0.266	
E	COLLAR	BACC30M8	39	-	
RIVET	BACR15FV81KE13	27	0.268 - 0.272		

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
F	BOLT, 100 DEG HEX DR	BACB30NZ8K12X	10	0.263 - 0.266	
	COLLAR	BACC30BH8	10	-	
	BOLT, 100 DEG HEX D	BACB30NZ10K15X	12	0.325 - 0.328	
	BOLT, 100 DEG HEX DR	BACB30NZ10K16X	16	0.325 - 0.328	
	COLLAR	BACC30BH10	28	-	

**FIGURE 15: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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This Figure applies only to: Group 1.

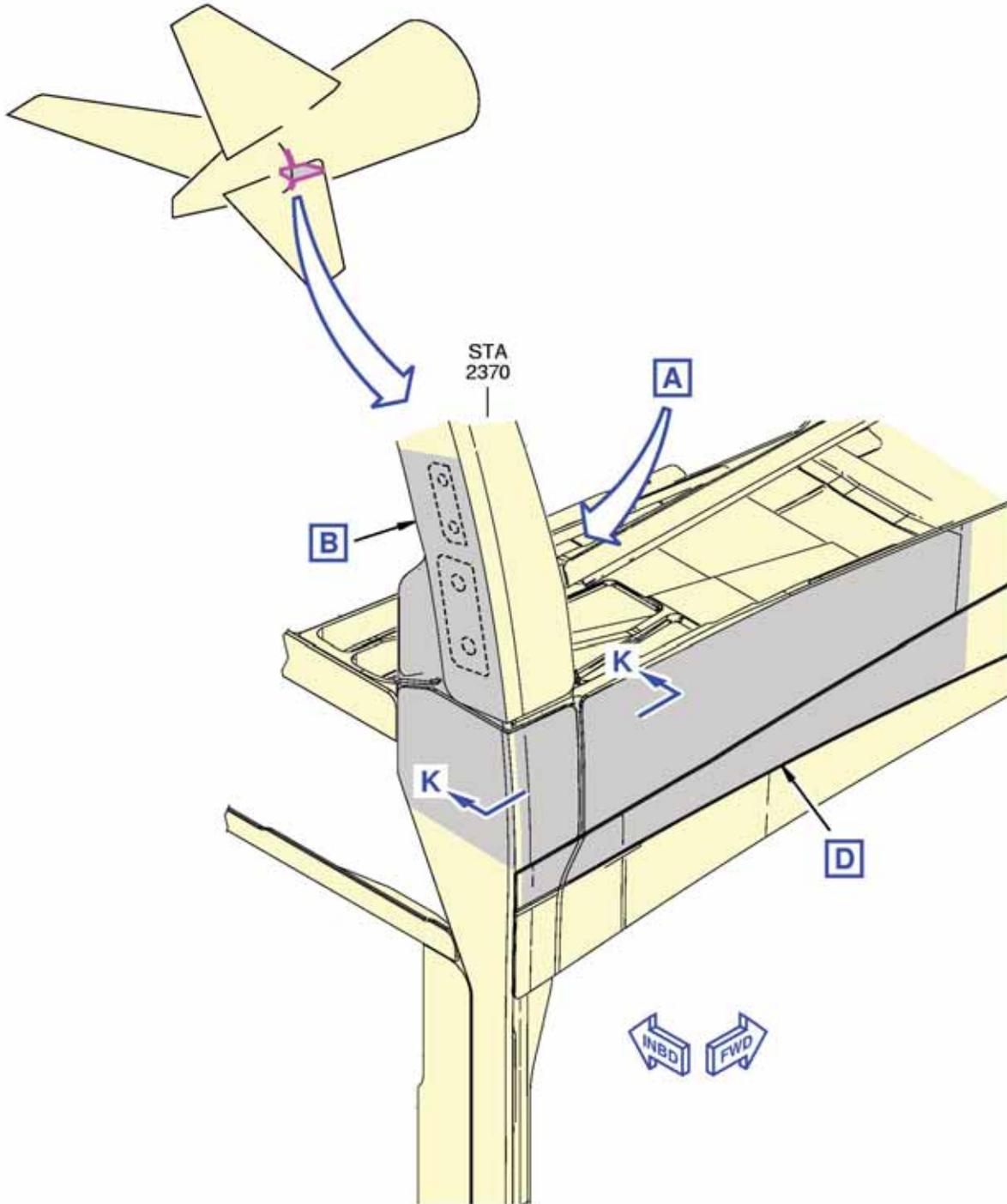


FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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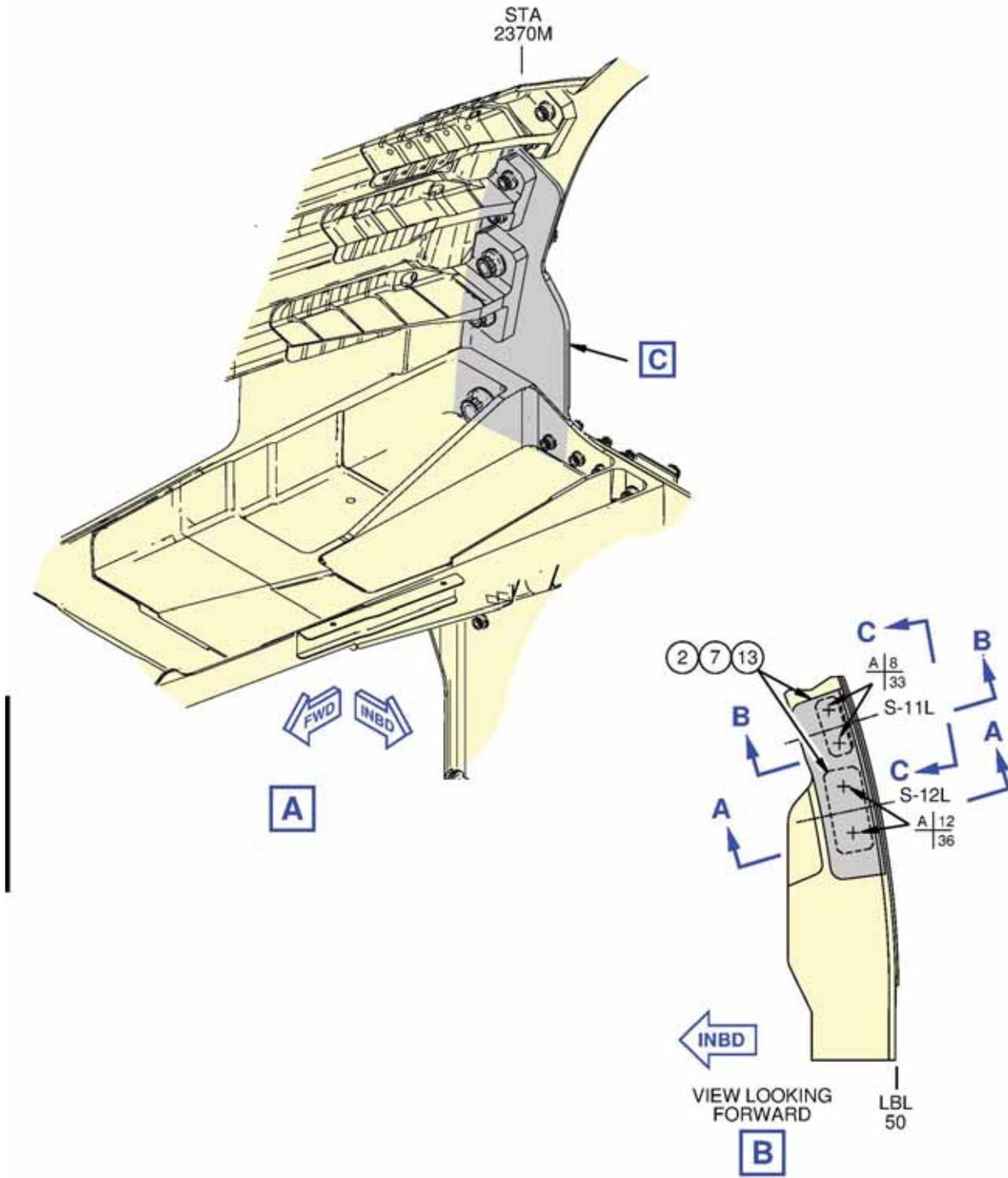


FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 2 OF 20)

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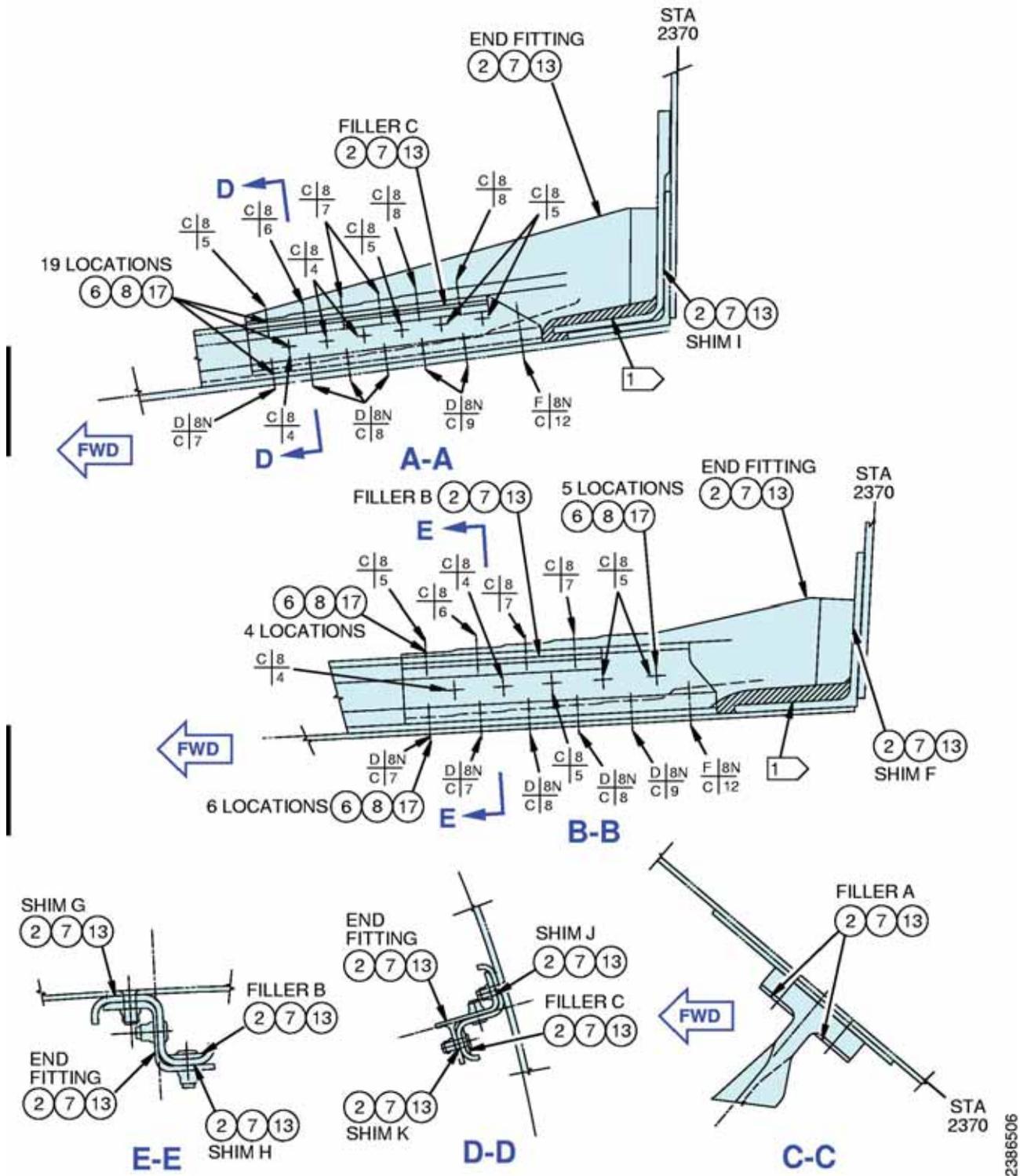
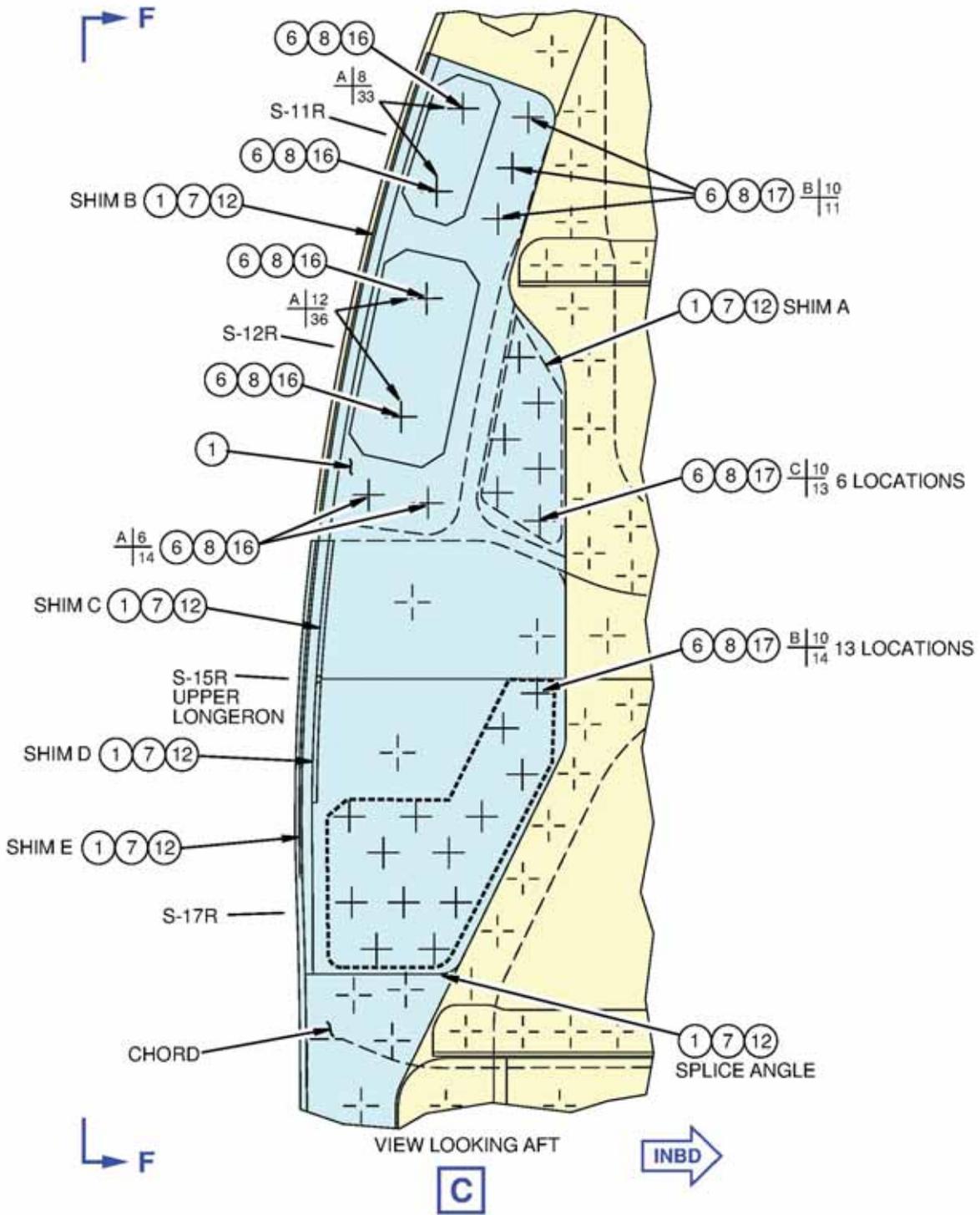


FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 3 OF 20)

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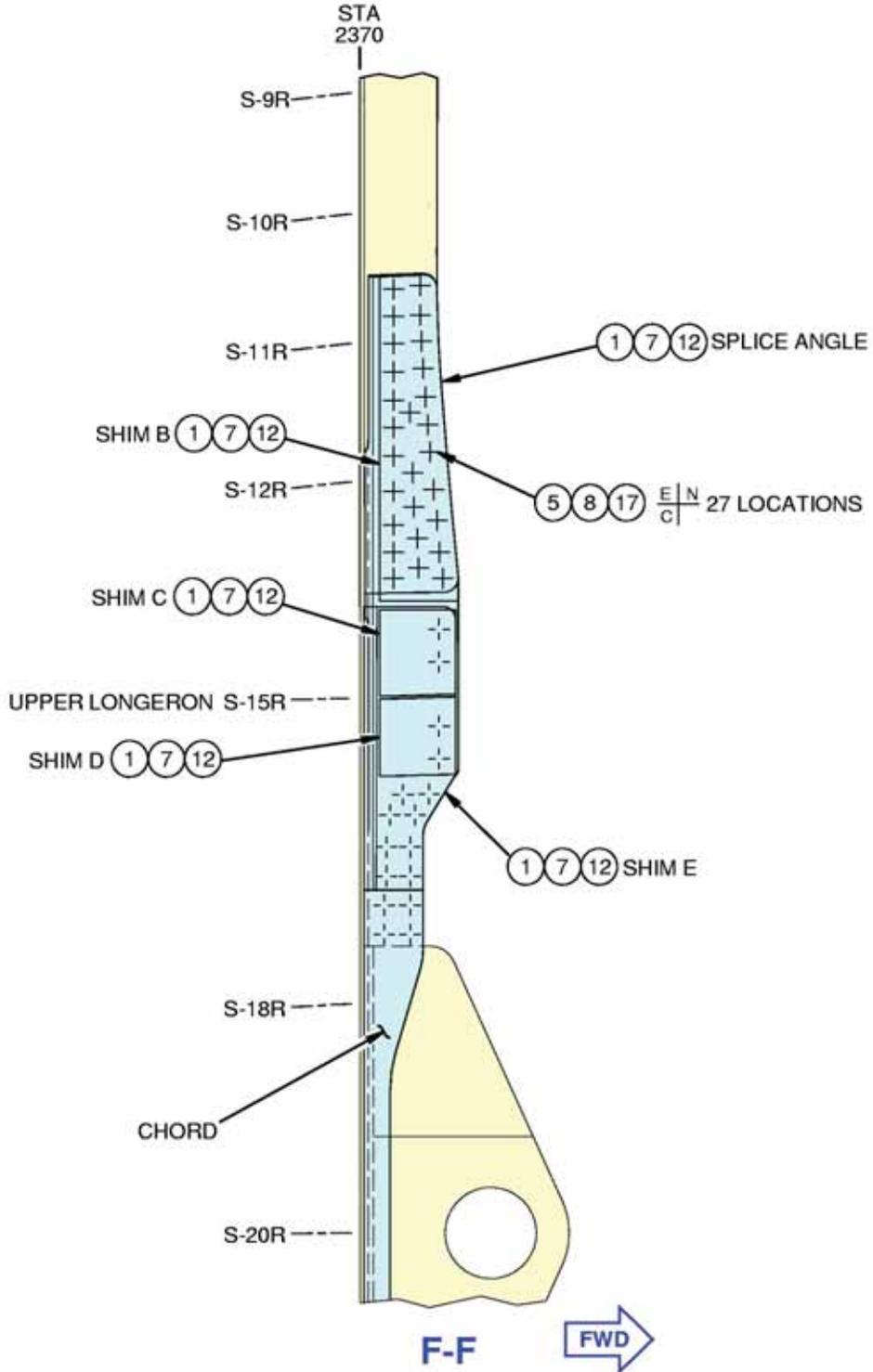
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FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 4 OF 20)

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FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 5 OF 20)

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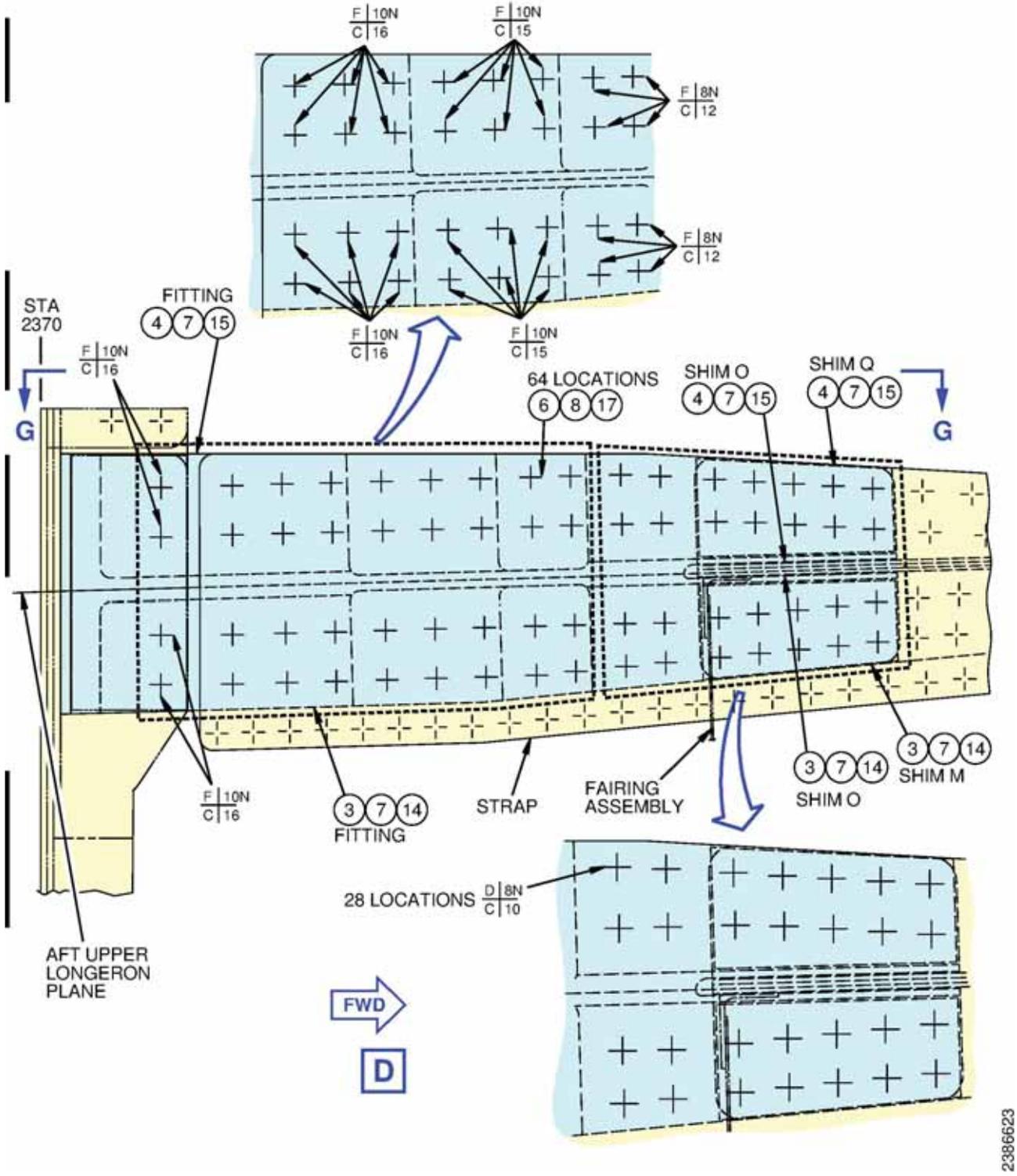


FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 6 OF 20)

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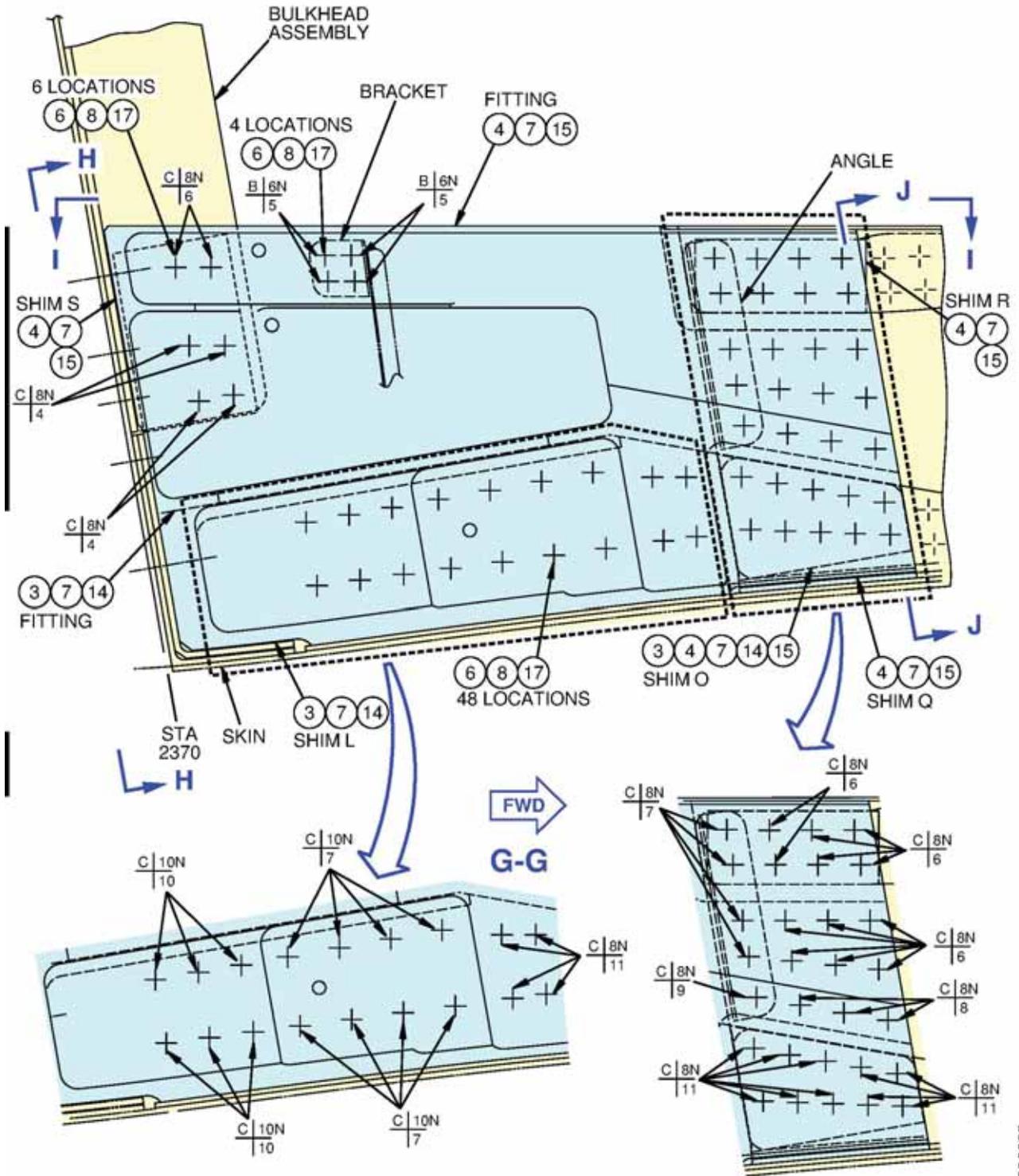


FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 7 OF 20)

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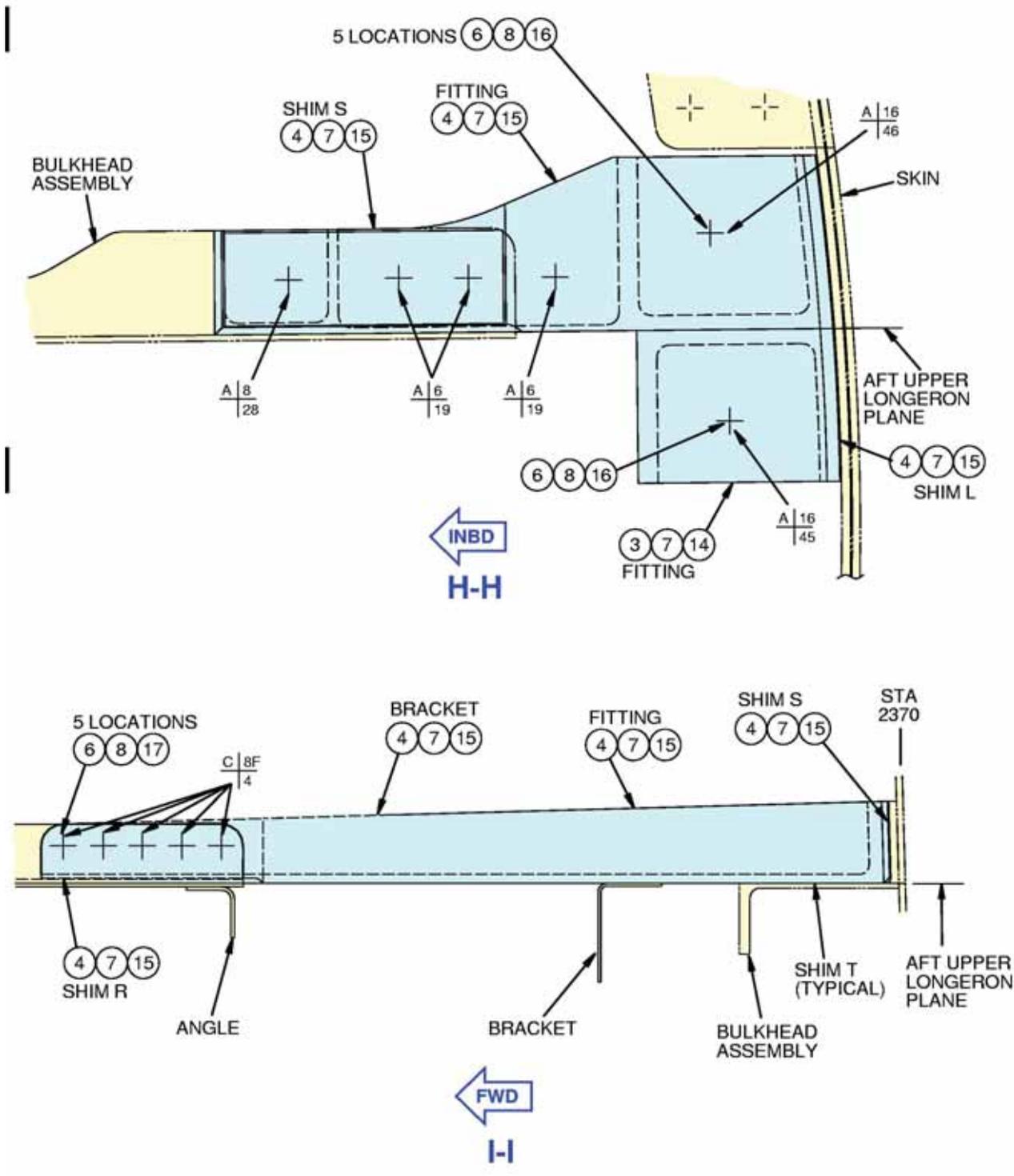


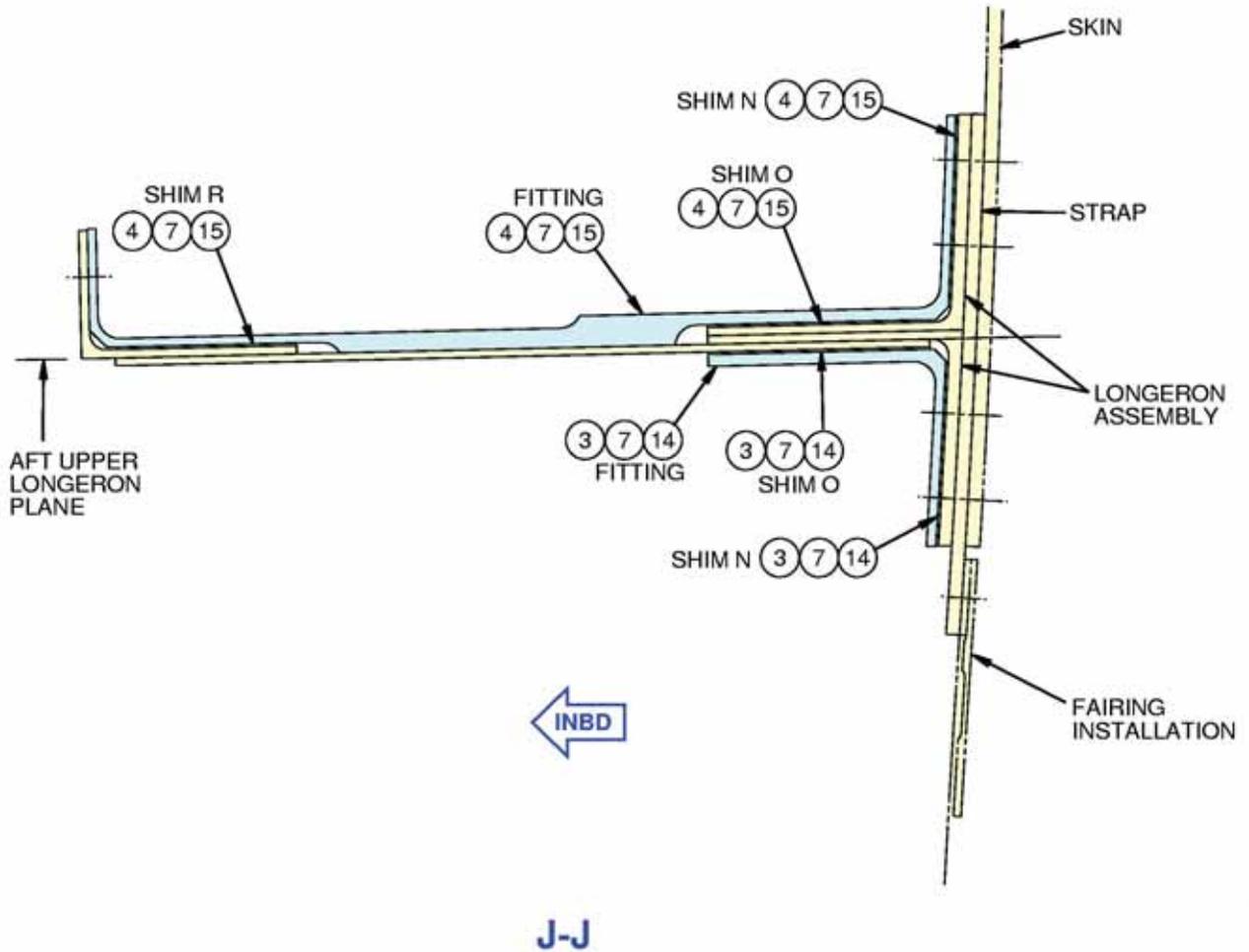
FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 9 OF 20)

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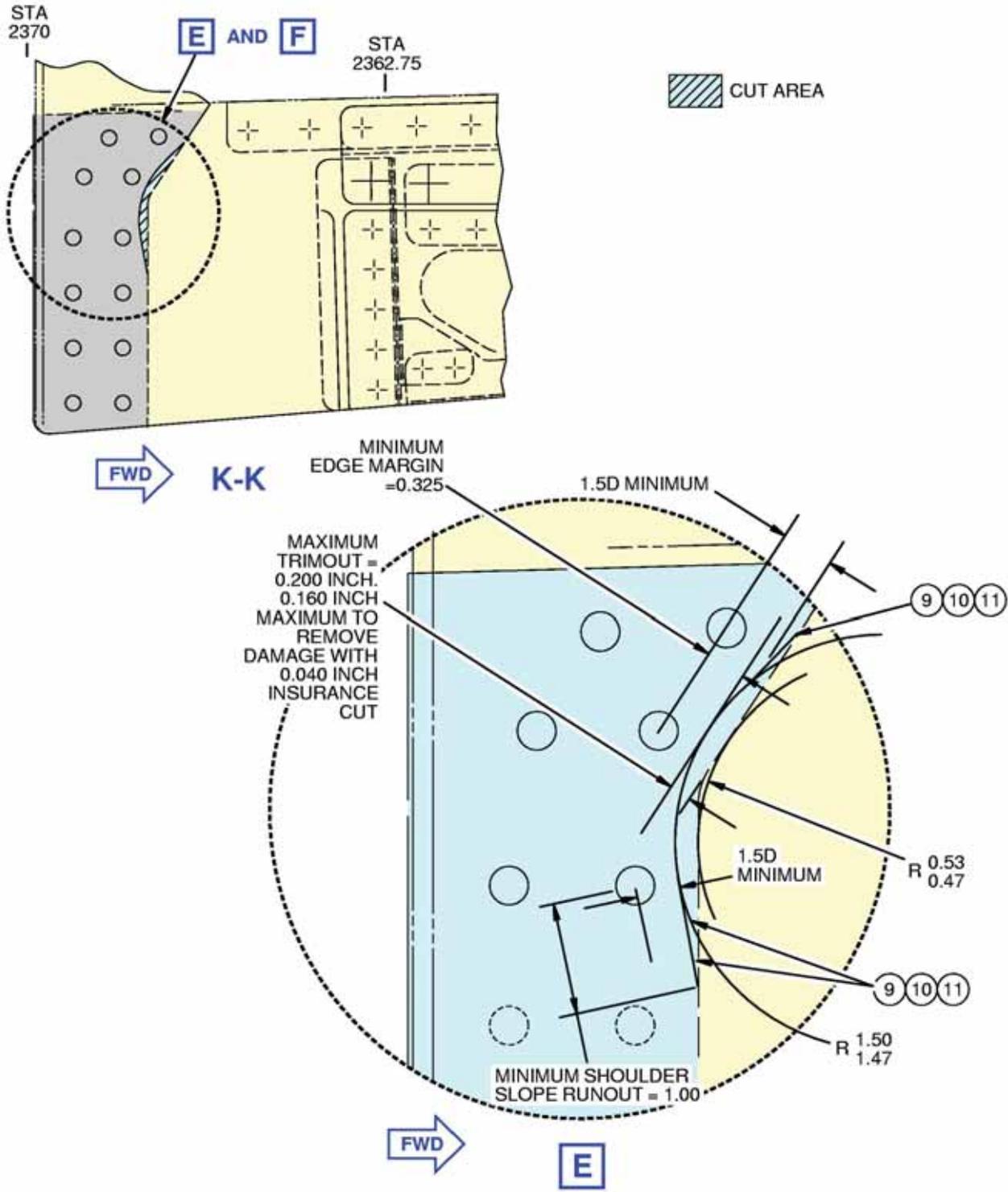


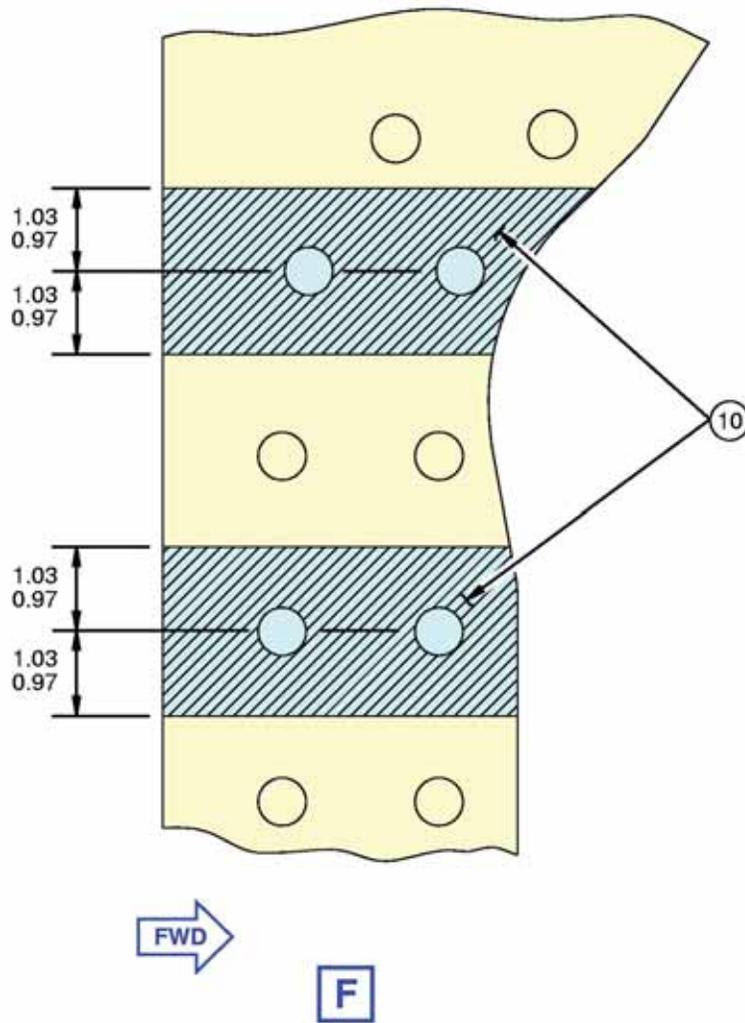
FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 10 OF 20)

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**FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	SPLICE ANGLE	148W2204-6	1	modified in accordance with FIGURE 14.
	Put / Hold	SHIM LAMINATED	148W7143-11	1	SHIM A
	Put / Hold	SHIM LAMINATED	148W7143-13	1	SHIM B
	Put / Hold	SHIM LAMINATED	148W7143-7	1	SHIM C
	Put / Hold	SHIM LAMINATED	148W7143-6	1	SHIM D
	Put / Hold	SHIM LAMINATED	148W7143-5	1	SHIM E
2	Put / Hold	SHIM, LAMINATED	BACS40R017B037F	1	SHIM F
	Put / Hold	FILLER	BACF3H14NP017HN	2	FILLER A This is a kept part.
	Put / Hold	SHIM, LAMINATED	BACS40R007B064F	1	SHIM G
	Put / Hold	SHIM, LAMINATED	BACS40R008B041F	1	SHIM H
	Put / Hold	FILLER	BACF33C105-410F	1	FILLER B This is a kept part.
	Put / Hold	END FITTING	148W2379-()	1	
	Put / Hold	SHIM, LAMINATED	BACS40R023B053F	1	SHIM I
	Put / Hold	SHIM, LAMINATED	BACS40R007B077F	1	SHIM J
	Put / Hold	SHIM, LAMINATED	BACS40R008B062F	1	SHIM K
	Put / Hold	FILLER	BACF33C105-620F	1	FILLER C This is a kept part.
	Put / Hold	END FITTING	148W2369-()	1	
3	Put / Hold	FITTING	148W2515-()	1	
	Put / Hold	SHIM,LAMINATED	BACS40R029B065F	1	SHIM L
	Put / Hold	SHIM	148W0015-13	1	SHIM M
	Put / Hold	SHIM	148W0015-14	1	SHIM O
4	Put / Hold	FITTING	148W2514-()	1	
	Put / Hold	SHIM	148W0015-12	1	SHIM Q
	Put / Hold	SHIM	148W0015-14	1	SHIM O
	Put / Hold	SHIM, LAMINATED	BACS40R021B049F	1	SHIM R
	Put / Hold	SHIM, LAMINATED	BACS40R019B056F	1	SHIM S

**FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
5	Drill	HOLE	-	27	Match drill the holes common to the skin, splice angle and forward outer chord.
6	Drill / Ream	HOLE	-	195	
7	Remove / Keep	PART	-	-	
8	Deburr	HOLE	-	-	
9	Cut	CHORD	148W7102-()	1	the damaged edge in accordance with 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02, as applicable. Minimum material removed equals the length of the longest detected crack, and not to exceed 0.160 inch.
	Deburr	CHORD	148W7102-()	1	
	Inspect	CHORD	148W7102-()	1	Do a surface High Frequency Eddy Current (HFEC) inspection of the cut edge, to make sure any crack was removed, in accordance with 777 NDT Manual Part 6, 51-00-01. (a)
	Cut	CHORD	148W7102-()	1	0.04 inch insurance cut. Maximum edge trim out is 0.200 inch. Blend the edge to a minimum radius of 1.50 inch. Maintain a shoulder slope of runout of minimum 1.0 inch.
	Deburr	CHORD	148W7102-()	1	Deburr the cut edge. The surface roughness of the cut edge is 63 Ra or better.

**FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
10	Shot Peen	CHORD	148W7102-()	1	The indicated in-board and outboard surface of the chord. Shot intensity is 0.010A, shot size is 330, and coverage is 100%. Refer to SOPM 20-10-03, Self-Contained Shot Peening, as an accepted procedure.
11	Apply	CHEMICAL CONVERSION COATING	-	-	to the cut surface, in accordance with 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01, as applicable.
	Apply	PRIMER	BMS 10-11, TYPE I	-	two coats, on the cut surface. Refer to SOPM 20-41-02 as an accepted procedure.
12	Install (New)	SPLICE ANGLE	148W2204-6	1	modified in accordance with FIGURE 14. (f)
	Install (New)	SHIM LAMINATED	148W7143-11	1	SHIM A (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-13	1	SHIM B (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-7	1	SHIM C (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-6	1	SHIM D (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-5	1	SHIM E (e) (f)

**FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
13	Install (New)	SHIM, LAMINATED	BACS40R017B037F	1	SHIM F (d) (f)
	Install (Kept)	FILLER	BACF3H14NP017HN	2	FILLER A (f)
	Install (New)	SHIM, LAMINATED	BACS40R007B064F	1	SHIM G (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R008B041F	1	SHIM H (b) (f)
	Install (Kept)	FILLER	BACF33C105-410F	1	FILLER B (f)
	Install (Kept)	END FITTING	148W2379-()	1	(f) End fitting pad must remain clamped to chord until the sealant is cured.
	Install (New)	SHIM, LAMINATED	BACS40R023B053F	1	SHIM I (d) (f)
	Install (New)	SHIM, LAMINATED	BACS40R007B077F	1	SHIM J (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R008B062F	1	SHIM K (b) (f)
	Install (Kept)	FILLER	BACF33C105-620F	1	FILLER C (f)
	Install (Kept)	END FITTING	148W2369-()	1	(f) End fitting pad must remain clamped to chord until the sealant is cured.
14	Install (Kept)	FITTING	148W2515-()	1	(f)
	Install (New)	SHIM,LAMINATED	BACS40R029B065F	1	SHIM L (b) (f)
	Install (New)	SHIM	148W0015-13	1	SHIM M (b) (f)
	Install (New)	SHIM	148W0015-14	1	SHIM O (b) (f)
15	Install (Kept)	FITTING	148W2514-()	1	(f)
	Install (New)	SHIM	148W0015-12	1	SHIM Q (b) (f)
	Install (New)	SHIM	148W0015-14	1	SHIM O (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R021B049F	1	SHIM R (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R019B056F	1	SHIM S (b) (f)
16	Install (Kept)	FASTENER	-	12	(g)
17	Install (New)	FASTENER	-	210	(g)
<p>(a) If crack indications exist after this surface HFEC inspection, remove additional material, maximum of 0.160 inch total, to remove the crack indication. If crack indications still exist after a total of 0.160 inch of material has been removed, this repair cannot be done. Do the modification in Boeing Service Bulletin 777-53-0076.</p>					

**FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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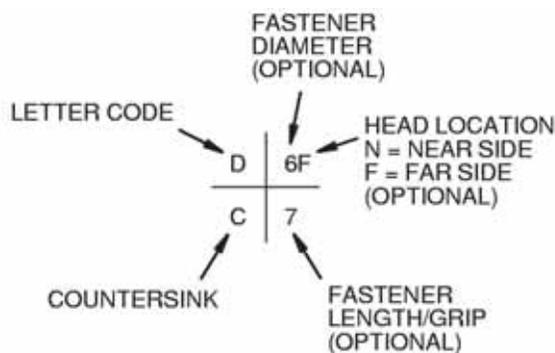
Step	Task	Name	Identification	Qty	More Data
(b)	Fit shim by removing 0.003 inch laminations as required. Maximum shim thickness is 0.04 inch. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(c)	Fit shim by removing 0.003 inch laminations as required. Maximum shim thickness is 0.04 inch. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(d)	Fit shim by removing 0.003 inch laminations as required. Maximum gap after shimming is 0.003 inch. Step tapering may be necessary. Shim must pick up minimum of one bolt. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(e)	Fit shim by removing 0.003 inch laminations as required. Maximum shim thickness is 0.033 inch. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(f)	Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.				
(g)	Install fasteners with BMS 5-95. Refer to SOPM 20-50-19, Method 2, as an accepted procedure.				

The parts shown in the table below are provided as extra parts for this figure.

Name	Identification	Qty	More Data
SHIM-LAMINATED	BACS40R033B052F	1	SHIM T

The flag note numbers shown below agree with the numbers shown in the flag symbols in the figure.

Flagnote	Description
1	Make sure the space between the stringer end fitting and the adjacent structure is free of sealant for sufficient drainage.



EXAMPLE OF FASTENER SYMBOL

2314994

FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 16 OF 20)

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

Code	Name	Identification	Qty	Hole Dia	More Data
A	BOLT, 12 PT HEAD	BACB30US6K14	2	0.376 - 0.379	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US6K19	3	0.376 - 0.379	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP6CD	5	-	Under bolt head
	WASHER	BACW10BP6DP	5	-	Under the nut
	SELF-LOCKING NUT	BACN10HR6CD	5	-	Tighten to 300 to 500 in-lb.
	BOLT, 12 PT HEAD	BACB30US8K28	1	0.501 - 0.505	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US8K33	2	0.501 - 0.505	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER	BACW10BP8CD	3	-	Under bolt head
	WASHER	BACW10BP8DP	3	-	Under the nut
	NUT	BACN10HR8CD	3	-	Tighten to 870 to 1300 in-lb.
	BOLT, 12 PT HEAD	BACB30US12K36	2	0.751 - 0.757	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP12CD	2	-	Under bolt head
	WASHER, PLAIN	BACW10BP12DP	2	-	Under the nut
	SELF-LOCKING NUT	BACN10HR12CD	2	-	Tighten to 3300 to 4300 in-lb.

**FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
	BOLT, 12 PT HEAD	BACB30US16K45	1	1.028 - 1.047	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US16K46	1	1.028 - 1.047	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP16CD	2	-	Under bolt head
	WASHER, PLAIN	BACW10BP16DP	2	-	Under the nut
	SELF-LOCKING NUT	BACN10HR162CD	2	-	Tighten to 7000 to 10900 in-lb.
B	BOLT, PROTRUDING HD	BACB30NX6K5X	4	0.200 - 0.203	
	COLLAR	BACC30M6	4	-	
	BOLT, PROTRUDING HD	BACB30NX10K11X	3	0.327 - 0.331	
	BOLT, PROTRUDING HD	BACB30NX10K14X	13	0.327 - 0.331	
	COLLAR	BACC30BH10	16	-	

**FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
C	BOLT, PROTRUDING HD	BACB30MY8K4X	14	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K5X	8	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K6X	16	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K7X	8	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K8X	5	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K9X	1	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K11X	14	0.263 - 0.266	
	COLLAR	BACC30M8	66	-	
	BOLT, PROTRUDING HD	BACB30MY10K7X	8	0.325 - 0.328	
	BOLT, PROTRUDING HD	BACB30MY10K10X	6	0.325 - 0.328	
	BOLT, PROTRUDING HD	BACB30MY10K13X	6	0.325 - 0.328	
D	COLLAR	BACC30M10	20	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K7X	3	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K8X	5	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	3	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K10X	28	0.263 - 0.266	
E	COLLAR	BACC30M8	39	-	
RIVET	BACR15FV81KE13	27	0.268 - 0.272		

**FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
F	BOLT, 100 DEG HEX DR	BACB30NZ8K12X	10	0.263 - 0.266	
	COLLAR	BACC30BH8	10	-	
	BOLT, 100 DEG HEX D	BACB30NZ10K15X	12	0.325 - 0.328	
	BOLT, 100 DEG HEX DR	BACB30NZ10K16X	16	0.325 - 0.328	
	COLLAR	BACC30BH10	28	-	

**FIGURE 16: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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This Figure applies only to: Group 2.

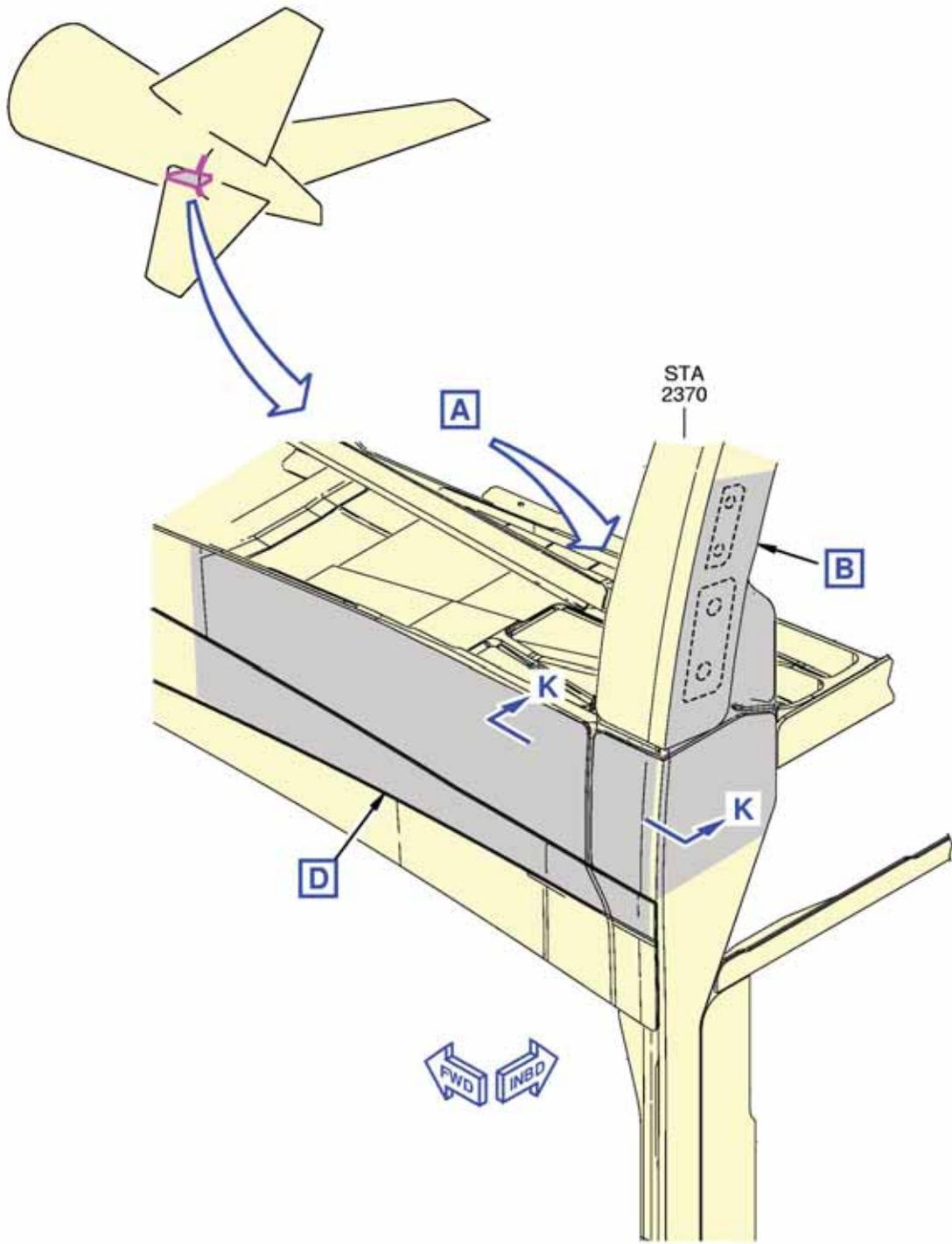


FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 1 OF 20)

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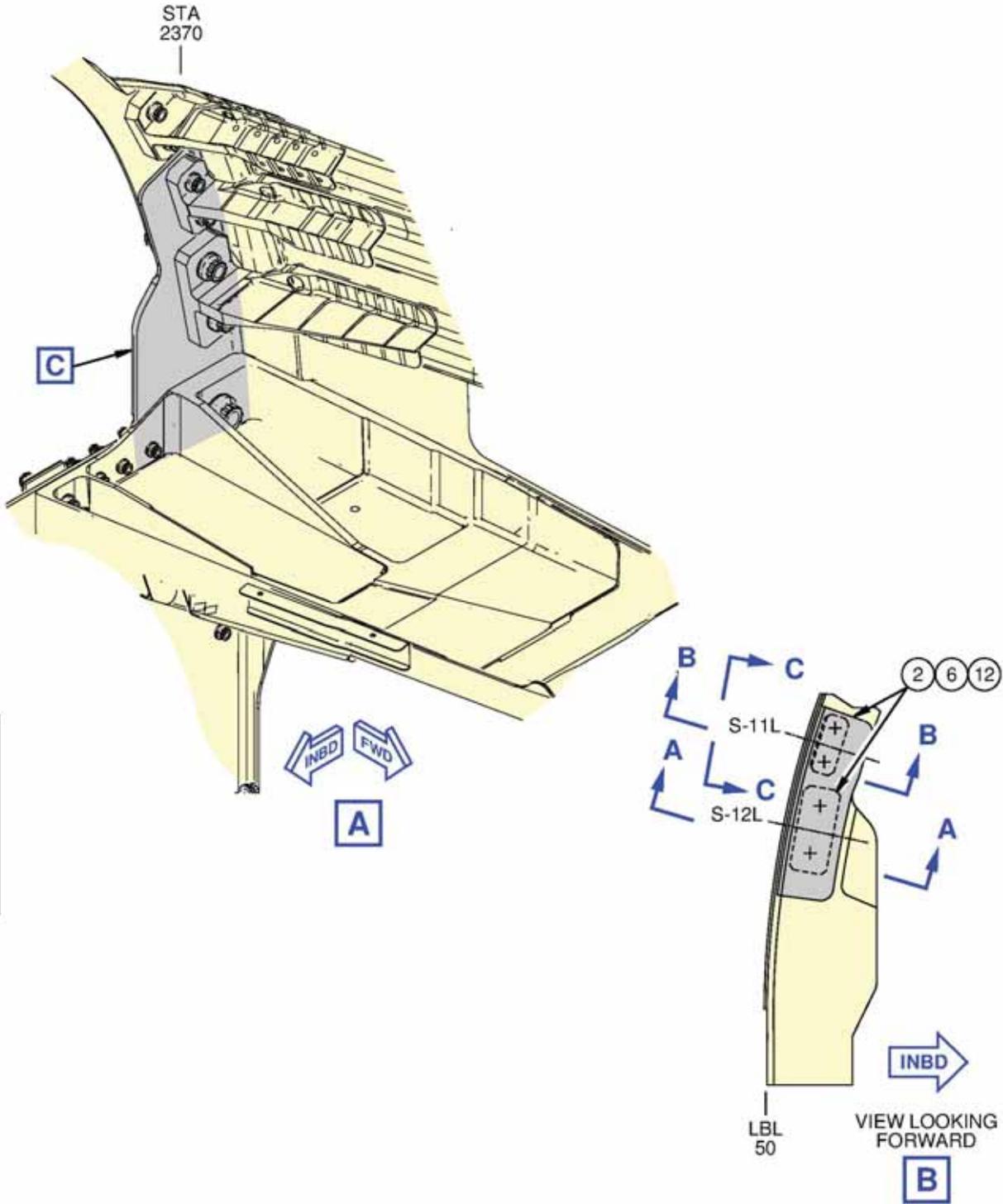


FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 2 OF 20)

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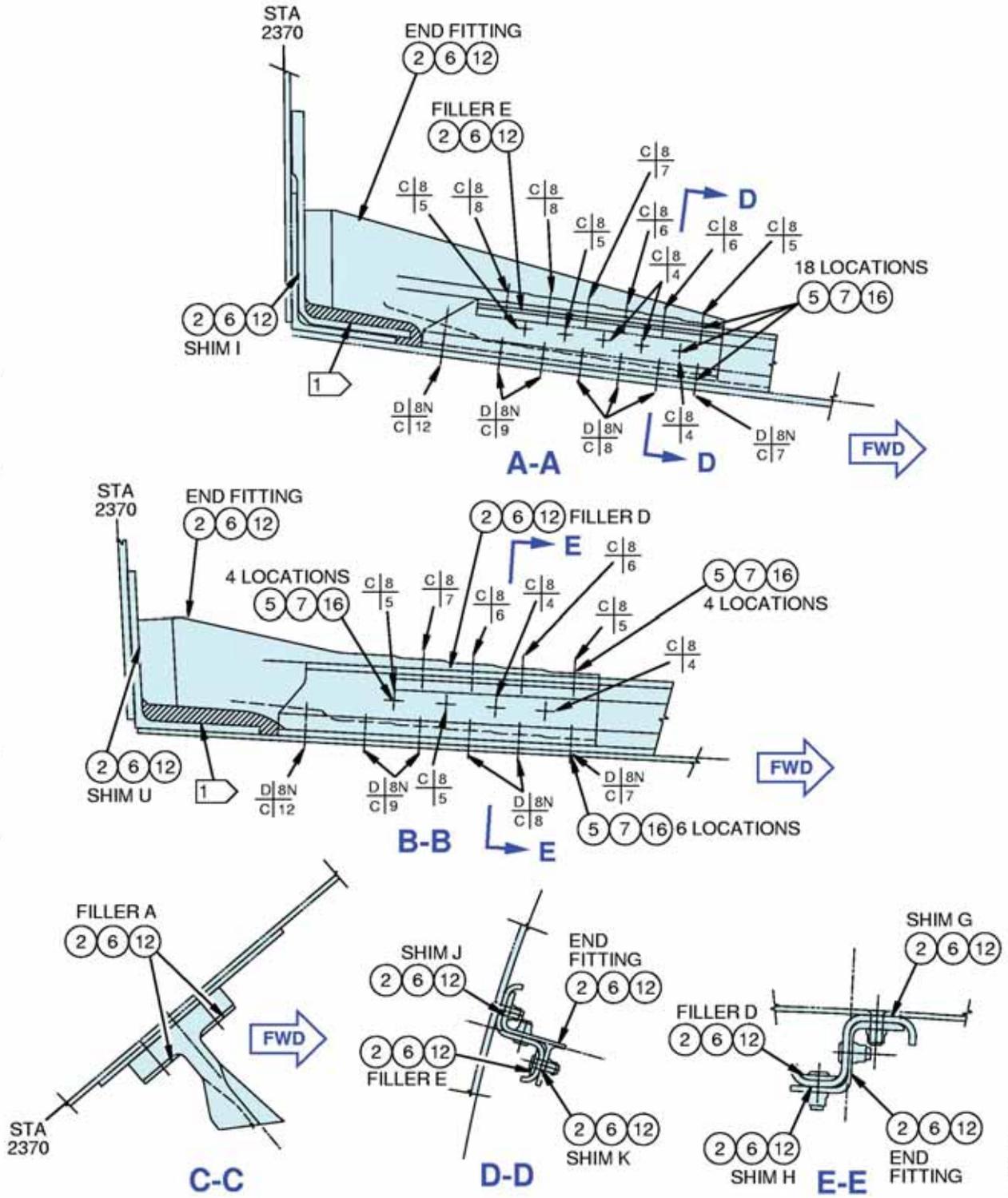


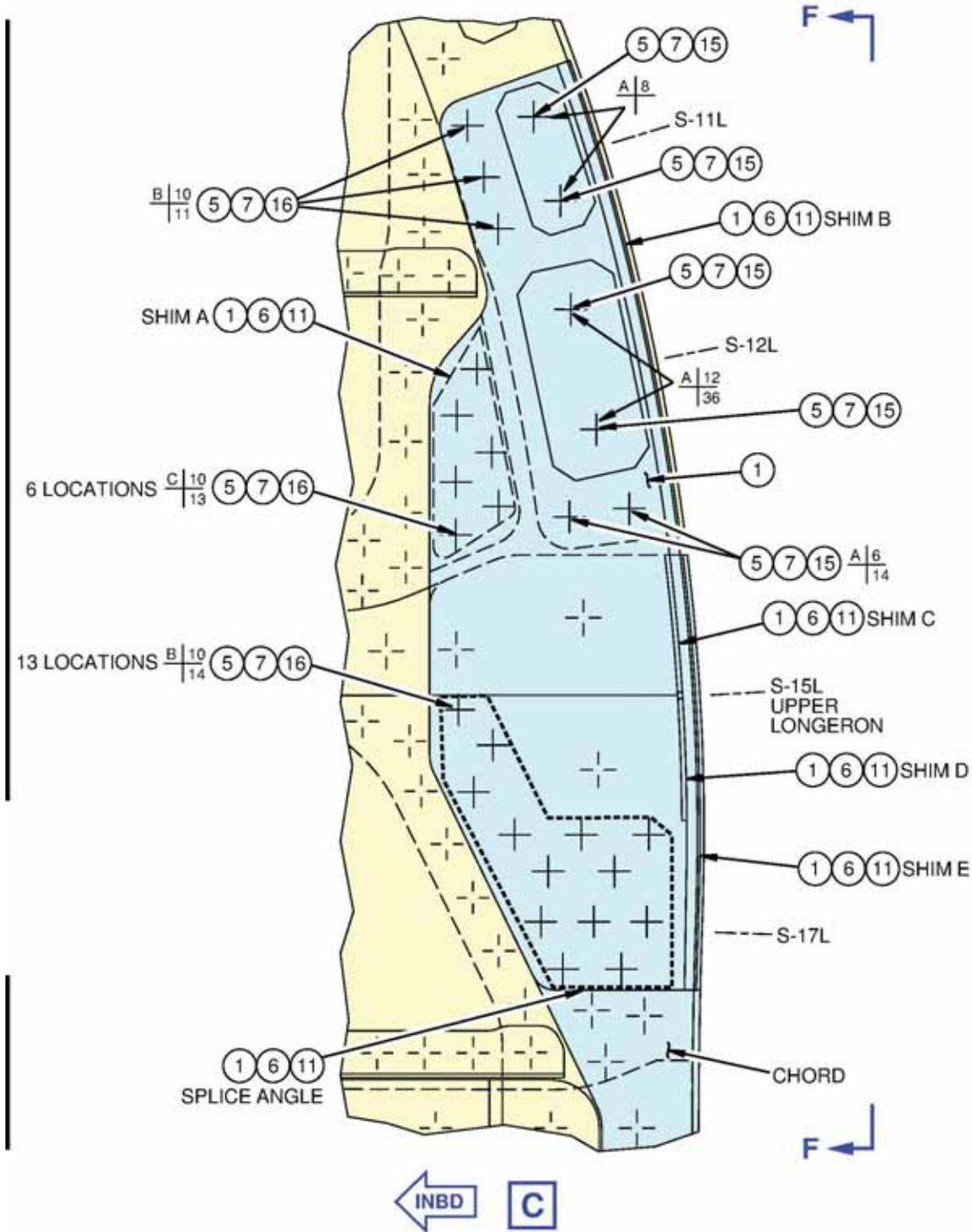
FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 3 OF 20)

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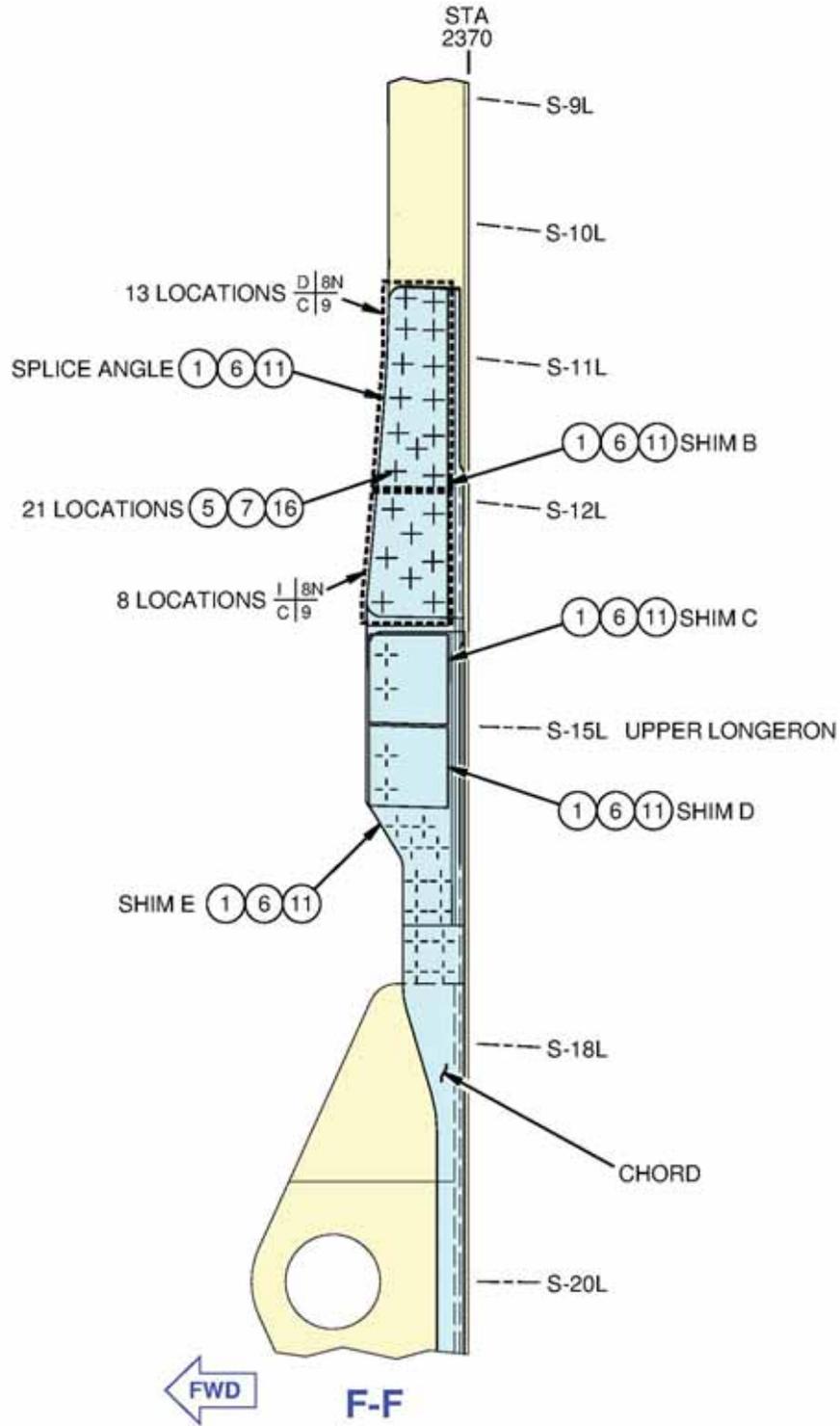
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FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 4 OF 20)

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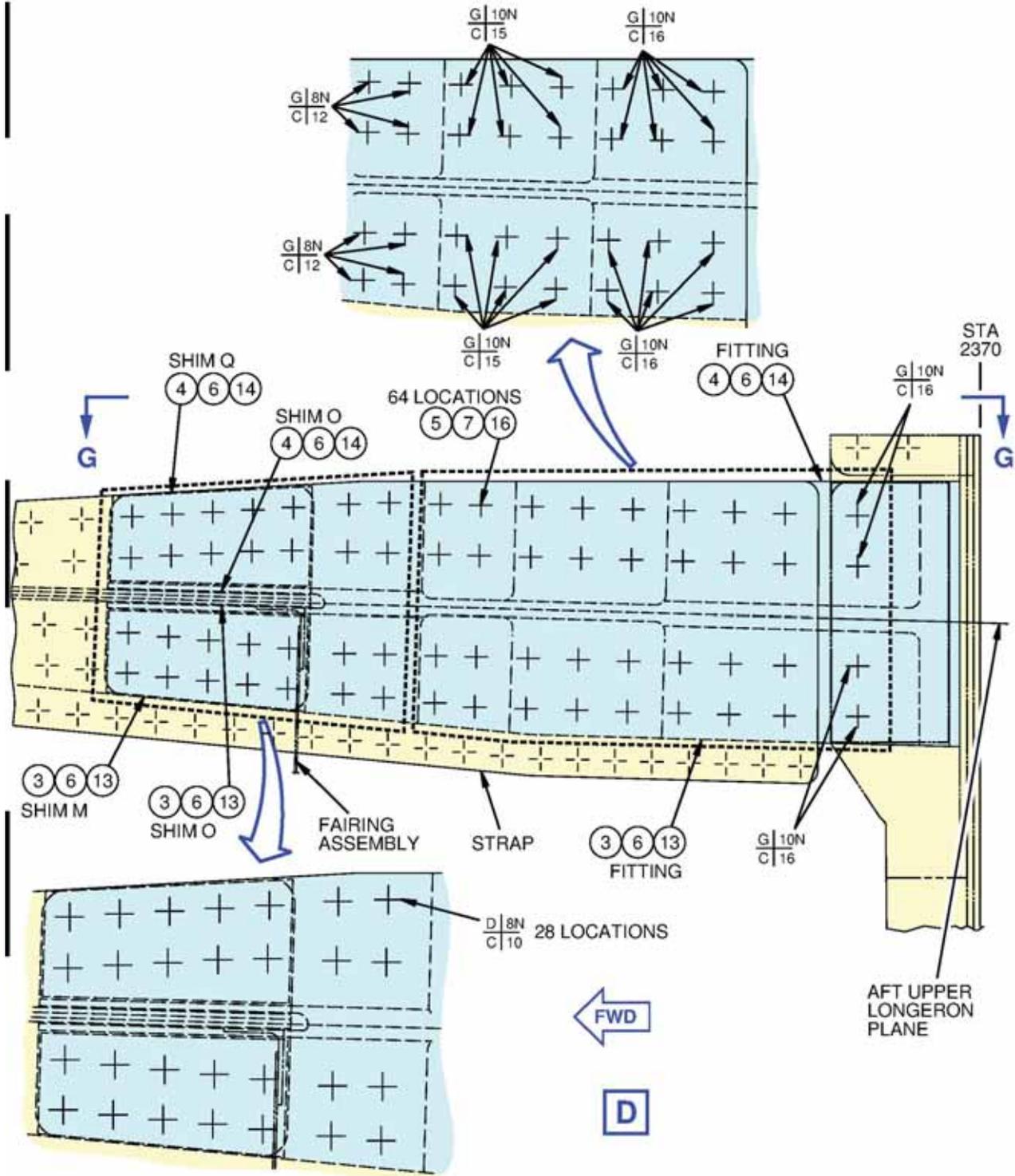
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FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 6 OF 20)

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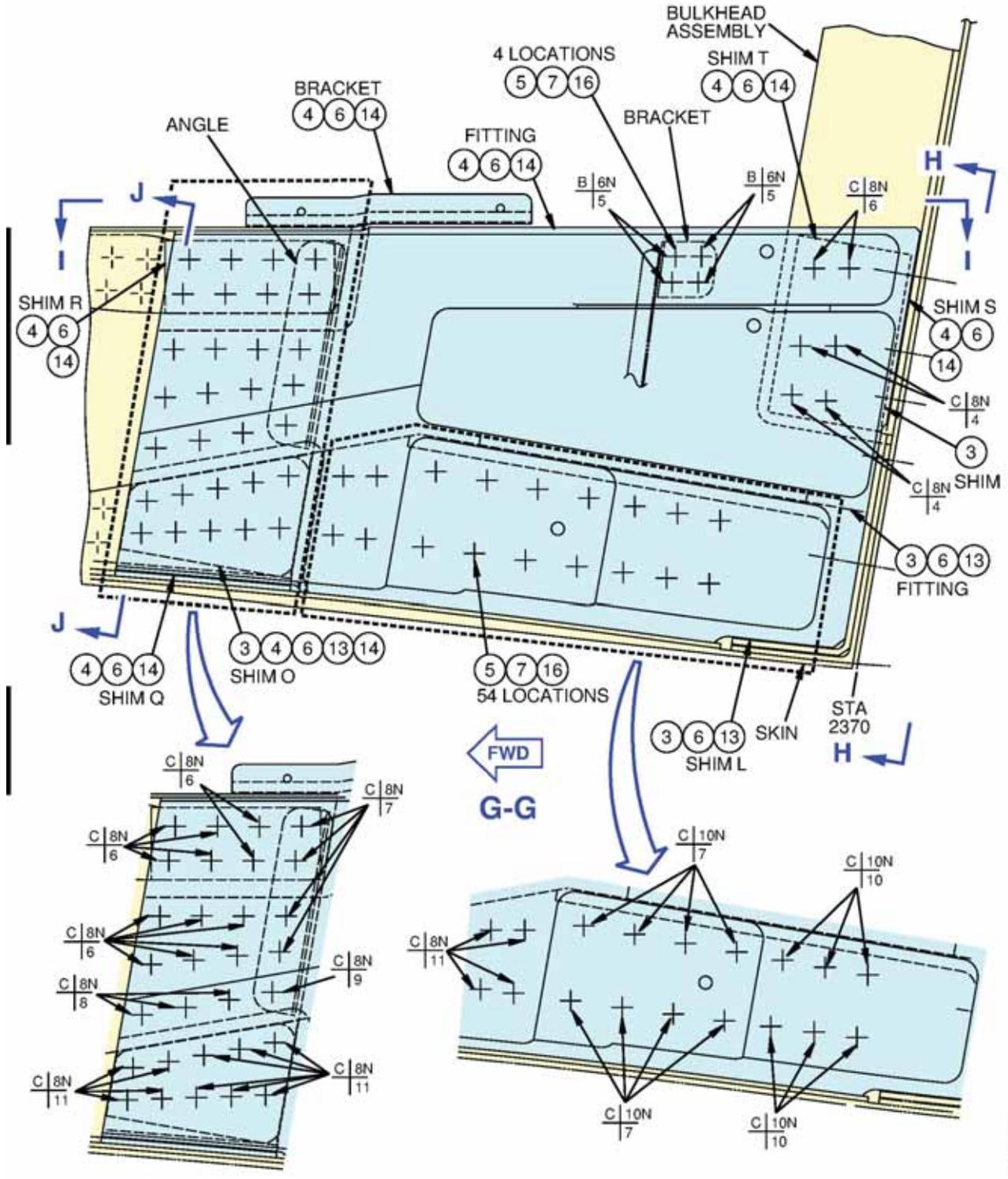


FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 7 OF 20)

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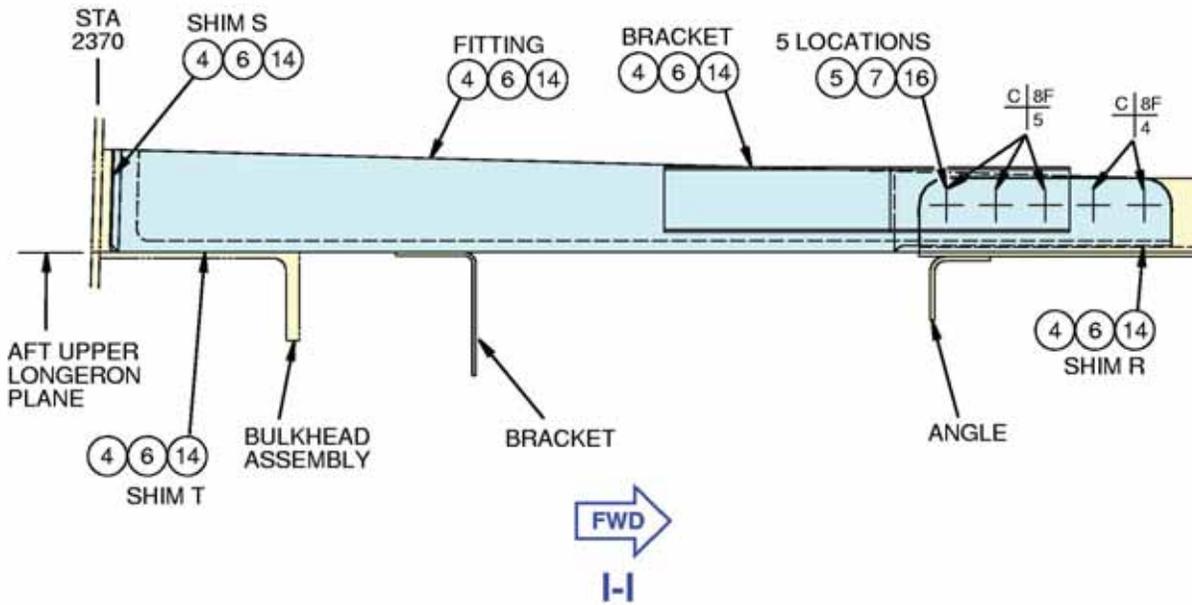
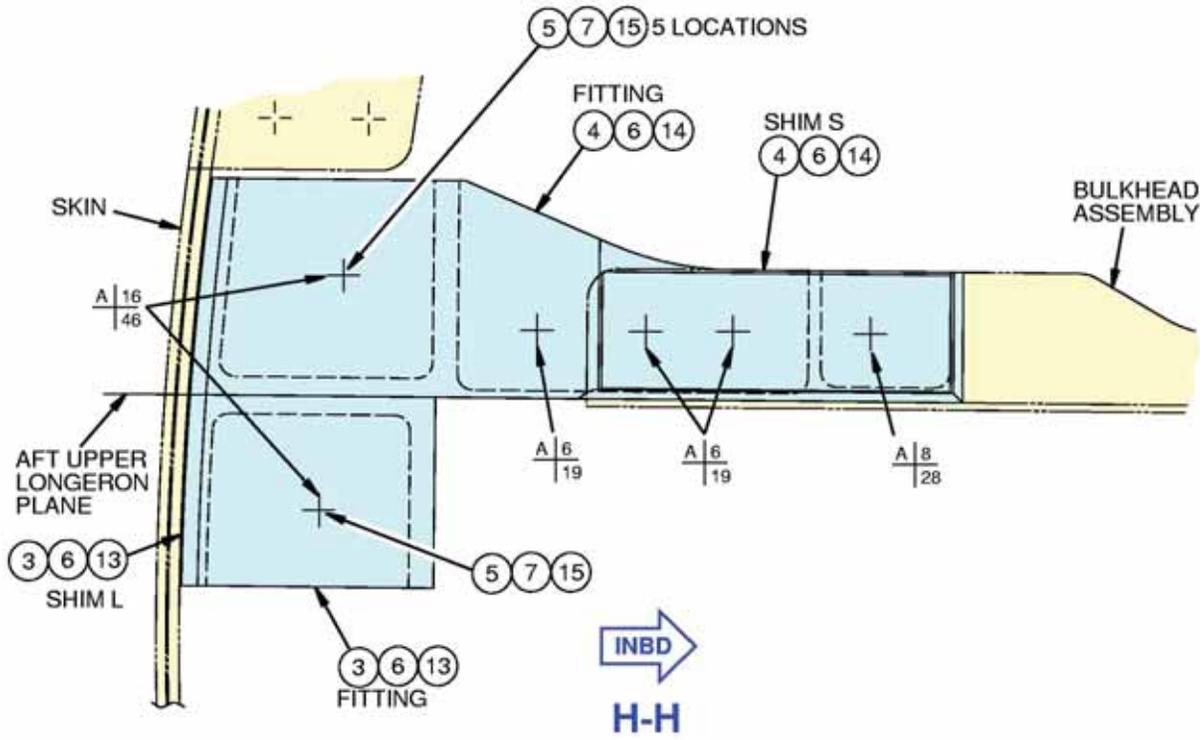


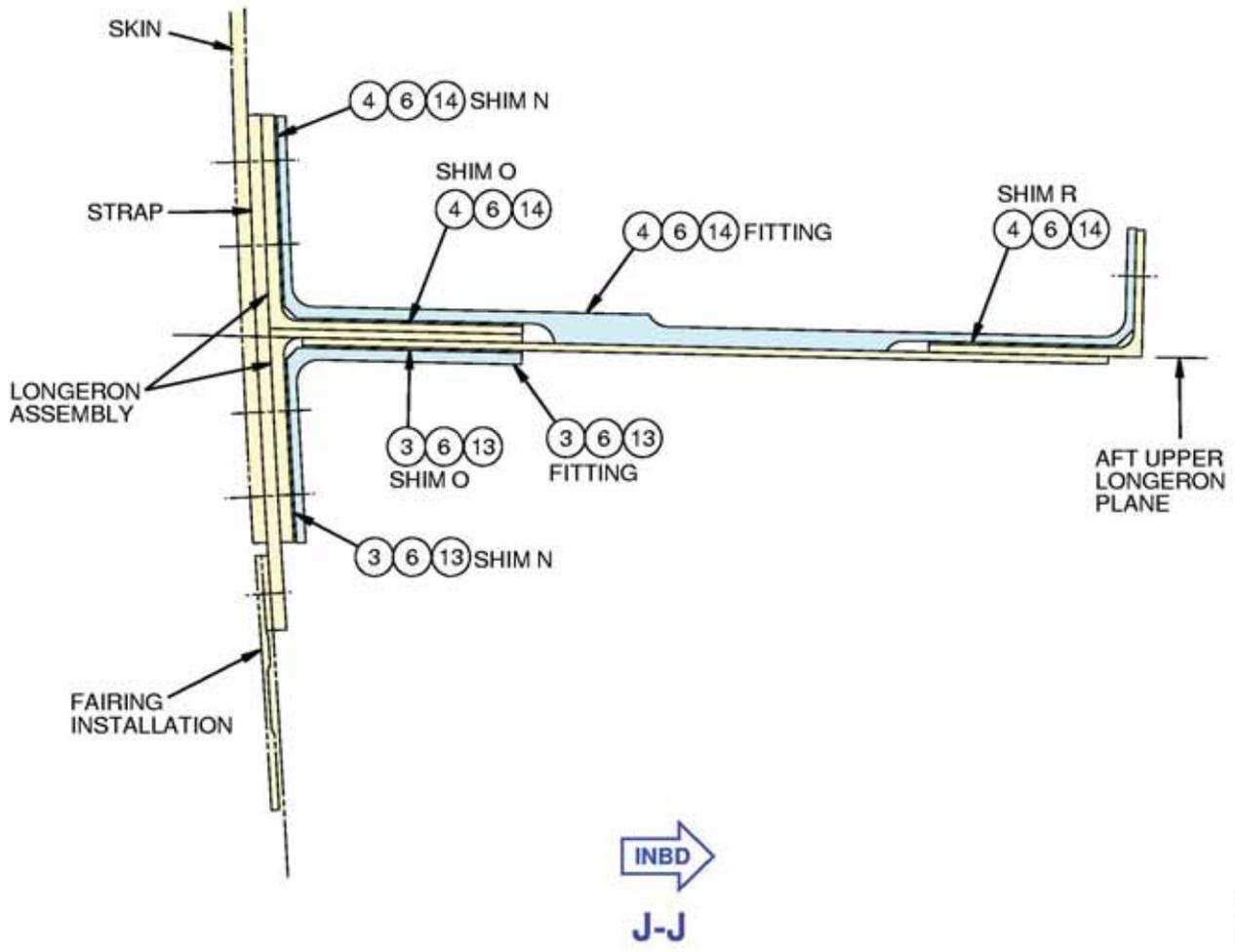
FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 8 OF 20)

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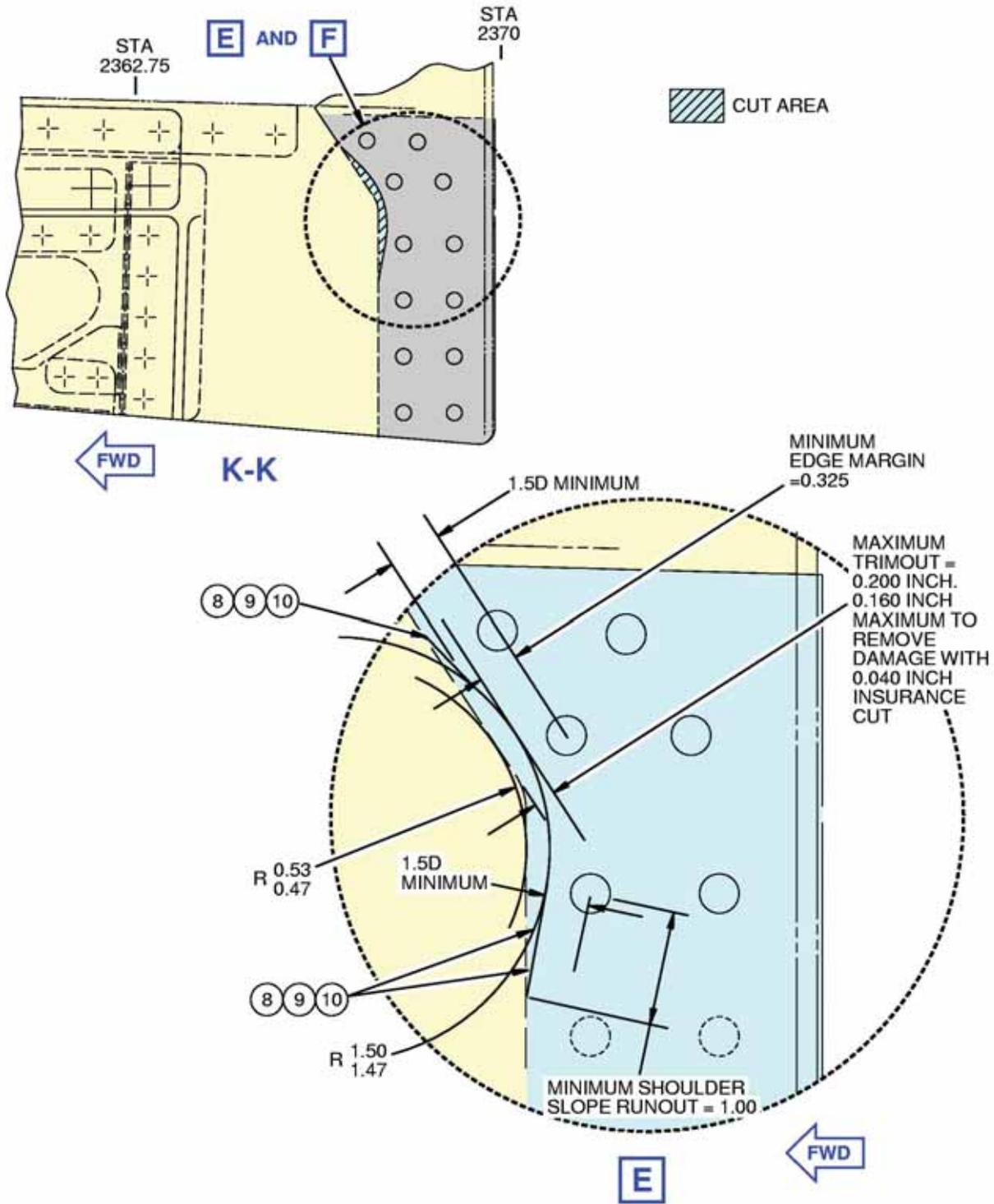
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FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 9 OF 20)

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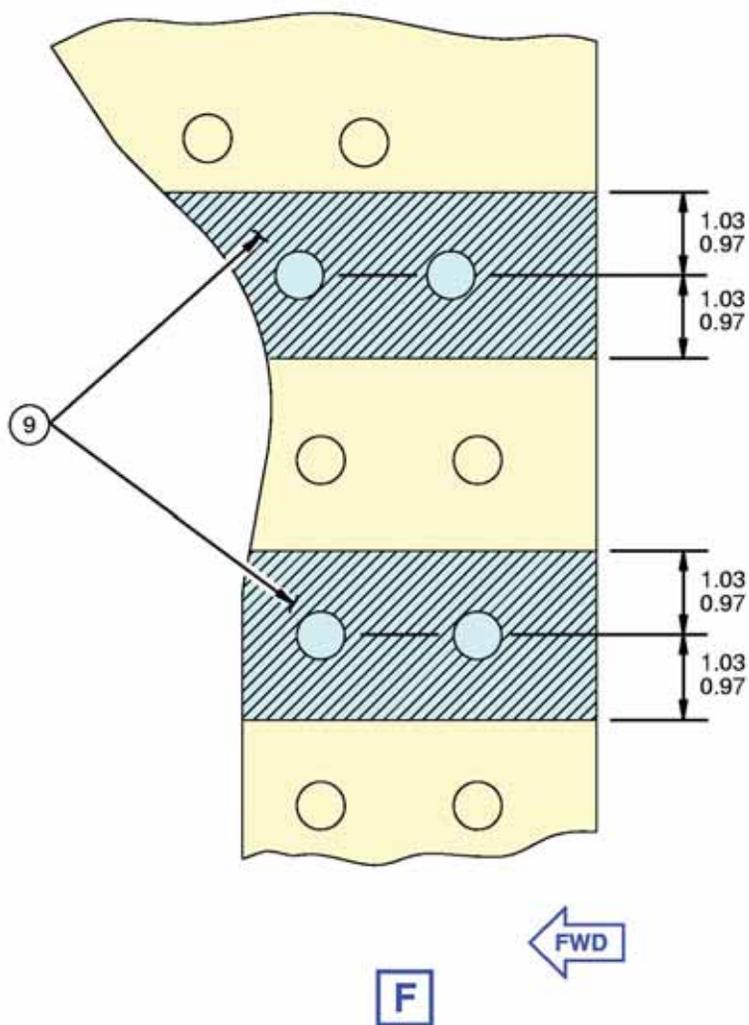
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FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 10 OF 20)

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

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	SPLICE ANGLE	148W2204-5	1	
	Put / Hold	SHIM LAMINATED	148W7143-11	1	SHIM A
	Put / Hold	SHIM LAMINATED	148W7143-13	1	SHIM B
	Put / Hold	SHIM LAMINATED	148W7143-7	1	SHIM C
	Put / Hold	SHIM LAMINATED	148W7143-6	1	SHIM D
	Put / Hold	SHIM LAMINATED	148W7143-5	1	SHIM E

FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 11 OF 20)

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Step	Task	Name	Identification	Qty	More Data
2	Put / Hold	SHIM, LAMINATED	BACS40R016B037F	1	SHIM U
	Put / Hold	FILLER	BACF3H14NP017HN	2	FILLER A This is a kept part.
	Put / Hold	SHIM, LAMINATED	BACS40R007B064F	1	SHIM G
	Put / Hold	SHIM, LAMINATED	BACS40R008B041F	1	SHIM H
	Put / Hold	FILLER	148W2328-1	1	FILLER D This is a kept part.
	Put / Hold	END FITTING	148W2379-()	1	
	Put / Hold	SHIM, LAMINATED	BACS40R023B053F	1	SHIM I
	Put / Hold	SHIM, LAMINATED	BACS40R007B077F	1	SHIM J
	Put / Hold	SHIM, LAMINATED	BACS40R008B062F	1	SHIM K
	Put / Hold	FILLER	148W2328-2	1	FILLER E This is a kept part.
	Put / Hold	END FITTING	148W2369-()	1	
3	Put / Hold	FITTING	148W2515-()	1	
	Put / Hold	SHIM,LAMINATED	BACS40R029B065F	1	SHIM L
	Put / Hold	SHIM	148W0015-13	1	SHIM M
	Put / Hold	SHIM	148W0015-14	1	SHIM O
4	Put / Hold	FITTING	148W2514-()	1	
	Put / Hold	SHIM	148W0015-12	1	SHIM Q
	Put / Hold	SHIM	148W0015-14	1	SHIM O
	Put / Hold	SHIM, LAMINATED	BACS40R021B049F	1	SHIM R
	Put / Hold	SHIM, LAMINATED	BACS40R019B056F	1	SHIM S
	Put / Hold	SHIM-LAMINATED	BACS40R033B052F	1	SHIM T
	Put / Hold	BRACKET	287W4809-291	1	This is a kept part.
5	Drill / Ream	HOLE	-	214	
6	Remove / Keep	PART	-	-	
7	Deburr	HOLE	-	-	

**FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
8	Cut	CHORD	148W7102-()	1	the damaged edge in accordance with 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02, as applicable. Minimum material removed equals the length of the longest detected crack, and not to exceed 0.160 inch.
	Deburr	CHORD	148W7102-()	1	
	Inspect	CHORD	148W7102-()	1	Do a surface High Frequency Eddy Current (HFEC) inspection of the cut edge, to make sure any crack was removed, in accordance with 777 NDT Manual Part 6, 51-00-01. (a)
	Cut	CHORD	148W7102-()	1	0.04 inch insurance cut. Maximum edge trim out is 0.200 inch. Blend the edge to a minimum radius of 1.50 inch. Maintain a shoulder slope of runout of minimum 1.0 inch.
	Deburr	CHORD	148W7102-()	1	Deburr the cut edge. The surface roughness of the cut edge is 63 Ra or better.

**FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
9	Shot Peen	CHORD	148W7102-()	1	The indicated in-board and outboard surface of the chord. Shot intensity is 0.010A, shot size is 330, and coverage is 100%. Refer to SOPM 20-10-03, Self-Contained Shot Peening, as an accepted procedure.
10	Apply	CHEMICAL CONVERSION COATING	-	-	to the cut surface, in accordance with 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01, as applicable.
	Apply	PRIMER	BMS 10-11, TYPE I	-	two coats, on the cut surface. Refer to SOPM 20-41-02 as an accepted procedure.
11	Install (New)	SPLICE ANGLE	148W2204-5	1	(f)
	Install (New)	SHIM LAMINATED	148W7143-11	1	SHIM A (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-13	1	SHIM B (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-7	1	SHIM C (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-6	1	SHIM D (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-5	1	SHIM E (e) (f)

**FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
12	Install (New)	SHIM, LAMINATED	BACS40R016B037F	1	SHIM U (d) (f)
	Install (Kept)	FILLER	BACF3H14NP017HN	2	FILLER A (f)
	Install (New)	SHIM, LAMINATED	BACS40R007B064F	1	SHIM G (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R008B041F	1	SHIM H (b) (f)
	Install (Kept)	FILLER	148W2328-1	1	FILLER D (f)
	Install (Kept)	END FITTING	148W2379-()	1	(f) End fitting pad must remained clamped to chord until the sealant is cured.
	Install (New)	SHIM, LAMINATED	BACS40R023B053F	1	SHIM I (d) (f)
	Install (New)	SHIM, LAMINATED	BACS40R007B077F	1	SHIM J (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R008B062F	1	SHIM K (b) (f)
	Install (Kept)	FILLER	148W2328-2	1	FILLER E (f)
	Install (Kept)	END FITTING	148W2369-()	1	(f) End fitting pad must remained clamped to chord until the sealant is cured.
13	Install (Kept)	FITTING	148W2515-()	1	(f)
	Install (New)	SHIM,LAMINATED	BACS40R029B065F	1	SHIM L (b) (f)
	Install (New)	SHIM	148W0015-13	1	SHIM M (b) (f)
	Install (New)	SHIM	148W0015-14	1	SHIM O (b) (f)
14	Install (Kept)	FITTING	148W2514-()	1	(f)
	Install (New)	SHIM	148W0015-12	1	SHIM Q (b) (f)
	Install (New)	SHIM	148W0015-14	1	SHIM O (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R021B049F	1	SHIM R (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R019B056F	1	SHIM S (b) (f)
	Install (New)	SHIM-LAMINATED	BACS40R033B052F	1	SHIM T (c) (f)
	Install (Kept)	BRACKET	287W4809-291	1	(f)
15	Install (Kept)	FASTENER	-	12	(g)
16	Install (New)	FASTENER	-	202	(g)

**FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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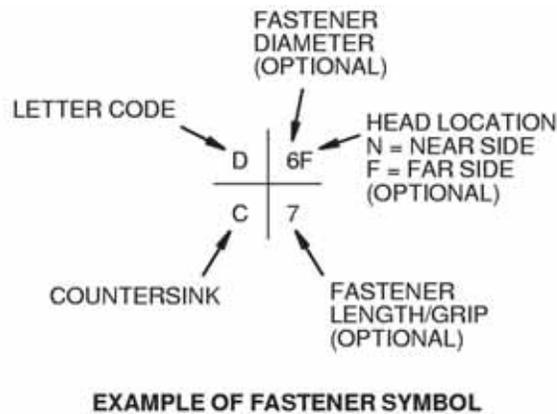
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Step	Task	Name	Identification	Qty	More Data
(a)	If crack indications exist after this surface HFEC inspection, remove additional material, maximum of 0.160 inch total, to remove the crack indication. If crack indications still exist after a total of 0.160 inch of material has been removed, this repair cannot be done. Do the modification in Boeing Service Bulletin 777-53-0076.				
(b)	Fit shim by removing 0.003 inch laminations as required. Maximum shim thickness is 0.04 inch. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(c)	Fit shim by removing 0.003 inch laminations as required. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(d)	Fit shim by removing 0.003 inch laminations as required. Maximum gap after shimming is 0.003 inch. Step tapering may be necessary. Shim must pick up minimum of one bolt. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(e)	Fit shim by removing 0.003 inch laminations as required. Maximum shim thickness is 0.033 inch. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(f)	Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.				
(g)	Install fasteners with BMS 5-95. Refer to SOPM 20-50-19, Method 2, as an accepted procedure.				

The flag note numbers shown below agree with the numbers shown in the flag symbols in the figure.

Flagnote	Description
1	Make sure the space between the stringer end fitting and the adjacent structure is free of sealant for sufficient drainage.



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FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 16 OF 20)

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

Code	Name	Identification	Qty	Hole Dia	More Data
A	BOLT, 12 PT HEAD	BACB30US6K14	2	0.376 - 0.379	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US6K19	3	0.376 - 0.379	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP6CD	5	-	Under bolt head
	WASHER	BACW10BP6DP	5	-	Under the nut
	SELF-LOCKING NUT	BACN10HR6CD	5	-	Tighten to 300 to 500 in-lb.
	BOLT, 12 PT HEAD	BACB30US8K28	1	0.501 - 0.505	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US8K*	2	0.501 - 0.505	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER	BACW10BP8CD	3	-	Under bolt head
	WASHER	BACW10BP8DP	3	-	Under the nut
	NUT	BACN10HR8CD	3	-	Tighten to 870 to 1300 in-lb.
	BOLT, 12 PT HEAD	BACB30US12K36	2	0.751 - 0.757	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP12CD	2	-	Under bolt head
	WASHER, PLAIN	BACW10BP12DP	2	-	Under the nut
	SELF-LOCKING NUT	BACN10HR12CD	2	-	Tighten to 3300 to 4300 in-lb.

**FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
	BOLT, 12 PT HEAD	BACB30US16K46	2	1.028 - 1.047	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP16CD	2	-	Under bolt head
	WASHER, PLAIN	BACW10BP16DP	2	-	Under the nut
	SELF-LOCKING NUT	BACN10HR162CD	2	-	Tighten to 7000 to 10900 in-lb.
B	BOLT, PROTRUDING HD	BACB30NX6K5X	4	0.200 - 0.203	
	COLLAR	BACC30M6	4	-	
	BOLT, PROTRUDING HD	BACB30NX10K11X	3	0.327 - 0.331	
	BOLT, PROTRUDING HD	BACB30NX10K14X	13	0.327 - 0.331	
	COLLAR	BACC30BH10	16	-	

**FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
C	BOLT, PROTRUDING HD	BACB30MY8K4X	11	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K5X	9	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K6X	18	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K7X	6	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K8X	5	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K9X	1	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K11X	14	0.263 - 0.266	
	COLLAR	BACC30M8	64	-	
	BOLT, PROTRUDING HD	BACB30MY10K7X	8	0.325 - 0.328	
	BOLT, PROTRUDING HD	BACB30MY10K10X	6	0.325 - 0.328	
	BOLT, PROTRUDING HD	BACB30MY10K13X	6	0.325 - 0.328	
D	COLLAR	BACC30M10	20	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K7X	2	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K8X	5	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	17	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K10X	28	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K12X	2	0.263 - 0.266	
COLLAR	BACC30M8	54	-		

**FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
G	BOLT, HEX DRIVE	BACB30YN8K12X	8	0.263 - 0.266	
	WASHER	NAS1149D0432J	8	-	-
	WASHER	NAS1149D0463J	8	-	-
	NUT	BACN10YR4CD	8	-	Tighten to 60 to 80 in-lb.
	BOLT, HEX DRIVE	BACB30YN10K15X	12	0.325 - 0.328	
	BOLT, HEX DRIVE	BACB30YN10K16X	16	0.325 - 0.328	
	WASHER	NAS1149D0532J	28	-	-
	WASHER	NAS1149D0563J	28	-	-
	NUT	BACN10YR5CD	28	-	Tighten to 130 to 160 in-lb.
I	BOLT, 100 DEG HEX DR	BACB30NW8K9X	8	0.2616 - 0.2636	
	WASHER, PLAIN	BACW10BP41DP	8	-	
	NUT	BACN10YR4CD	8	-	Tighten to 60 to 80 in-lb.

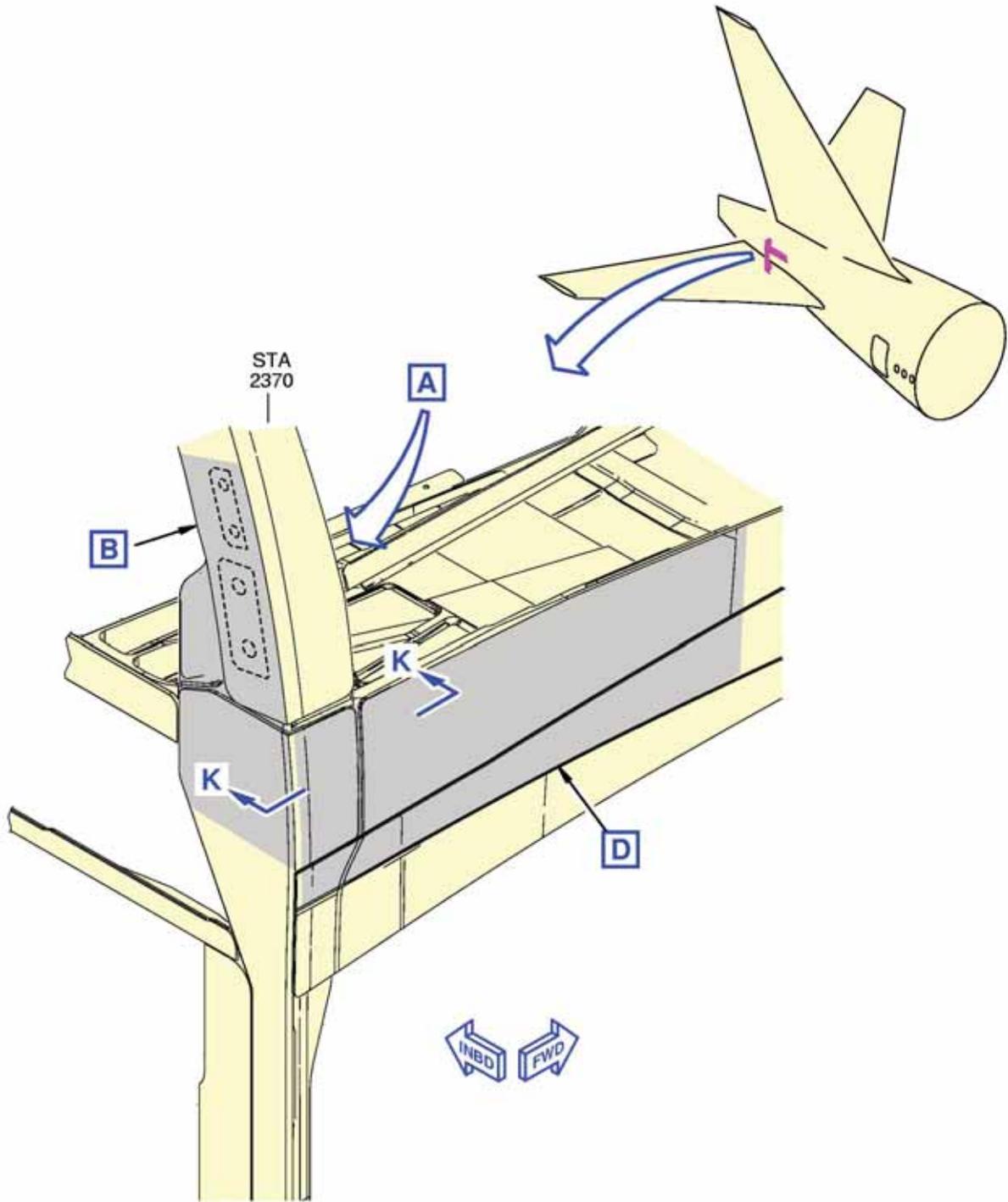
**FIGURE 17: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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This Figure applies only to: Group 2.



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FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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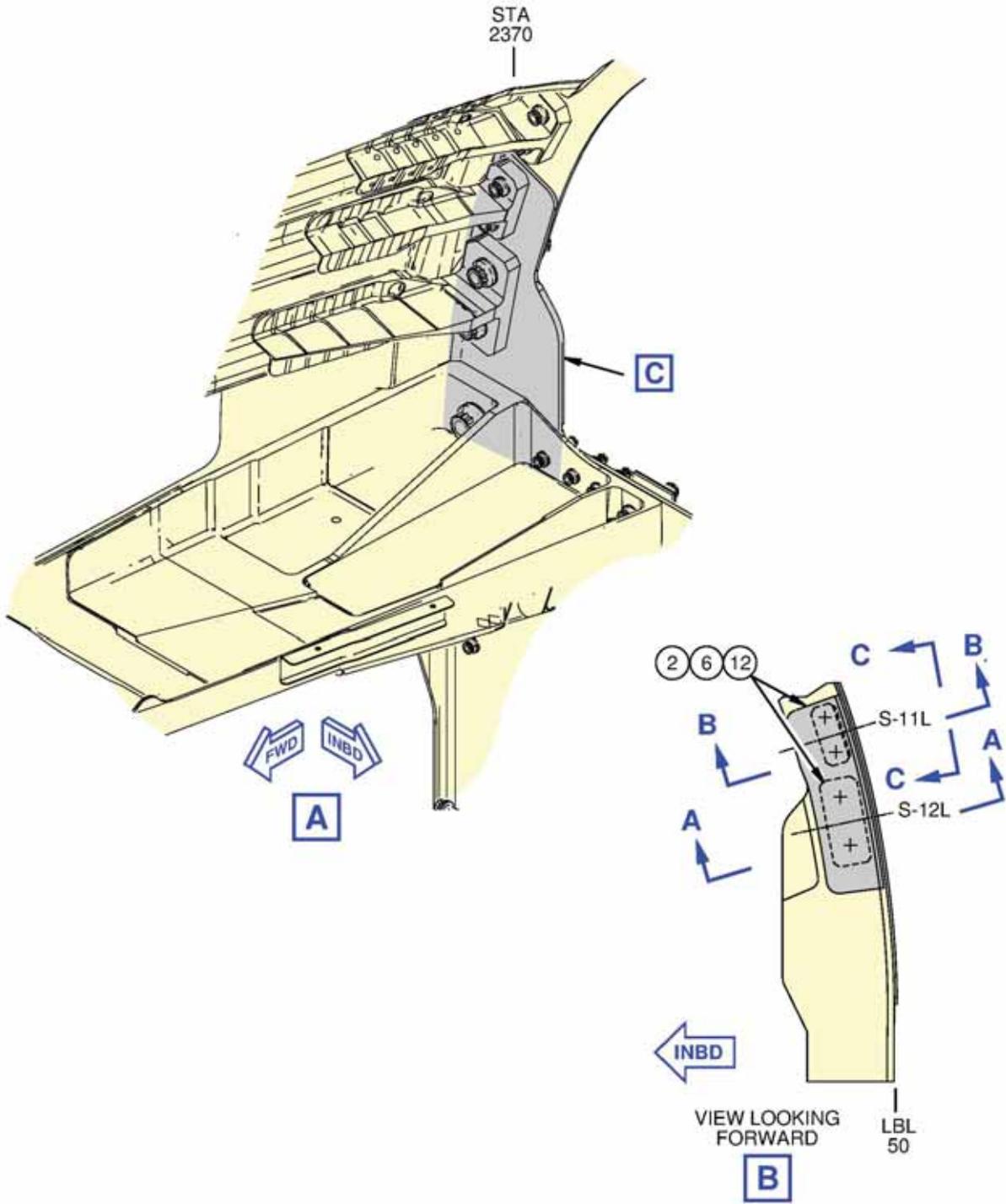


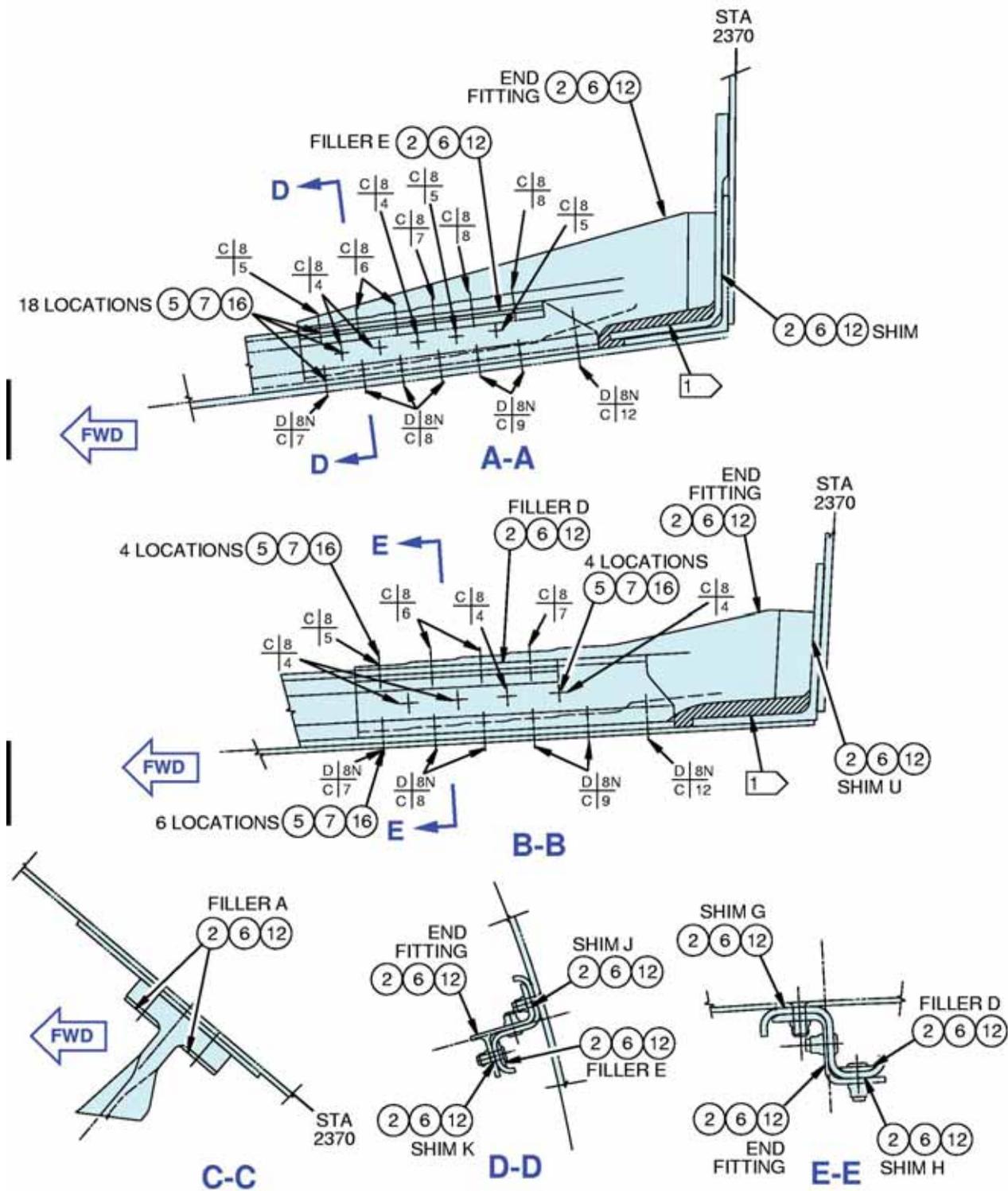
FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 2 OF 20)

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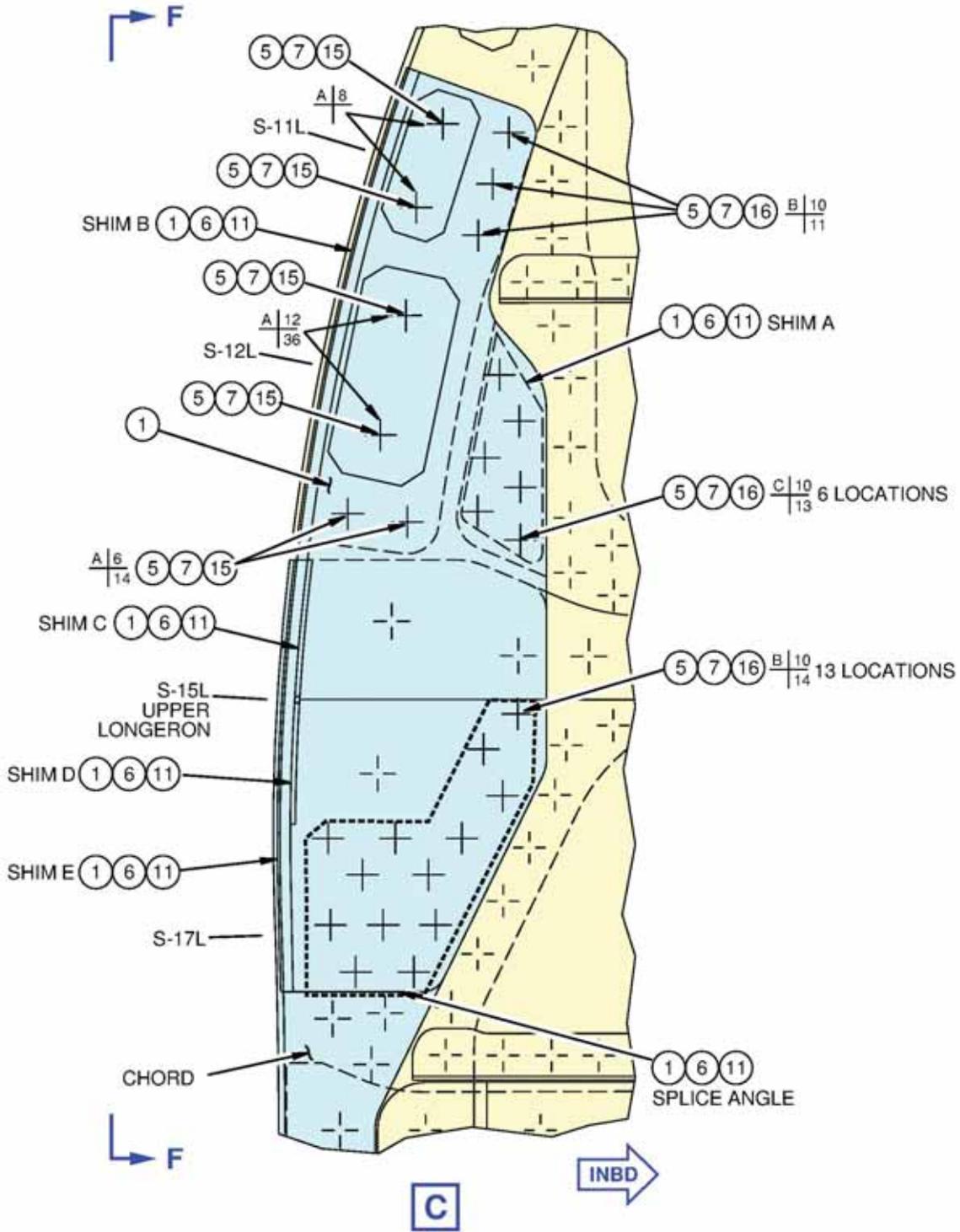
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FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 3 OF 20)

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FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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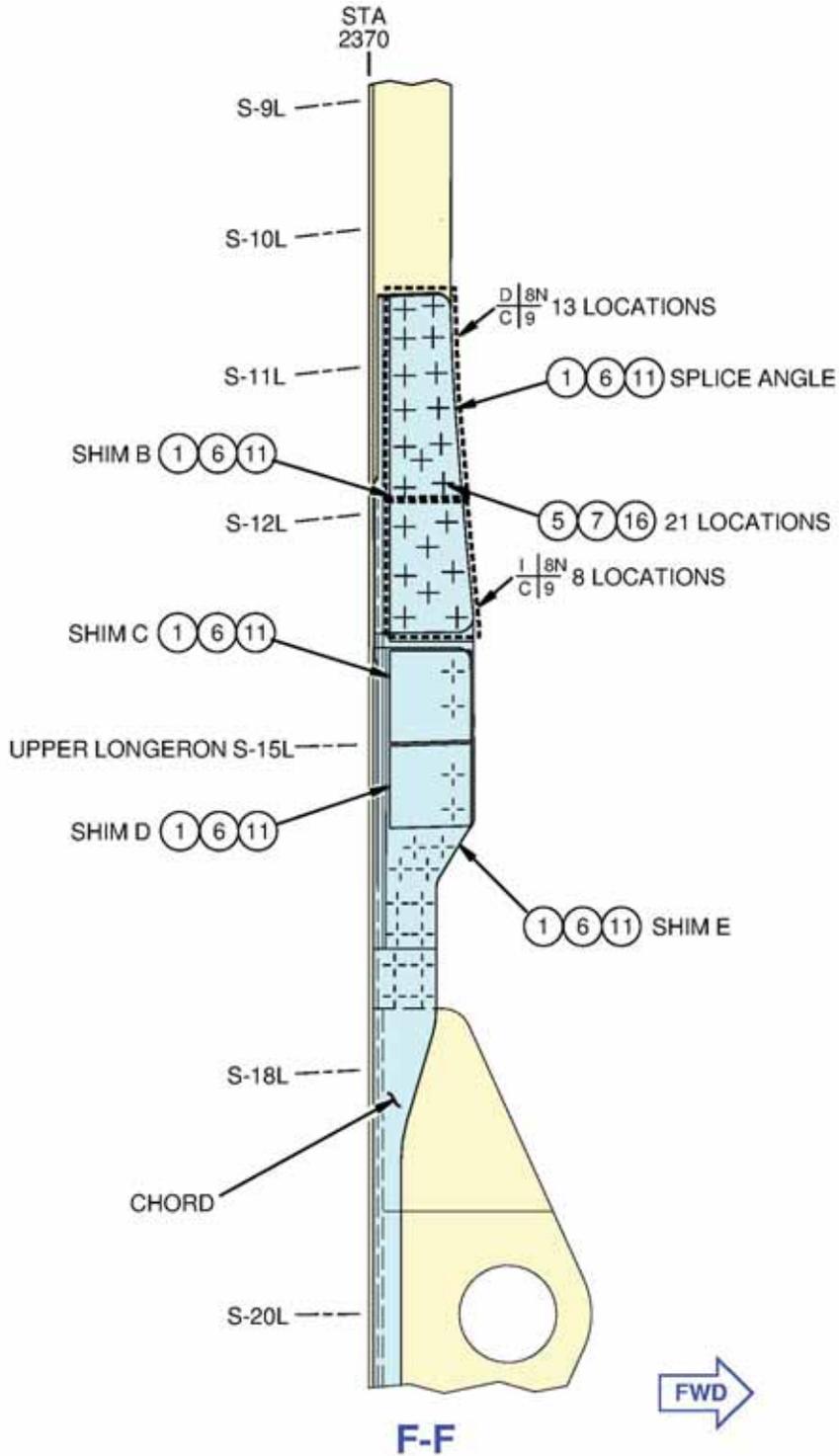


FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 5 OF 20)

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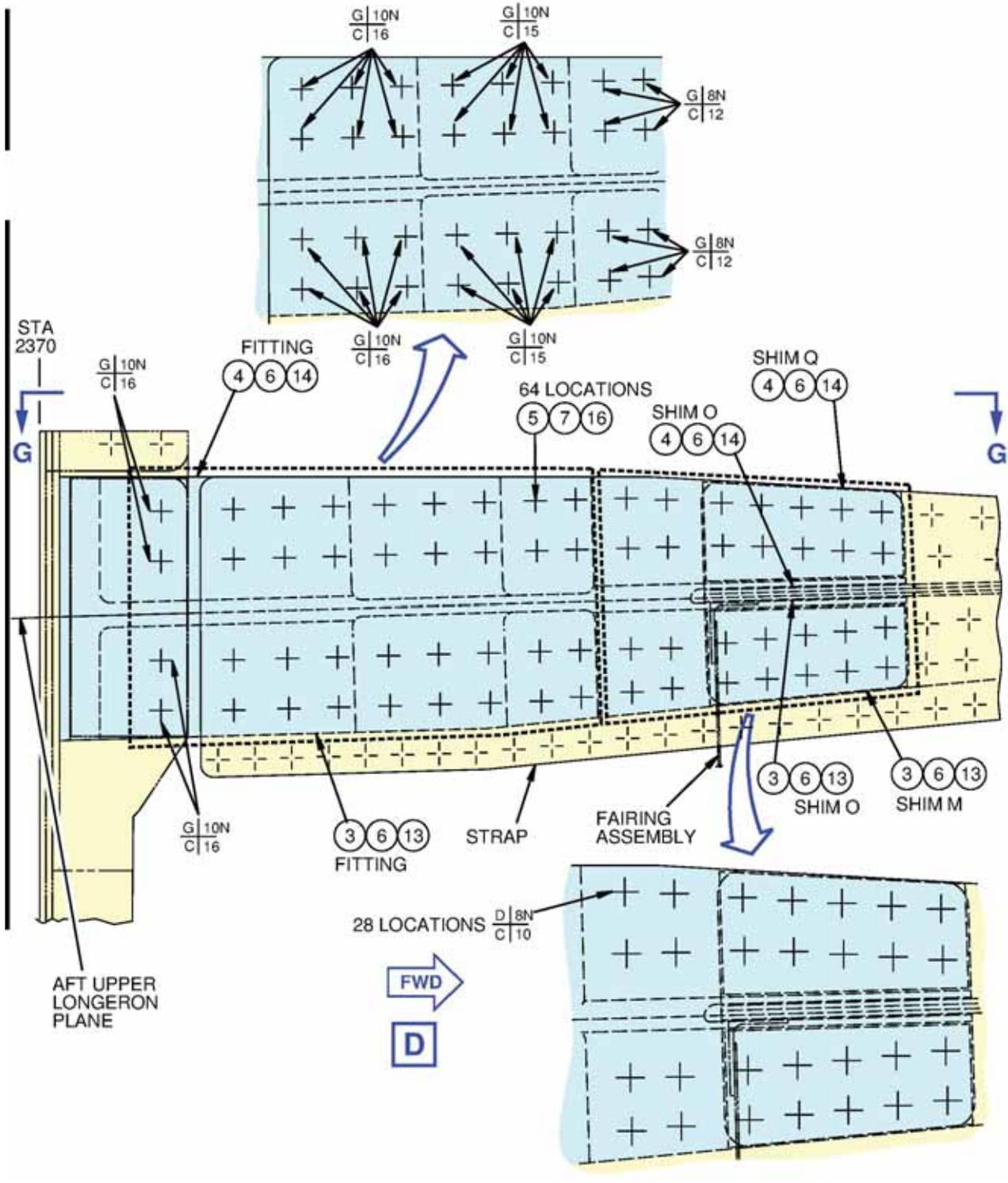


FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 6 OF 20)

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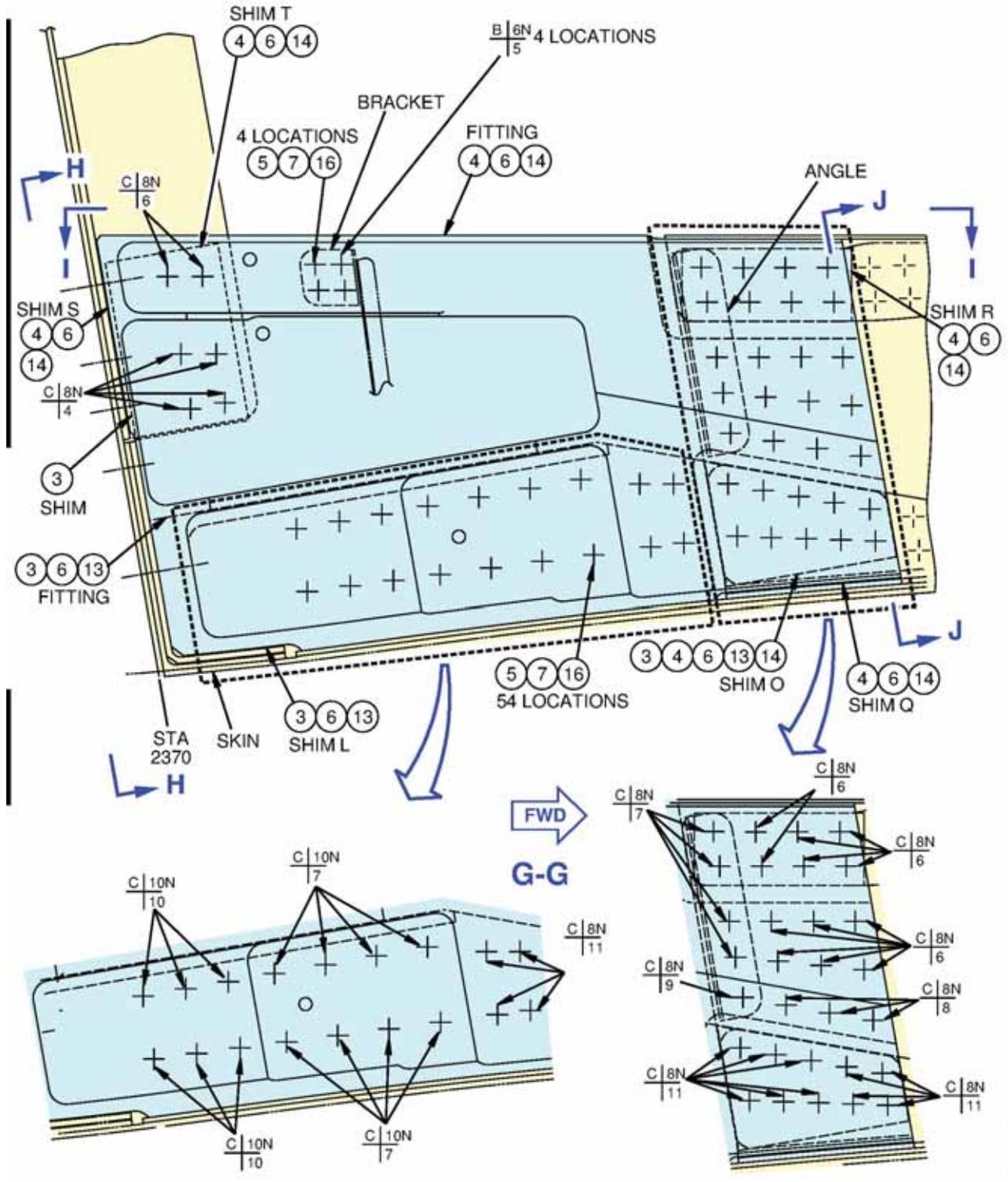


FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 7 OF 20)

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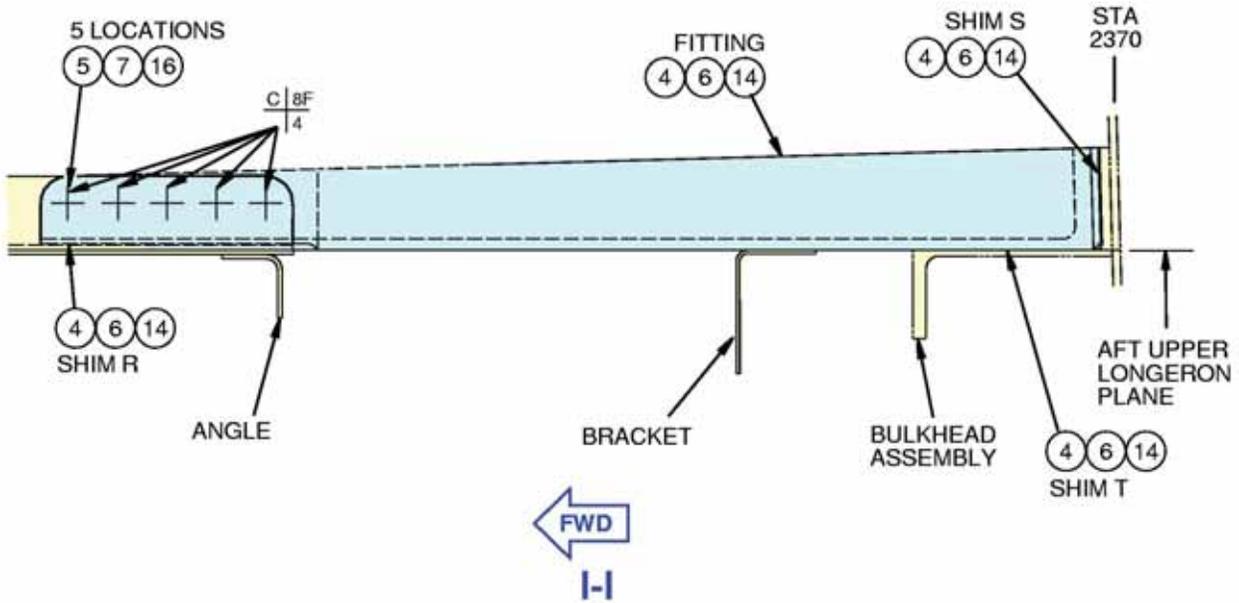
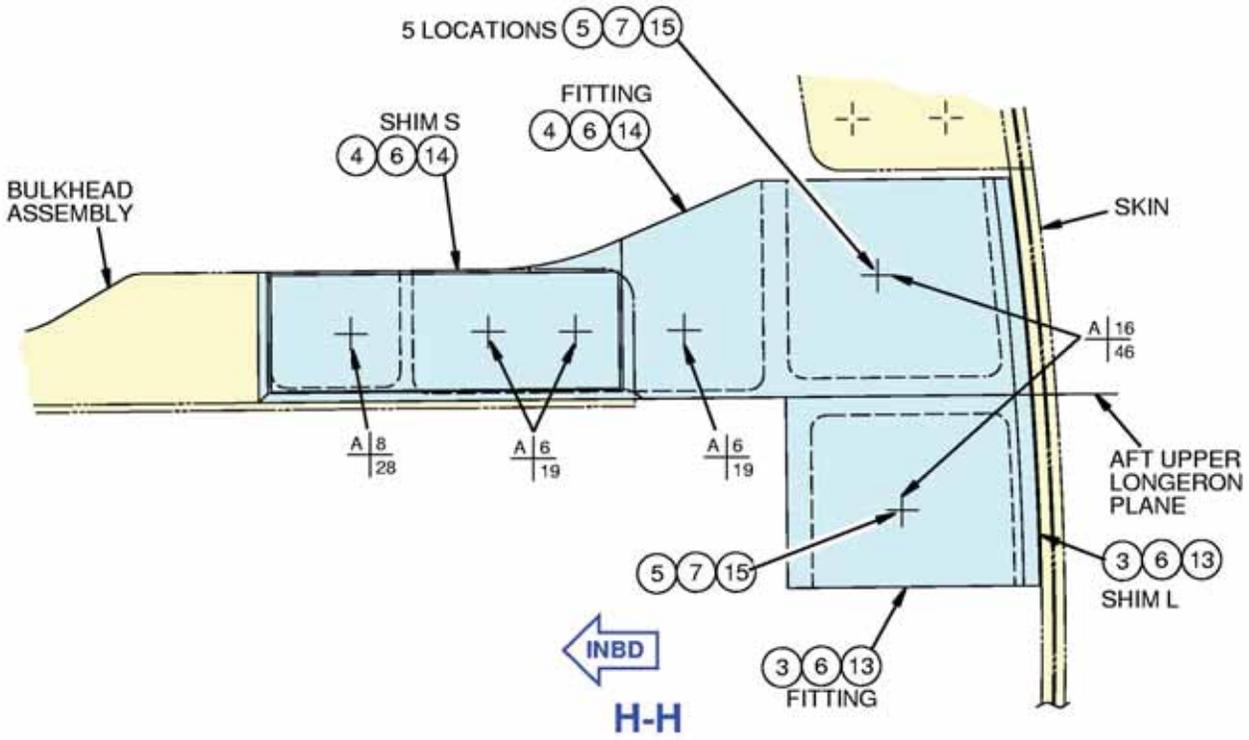
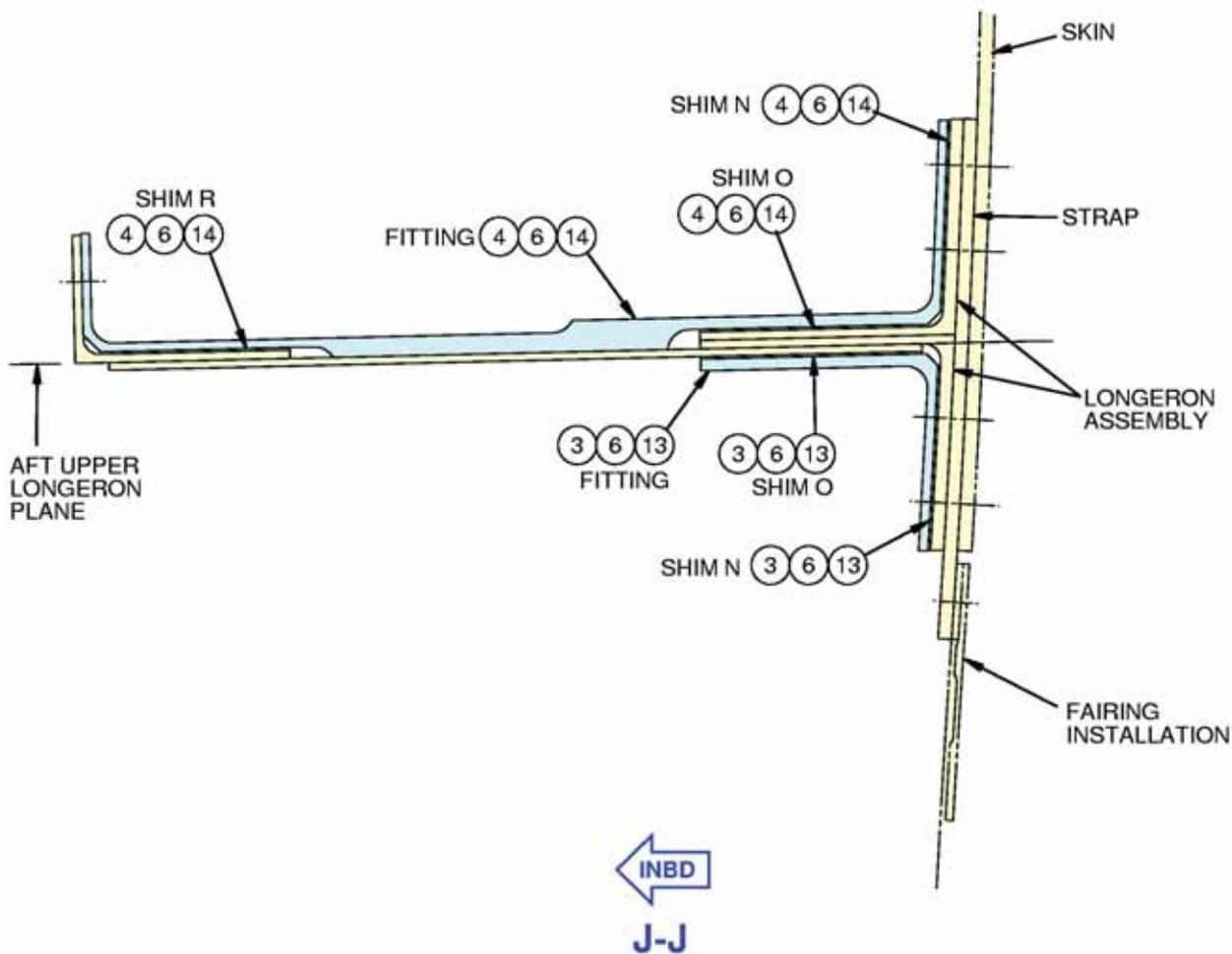


FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 8 OF 20)



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FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 9 OF 20)

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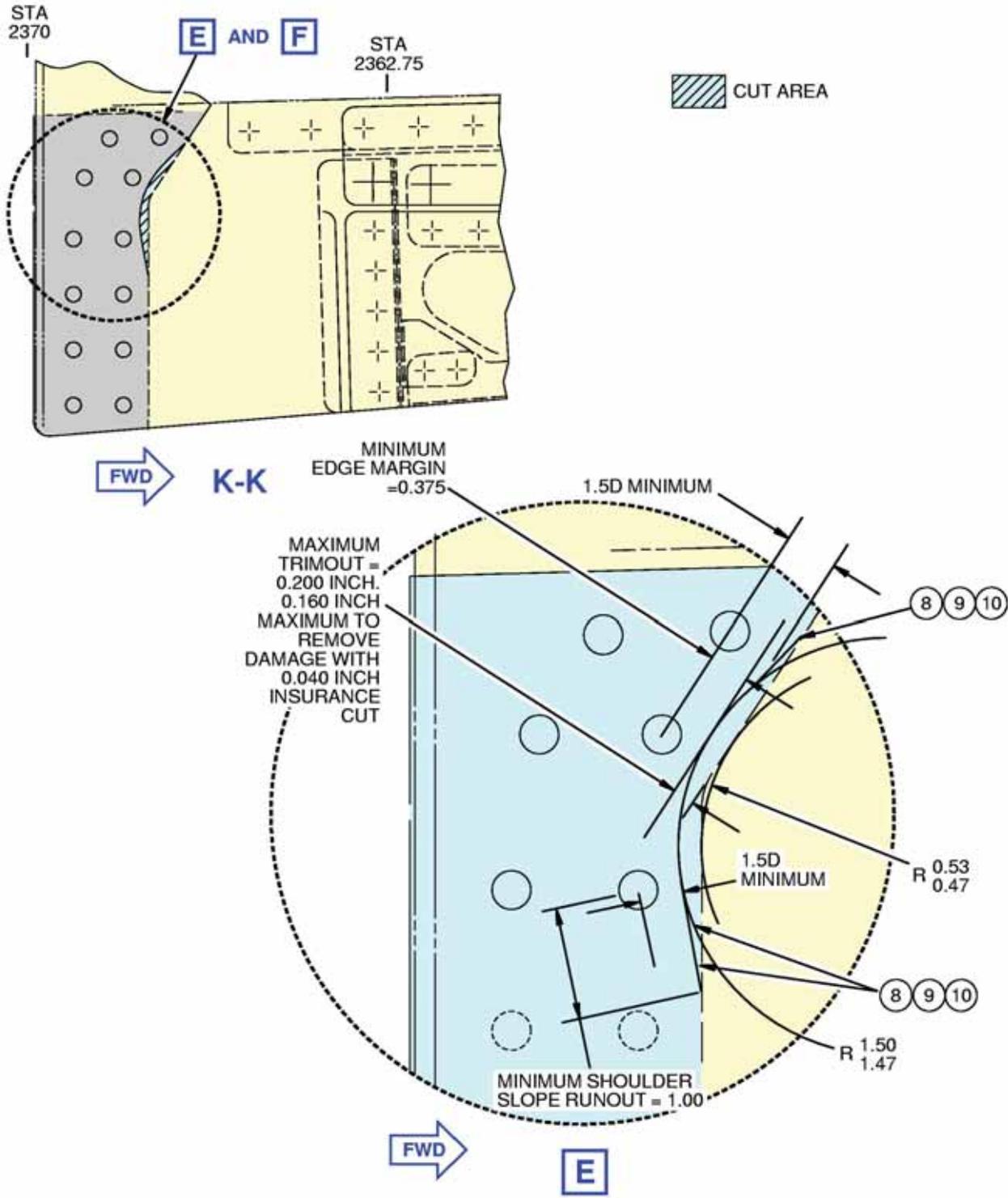


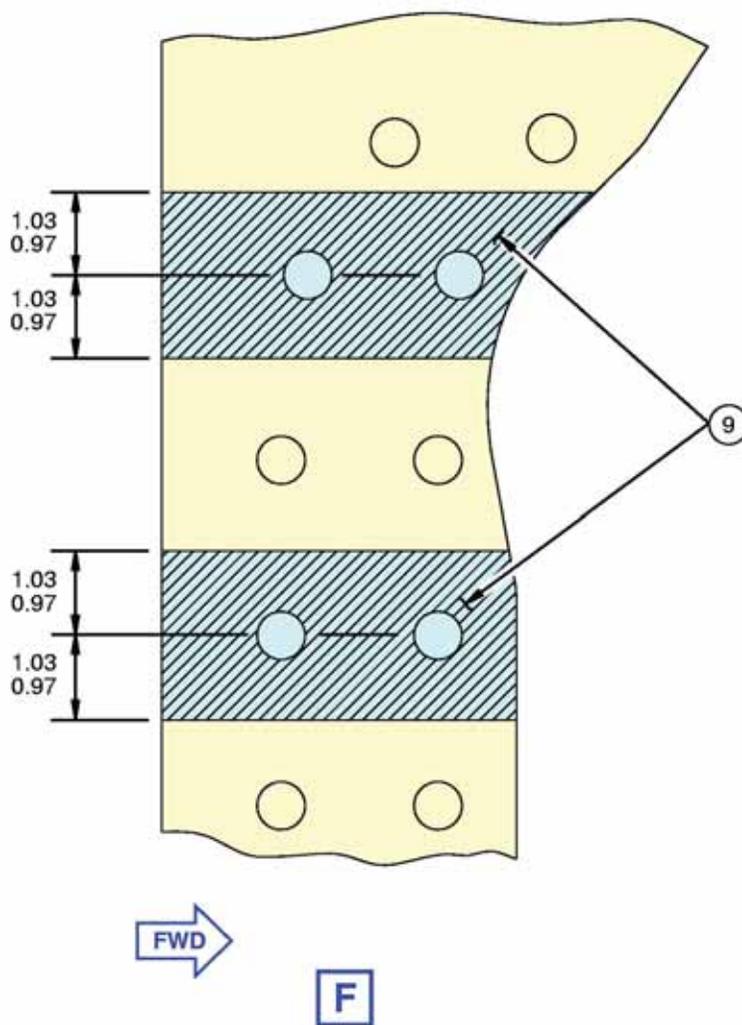
FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 10 OF 20)

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

Step	Task	Name	Identification	Qty	More Data
1	Put / Hold	SPLICE ANGLE	148W2204-6	1	
	Put / Hold	SHIM LAMINATED	148W7143-11	1	SHIM A
	Put / Hold	SHIM LAMINATED	148W7143-13	1	SHIM B
	Put / Hold	SHIM LAMINATED	148W7143-7	1	SHIM C
	Put / Hold	SHIM LAMINATED	148W7143-6	1	SHIM D
	Put / Hold	SHIM LAMINATED	148W7143-5	1	SHIM E

FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 11 OF 20)

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Step	Task	Name	Identification	Qty	More Data
2	Put / Hold	SHIM, LAMINATED	BACS40R016B037F	1	SHIM U
	Put / Hold	FILLER	BACF3H14NP017HN	2	FILLER A This is a kept part.
	Put / Hold	SHIM, LAMINATED	BACS40R007B064F	1	SHIM G
	Put / Hold	SHIM, LAMINATED	BACS40R008B041F	1	SHIM H
	Put / Hold	FILLER	148W2328-1	1	FILLER D This is a kept part.
	Put / Hold	END FITTING	148W2379-()	1	BLUE
	Put / Hold	SHIM, LAMINATED	BACS40R023B053F	1	SHIM I
	Put / Hold	SHIM, LAMINATED	BACS40R007B077F	1	SHIM J
	Put / Hold	SHIM, LAMINATED	BACS40R008B062F	1	SHIM K
	Put / Hold	FILLER	148W2328-2	1	FILLER E This is a kept part.
	Put / Hold	END FITTING	148W2369-()	1	
3	Put / Hold	FITTING	148W2515-()	1	
	Put / Hold	SHIM,LAMINATED	BACS40R029B065F	1	SHIM L
	Put / Hold	SHIM	148W0015-13	1	SHIM M
	Put / Hold	SHIM	148W0015-14	1	SHIM O
4	Put / Hold	FITTING	148W2514-()	1	
	Put / Hold	SHIM	148W0015-12	1	SHIM Q
	Put / Hold	SHIM	148W0015-14	1	SHIM O
	Put / Hold	SHIM, LAMINATED	BACS40R021B049F	1	SHIM R
	Put / Hold	SHIM, LAMINATED	BACS40R019B056F	1	SHIM S
	Put / Hold	SHIM-LAMINATED	BACS40R033B052F	1	SHIM T
5	Drill / Ream	HOLE	-	214	
6	Remove / Keep	PART	-	-	
7	Deburr	HOLE	-	-	

**FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
8	Cut	CHORD	148W7102-()	1	the damaged edge in accordance with 777-200 SRM 51-10-02 or 777-300 SRM 51-10-02, as applicable. Minimum material removed equals the length of the longest detected crack, and not to exceed 0.160 inch.
	Deburr	CHORD	148W7102-()	1	
	Inspect	CHORD	148W7102-()	1	Do a surface High Frequency Eddy Current (HFEC) inspection of the cut edge, to make sure any crack was removed, in accordance with 777 NDT Manual Part 6, 51-00-01. (a)
	Cut	CHORD	148W7102-()	1	0.04 inch insurance cut. Maximum edge trim out is 0.200 inch. Blend the edge to a minimum radius of 1.50 inch. Maintain a shoulder slope of runout of minimum 1.0 inch.
	Deburr	CHORD	148W7102-()	1	Deburr the cut edge. The surface roughness of the cut edge is 63 Ra or better.

**FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
9	Shot Peen	CHORD	148W7102-()	1	The indicated in-board and outboard surface of the chord. Shot intensity is 0.010A, shot size is 330, and coverage is 100%. Refer to SOPM 20-10-03, Self-Contained Shot Peening, as an accepted procedure.
10	Apply	CHEMICAL CONVERSION COATING	-	-	to the cut surface, in accordance with 777-200 SRM 51-20-01 or 777-300 SRM 51-20-01, as applicable.
	Apply	PRIMER	BMS 10-11, TYPE I	-	two coats, on the cut surface. Refer to SOPM 20-41-02 as an accepted procedure.
11	Install (New)	SPLICE ANGLE	148W2204-6	1	(f)
	Install (New)	SHIM LAMINATED	148W7143-11	1	SHIM A (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-13	1	SHIM B (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-7	1	SHIM C (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-6	1	SHIM D (e) (f)
	Install (New)	SHIM LAMINATED	148W7143-5	1	SHIM E (e) (f)

**FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Step	Task	Name	Identification	Qty	More Data
12	Install (New)	SHIM, LAMINATED	BACS40R016B037F	1	SHIM U (d) (f)
	Install (Kept)	FILLER	BACF3H14NP017HN	2	FILLER A (f)
	Install (New)	SHIM, LAMINATED	BACS40R007B064F	1	SHIM G (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R008B041F	1	SHIM H (b) (f)
	Install (Kept)	FILLER	148W2328-1	1	FILLER D (f)
	Install (Kept)	END FITTING	148W2379-()	1	(f) End fitting pad must remain clamped to chord until the sealant is cured.
	Install (New)	SHIM, LAMINATED	BACS40R023B053F	1	SHIM I (d) (f)
	Install (New)	SHIM, LAMINATED	BACS40R007B077F	1	SHIM J (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R008B062F	1	SHIM K (b) (f)
	Install (Kept)	FILLER	148W2328-2	1	FILLER E (f)
	Install (Kept)	END FITTING	148W2369-()	1	(f) End fitting pad must remain clamped to chord until the sealant is cured.
13	Install (Kept)	FITTING	148W2515-()	1	(f)
	Install (New)	SHIM,LAMINATED	BACS40R029B065F	1	SHIM L (b) (f)
	Install (New)	SHIM	148W0015-13	1	SHIM M (b) (f)
	Install (New)	SHIM	148W0015-14	1	SHIM O (b) (f)
14	Install (Kept)	FITTING	148W2514-()	1	(f)
	Install (New)	SHIM	148W0015-12	1	SHIM Q (b) (f)
	Install (New)	SHIM	148W0015-14	1	SHIM O (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R021B049F	1	SHIM R (b) (f)
	Install (New)	SHIM, LAMINATED	BACS40R019B056F	1	SHIM S (b) (f)
	Install (New)	SHIM-LAMINATED	BACS40R033B052F	1	SHIM T (c) (f)
15	Install (Kept)	FASTENER	-	12	(g)
16	Install (New)	FASTENER	-	202	(g)
<p>(a) If crack indications exist after this surface HFEC inspection, remove additional material, a maximum of 0.160 inch total, to remove the crack indication. If crack indications still exist after a total of 0.160 inch of material has been removed, this repair cannot be done. Do the modification in Boeing Service Bulletin 777-53-0076.</p>					

**FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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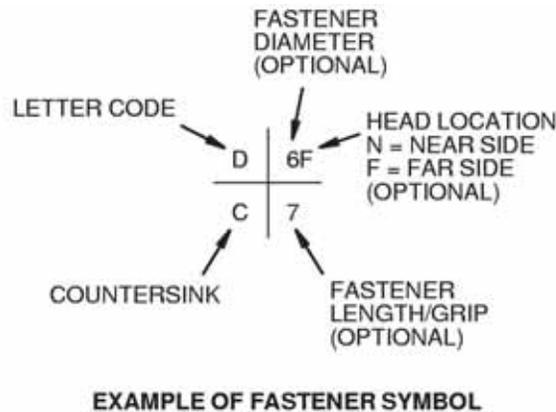
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Step	Task	Name	Identification	Qty	More Data
(b)	Fit shim by removing 0.003 inch laminations as required. Maximum shim thickness is 0.04 inch. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(c)	Fit shim by removing 0.003 inch laminations as required. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(d)	Fit shim by removing 0.003 inch laminations as required. Maximum gap after shimming is 0.003 inch. Step tapering may be necessary. Shim must pick up minimum of one bolt. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(e)	Fit shim by removing 0.003 inch laminations as required. Maximum shim thickness is 0.033 inch. Step tapering may be necessary. Maximum gap after shimming is 0.005 inch before fastener installation. Install with BMS 10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure.				
(f)	Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.				
(g)	Install fasteners with BMS 5-95. Refer to SOPM 20-50-19, Method 2, as an accepted procedure.				

The flag note numbers shown below agree with the numbers shown in the flag symbols in the figure.

Flagnote	Description
1	Make sure the space between the stringer end fitting and the adjacent structure is free of sealant for sufficient drainage.



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FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR (SHEET 16 OF 20)

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

Code	Name	Identification	Qty	Hole Dia	More Data
A	BOLT, 12 PT HEAD	BACB30US6K14	2	0.376 - 0.379	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US6K19	3	0.376 - 0.379	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP6CD	5	-	Under bolt head
	WASHER	BACW10BP6DP	5	-	Under the nut
	SELF-LOCKING NUT	BACN10HR6CD	5	-	Tighten to 300 to 500 in-lb.
	BOLT, 12 PT HEAD	BACB30US8K28	1	0.501 - 0.505	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	BOLT, 12 PT HEAD	BACB30US8K*	2	0.501 - 0.505	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER	BACW10BP8CD	3	-	Under bolt head
	WASHER	BACW10BP8DP	3	-	Under the nut
	NUT	BACN10HR8CD	3	-	Tighten to 870 to 1300 in-lb.
	BOLT, 12 PT HEAD	BACB30US12K36	2	0.751 - 0.757	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP12CD	2	-	Under bolt head
	WASHER, PLAIN	BACW10BP12DP	2	-	Under the nut
	SELF-LOCKING NUT	BACN10HR12CD	2	-	Tighten to 3300 to 4300 in-lb.

**FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
	BOLT, 12 PT HEAD	BACB30US16K46	2	1.028 - 1.047	This is a kept part. If this part is not serviceable, use a new part with the same part number. This part is not in the retrofit kit.
	WASHER, PLAIN	BACW10BP16CD	2	-	Under bolt head
	WASHER, PLAIN	BACW10BP16DP	2	-	Under the nut
	SELF-LOCKING NUT	BACN10HR162CD	2	-	Tighten to 7000 to 10900 in-lb.
B	BOLT, PROTRUDING HD	BACB30NX6K5X	4	0.200 - 0.203	
	COLLAR	BACC30M6	4	-	
	BOLT, PROTRUDING HD	BACB30NX10K11X	3	0.327 - 0.331	
	BOLT, PROTRUDING HD	BACB30NX10K14X	13	0.327 - 0.331	
	COLLAR	BACC30BH10	16	-	

**FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
C	BOLT, PROTRUDING HD	BACB30MY8K4X	16	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K5X	4	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K6X	18	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K7X	6	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K8X	5	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K9X	1	0.263 - 0.266	
	BOLT, PROTRUDING HD	BACB30MY8K11X	14	0.263 - 0.266	
	COLLAR	BACC30M8	64	-	
	BOLT, PROTRUDING HD	BACB30MY10K7X	8	0.325 - 0.328	
	BOLT, PROTRUDING HD	BACB30MY10K10X	6	0.325 - 0.328	
	BOLT, PROTRUDING HD	BACB30MY10K13X	6	0.325 - 0.328	
D	COLLAR	BACC30M10	20	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K7X	2	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K8X	5	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	17	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K10X	28	0.263 - 0.266	
	BOLT, 100 DEG HEX DR	BACB30NW8K12X	2	0.263 - 0.266	
COLLAR	BACC30M8	54	-		

**FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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Code	Name	Identification	Qty	Hole Dia	More Data
G	BOLT, HEX DRIVE	BACB30YN8K12X	8	0.263 - 0.266	
	WASHER	NAS1149D0432J	8	-	
	WASHER	NAS1149D0463J	8	-	
	NUT	BACN10YR4CD	8	-	Tighten to 60 to 80 in-lb.
	BOLT, HEX DRIVE	BACB30YN10K15X	12	0.325 - 0.328	
	BOLT, HEX DRIVE	BACB30YN10K16X	16	0.325 - 0.328	
	WASHER	NAS1149D0532J	28	-	
	WASHER	NAS1149D0563J	28	-	
	NUT	BACN10YR5CD	28	-	Tighten to 130 to 160 in-lb.
I	BOLT, 100 DEG HEX DR	BACB30NW8K9X	8	0.2616 - 0.2636	
	WASHER, PLAIN	BACW10BP41DP	8	-	
	NUT	BACN10YR4CD	8	-	Tighten to 60 to 80 in-lb.

**FIGURE 18: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - REPAIR
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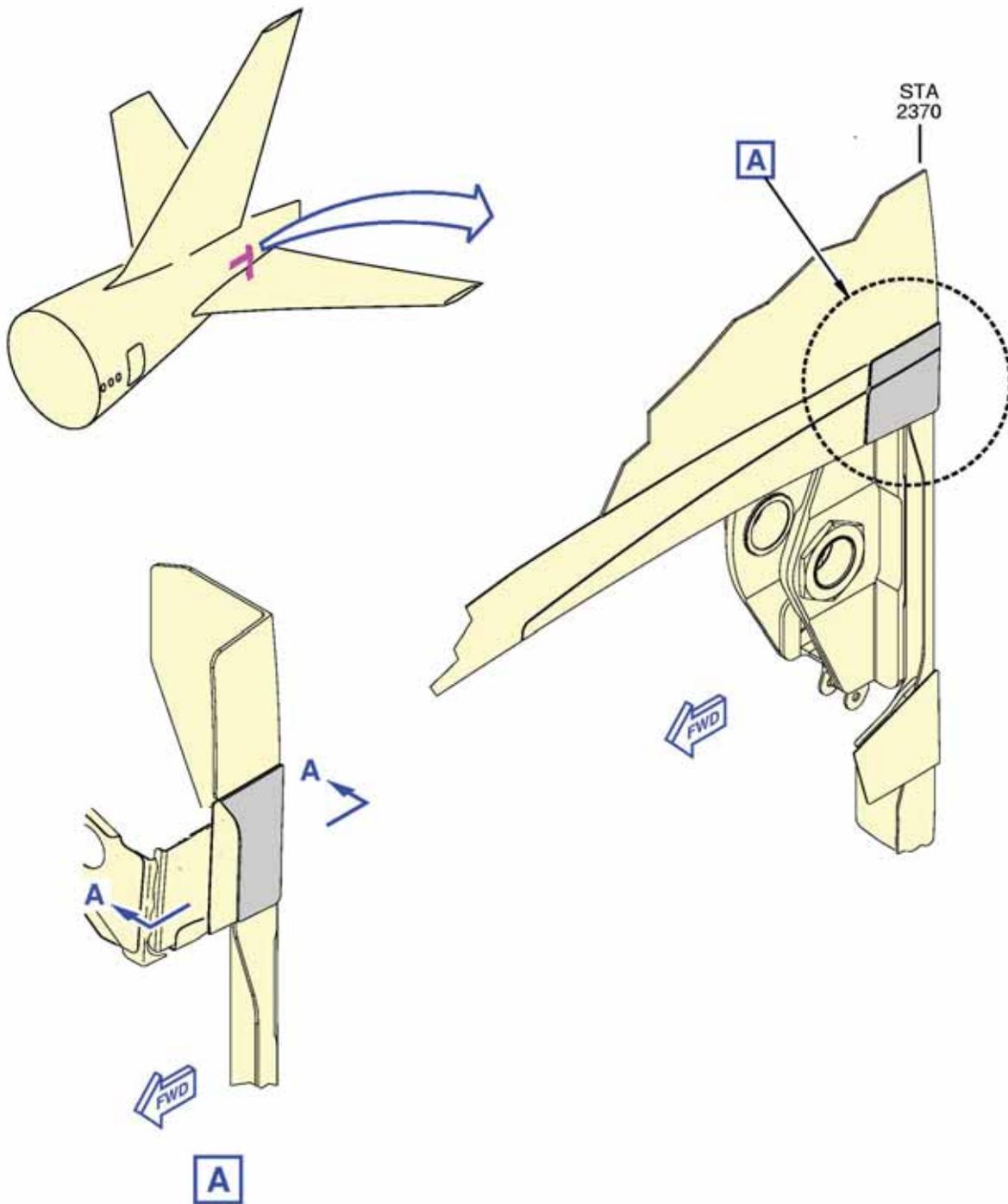


FIGURE 19: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION (SHEET 1 OF 3)

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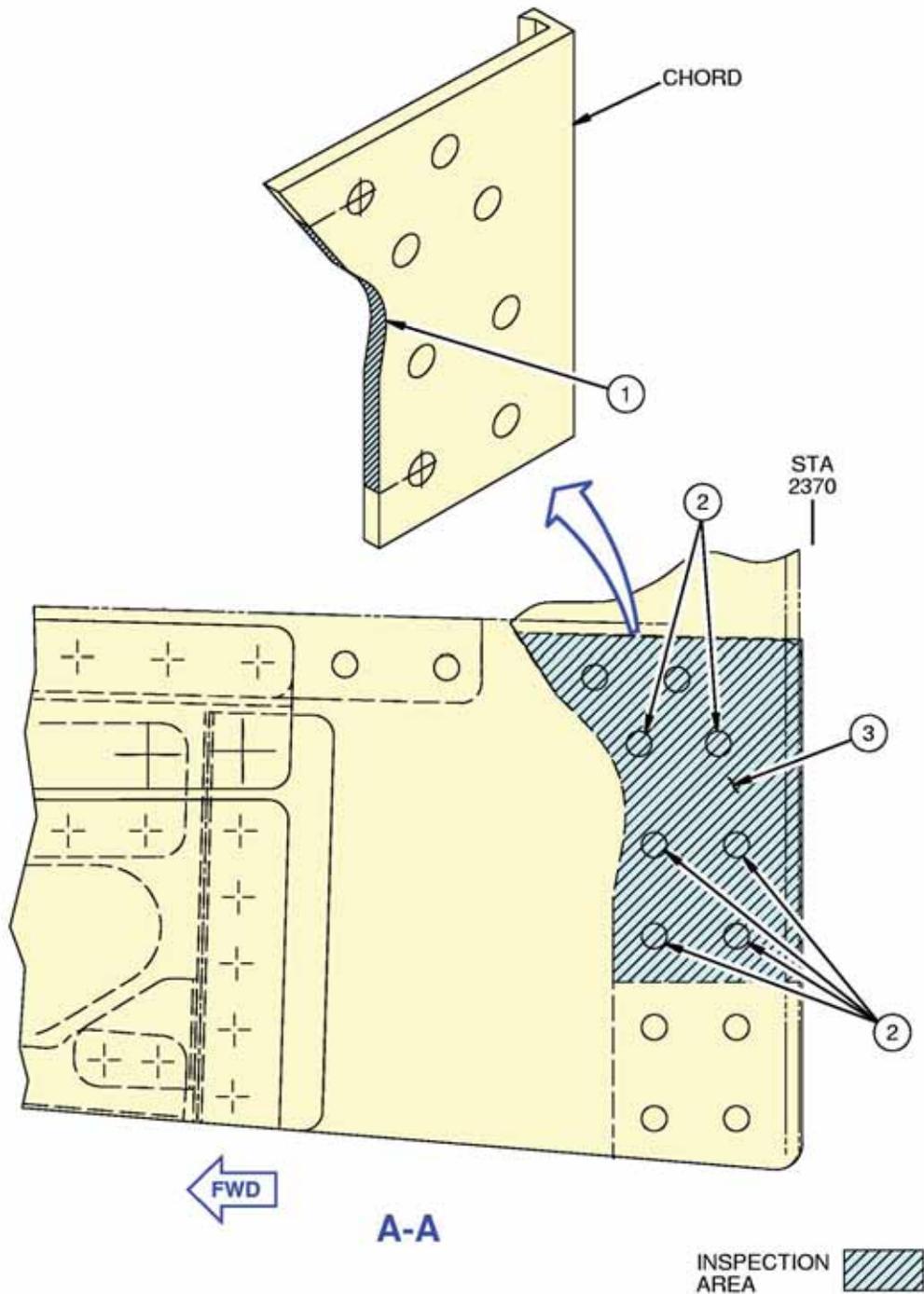


FIGURE 19: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION (SHEET 2 OF 3)

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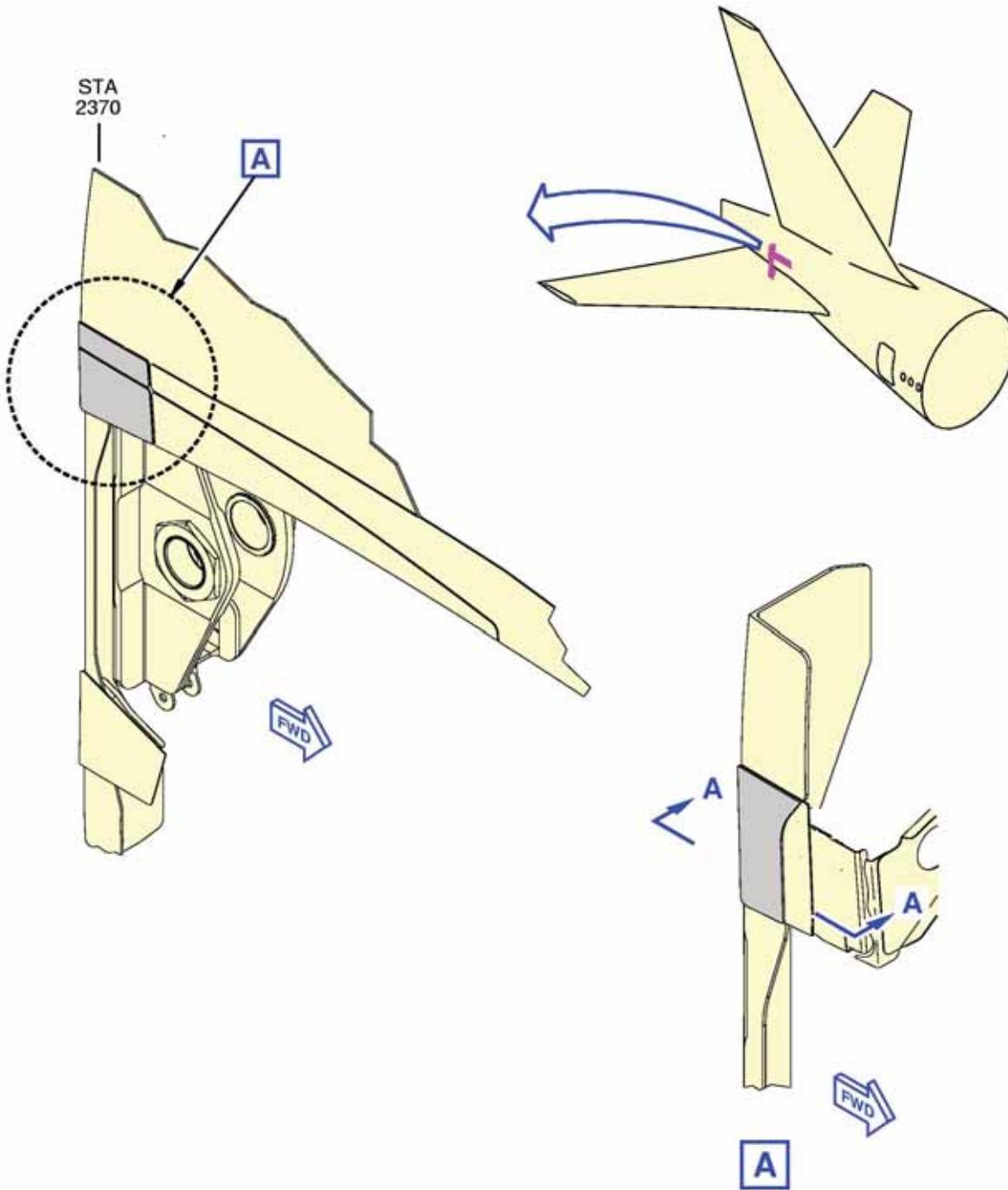
Step	Task	Name	Identification	Qty	More Data
1	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a surface High Frequency Eddy Current (HFEC) inspection for any crack, in accordance with 777 NDT Manual Part 6, 51-00-01.
2	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do an open hole HFEC inspection for any crack, in accordance with 777 NDT Manual Part 6, 51-00-02.
3	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a DET for any crack.

**FIGURE 19: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION
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FIGURE 20: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION (SHEET 1 OF 3)

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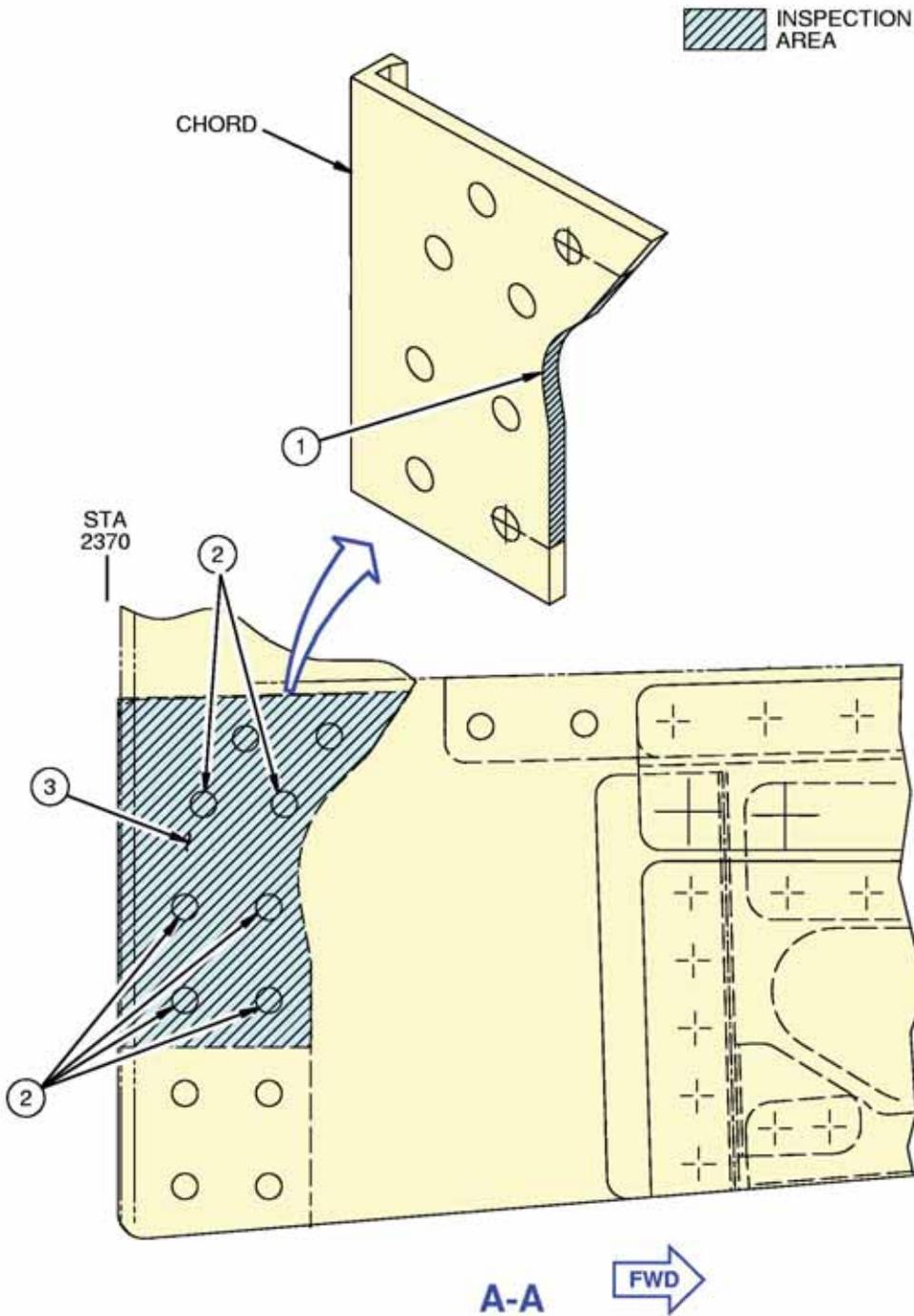


FIGURE 20: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
1	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a surface High Frequency Eddy Current (HFEC) inspection for any crack, in accordance with 777 NDT Manual Part 6, 51-00-01.
2	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do an open hole HFEC inspection for any crack, in accordance with 777 NDT Manual Part 6, 51-00-02.
3	Inspect	CHORD - FORWARD, PIVOT BULKHEAD, MID	148W7102-()	1	Do a DET for any crack.

**FIGURE 20: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION
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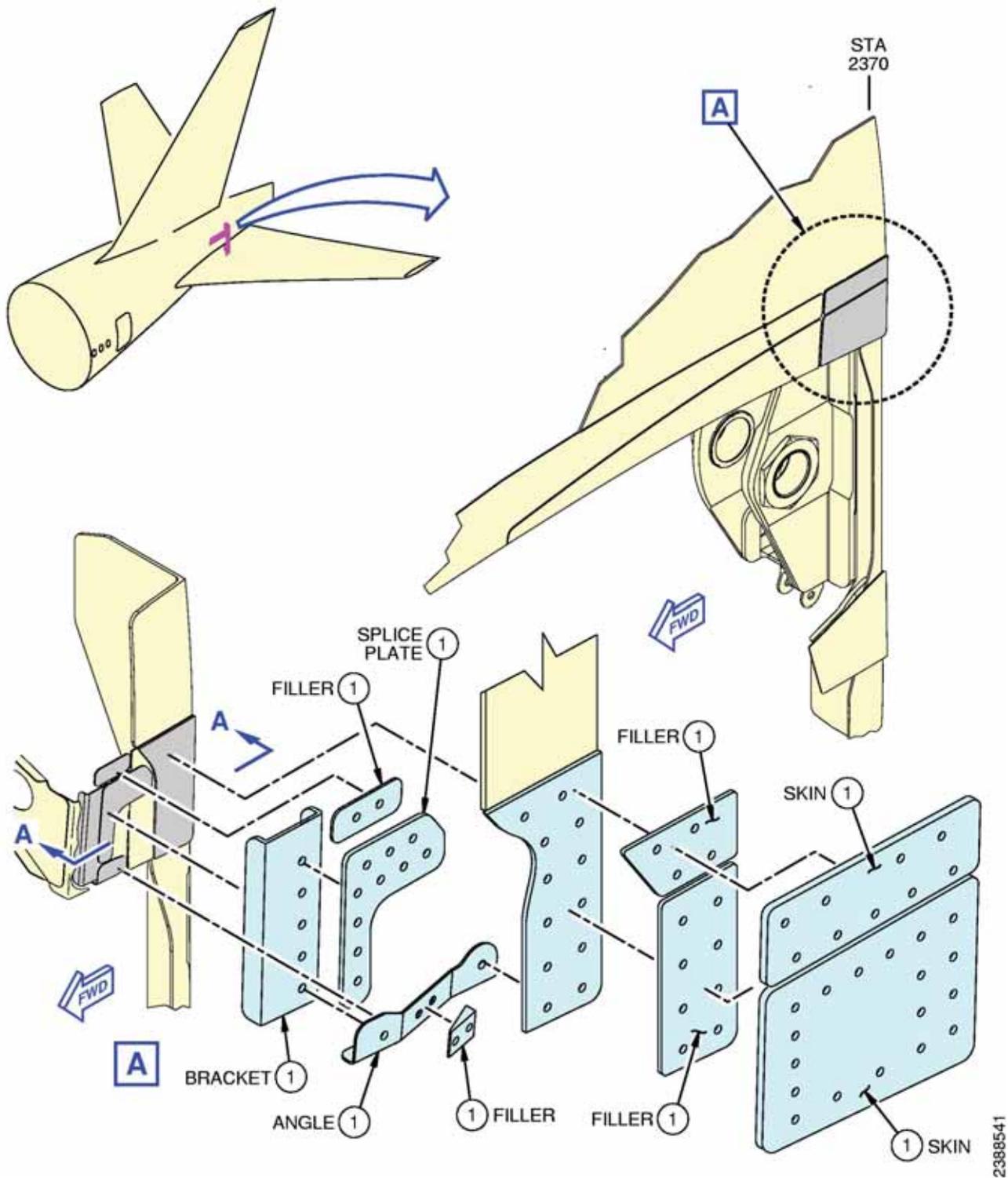


FIGURE 21: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR INSPECTION - SKIN PANEL INSTALLATION (SHEET 1 OF 5)

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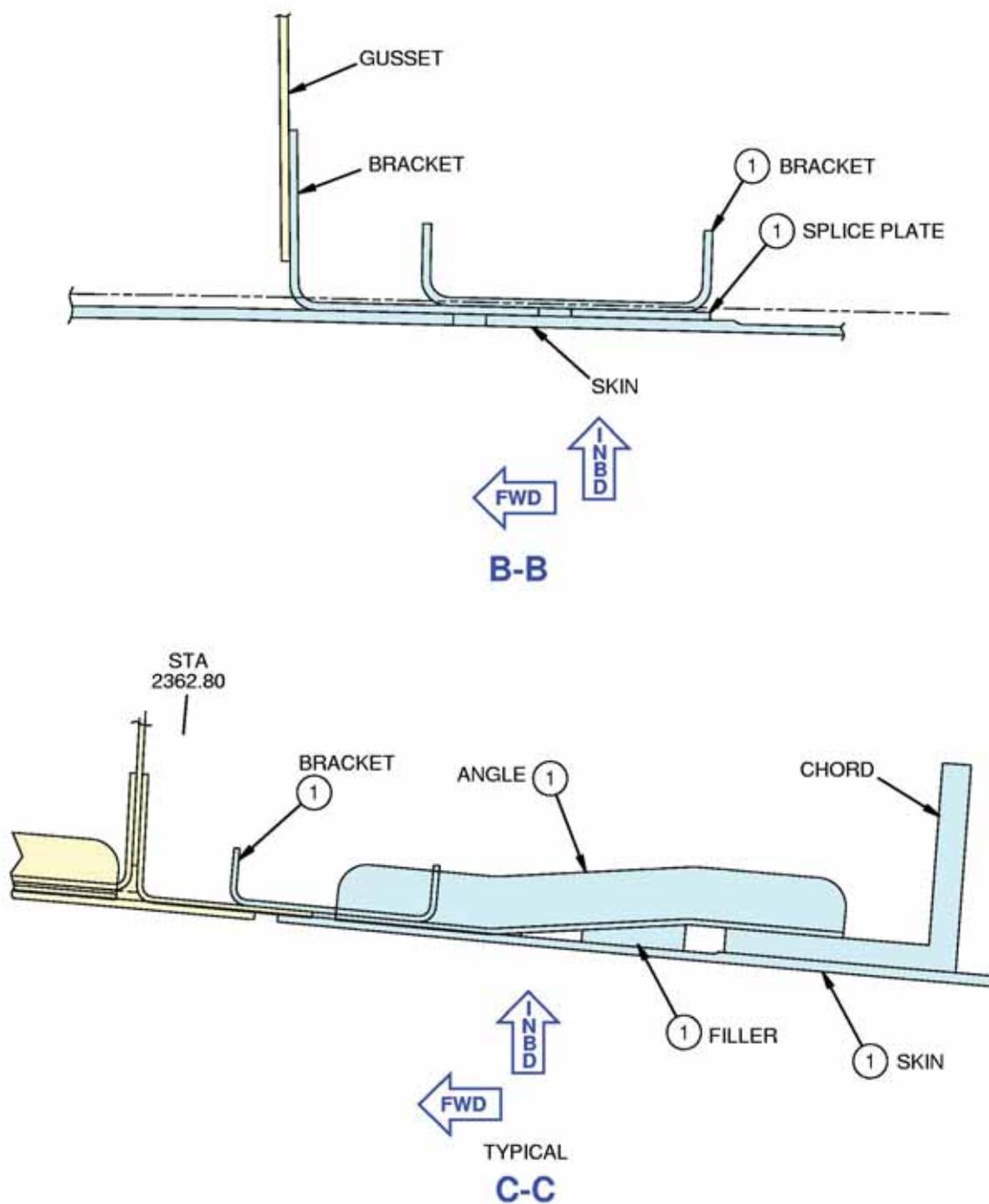


FIGURE 21: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR INSPECTION - SKIN PANEL INSTALLATION (SHEET 3 OF 5)

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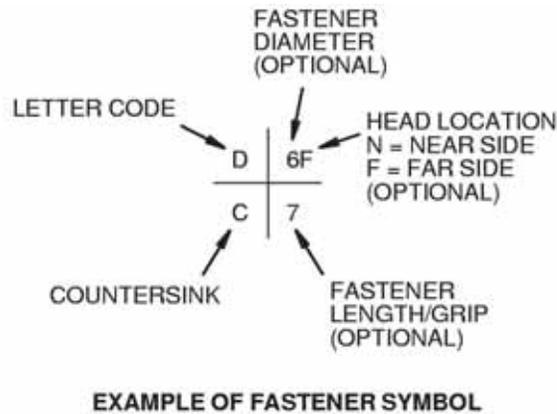
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (Kept)	FILLER	148W2917-9	1	(a)
		FILLER	148W2917-11	1	(a)
		FILLER	148W2917-7	1	(a)
		ANGLE - FAIR-ING ASSY, UPPER	148W2914-()	1	(a)
		FILLER	BACF3T03M14S8B	1	(a)
		SPLICE PLATE	148W2918-3	1	(a)
		BRACKET	148W2920-1	1	(a)
		SKIN	148W2912-1	1	(a) Do not seal the exterior gap around this skin panel.
		SKIN	148W2912-2	1	(a) Do not seal the exterior gap around this skin panel.
		RADIUS FILLER	148W9710-15	1	(a)
		FASTENER	-	3	
2	Install (New)	FASTENER	-	24	

(a) Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.



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FIGURE 21: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR INSPECTION - SKIN PANEL INSTALLATION (SHEET 4 OF 5)

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

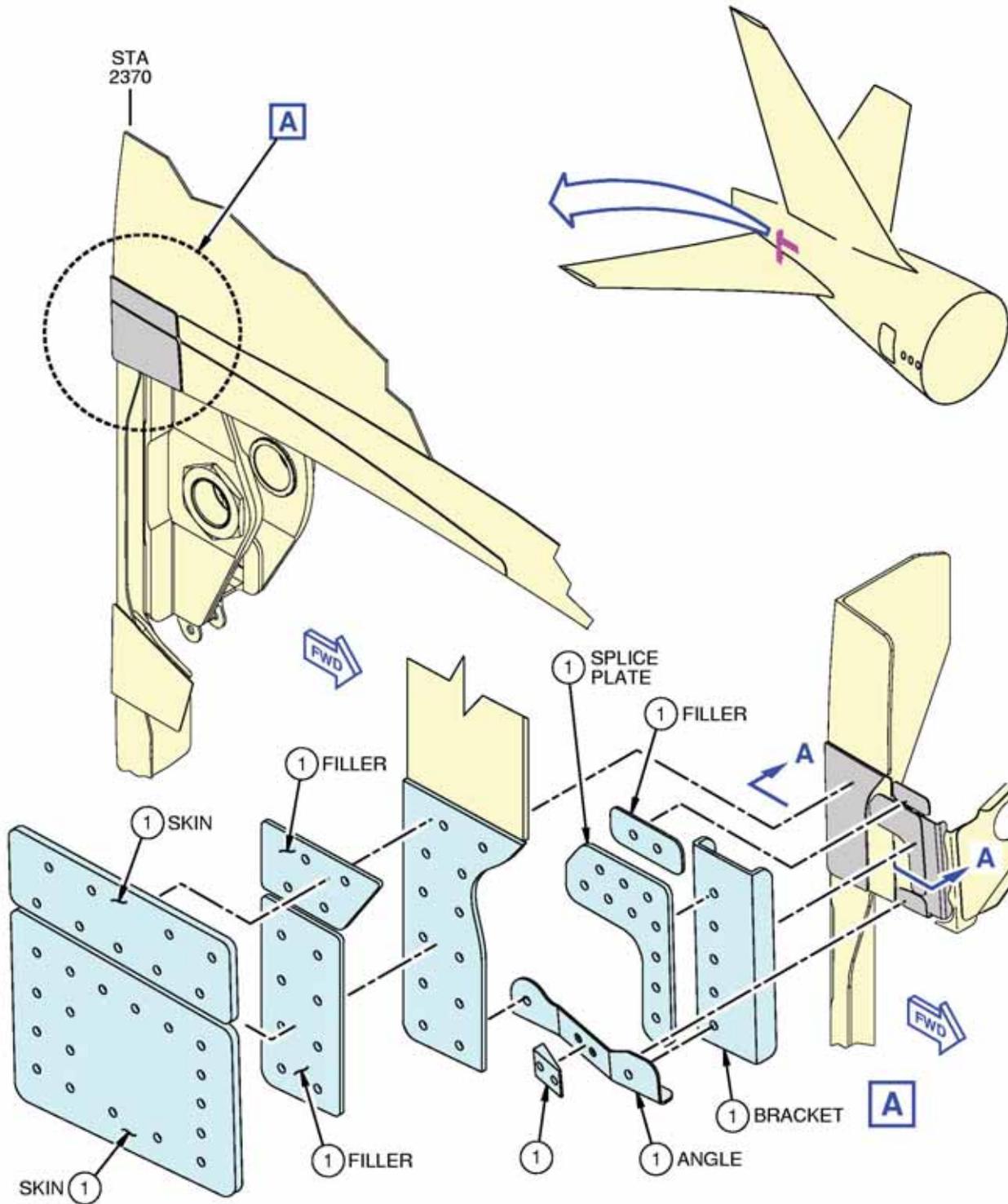
Code	Name	Identification	Qty	Hole Dia	More Data
D	BOLT, 100 DEG HEX DR	BACB30NW6K5X	2	0.2026 - 0.2036	(a)
	COLLAR	BACC30M6	2	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K5X	3	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K6X	1	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	6	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K12X	2	0.2651 - 0.2661	(a)
	COLLAR	BACC30M8	12	-	
H	RIVET, 100 DEG	BACR15CE5KE5	3	-	
	RIVET, 100 DEG	BACR15CE5KE6	6	-	
	RIVET, 100 DEG	BACR15CE5KE8	1	-	
J	BOLT	BACB30VF3K4	2	-	
	BOLT	BACB30VF3K5	-	-	
	NUTPLATE	BACN10YF33CD	-	-	Install bolts into existing nutplates on the horizontal stabilizer seal fairing.
(a) Install fasteners with BMS 5-95 sealant. Refer to SOPM 20-50-19, Method 2 as an accepted procedure.					

**FIGURE 21: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR INSPECTION
- SKIN PANEL INSTALLATION
(SHEET 5 OF 5)**

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**FIGURE 22: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR INSPECTION
- SKIN PANEL INSTALLATION
(SHEET 1 OF 5)**

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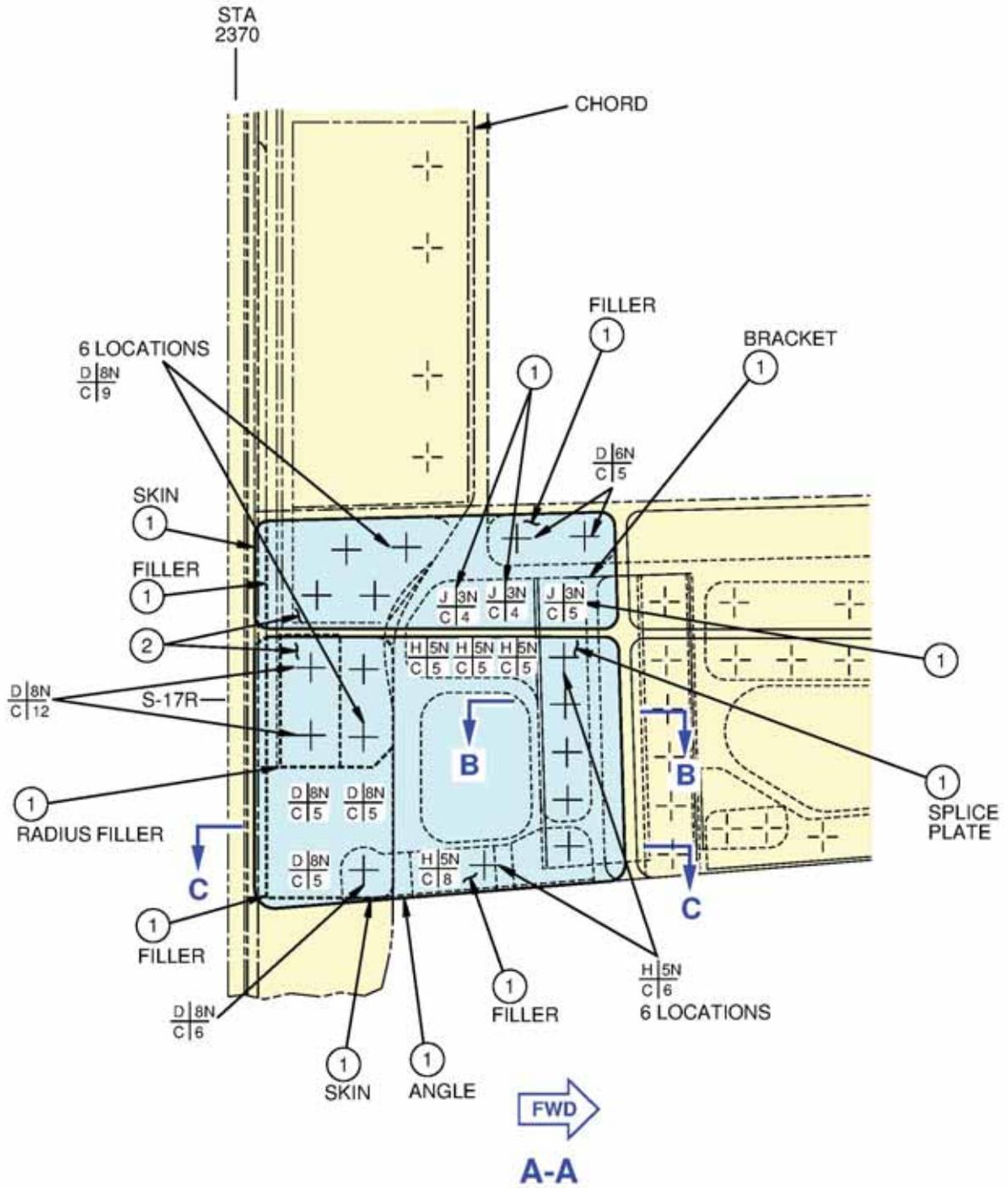


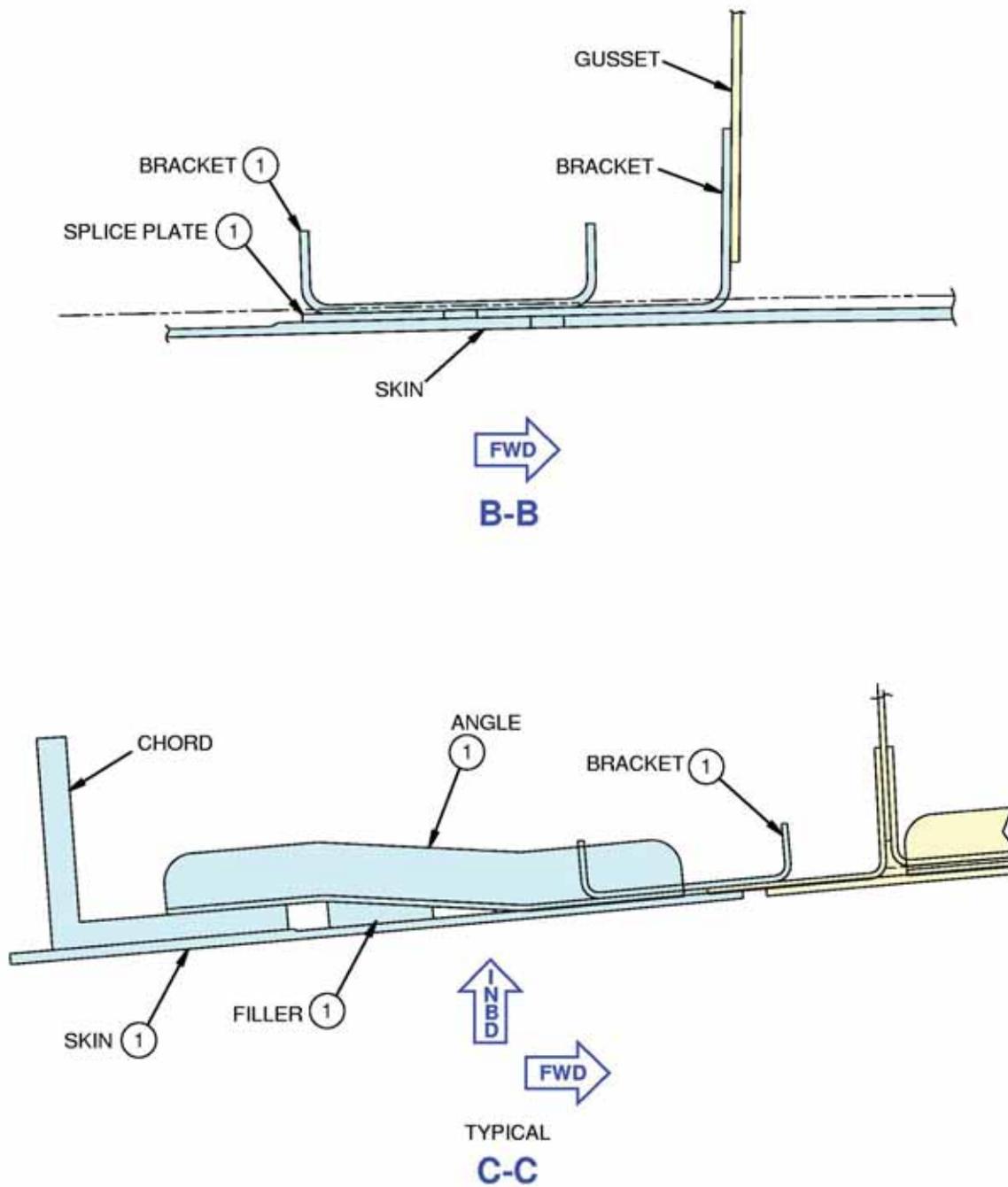
FIGURE 22: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR INSPECTION - SKIN PANEL INSTALLATION (SHEET 2 OF 5)

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FIGURE 22: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR INSPECTION - SKIN PANEL INSTALLATION (SHEET 3 OF 5)

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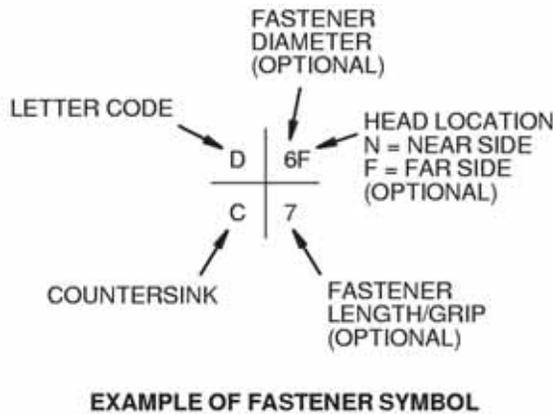
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (Kept)	FILLER	148W2917-9	1	(a)
		FILLER	148W2917-11	1	(a)
		FILLER	148W2917-7	1	(a)
		ANGLE - FAIR-ING ASSY, UPPER	148W2914-()	1	(a)
		FILLER	BACF3T03M14S8B	1	(a)
		SPLICE PLATE	148W2918-4	1	(a)
		BRACKET	148W2920-2	1	(a)
		SKIN	148W2912-2	1	(a) Do not seal the exterior gap around this skin panel.
		SKIN	148W2912-4	1	(a) Do not seal the exterior gap around this skin panel.
		RADIUS FILLER	148W9710-15	1	(a)
		FASTENER	-	3	
2	Install (New)	FASTENER	-	24	

(a) Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.



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FIGURE 22: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR INSPECTION - SKIN PANEL INSTALLATION (SHEET 4 OF 5)

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

Code	Name	Identification	Qty	Hole Dia	More Data
D	BOLT, 100 DEG HEX DR	BACB30NW6K5X	2	0.2026 - 0.2036	(a)
	COLLAR	BACC30M6	2	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K5X	3	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K6X	1	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	6	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K12X	2	0.2651 - 0.2661	(a)
	COLLAR	BACC30M8	12	-	
H	RIVET, 100 DEG	BACR15CE5KE5	3	-	
	RIVET, 100 DEG	BACR15CE5KE6	6	-	
	RIVET, 100 DEG	BACR15CE5KE8	1	-	
J	BOLT	BACB30VF3K4	2	-	
	BOLT	BACB30VF3K5	-	-	
	NUTPLATE	BACN10YF33CD	-	-	Install bolts into existing nutplates on the horizontal stabilizer seal fairing.
(a) Install fasteners with BMS 5-95 sealant. Refer to SOPM 20-50-19, Method 2 as an accepted procedure.					

**FIGURE 22: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR INSPECTION
- SKIN PANEL INSTALLATION
(SHEET 5 OF 5)**

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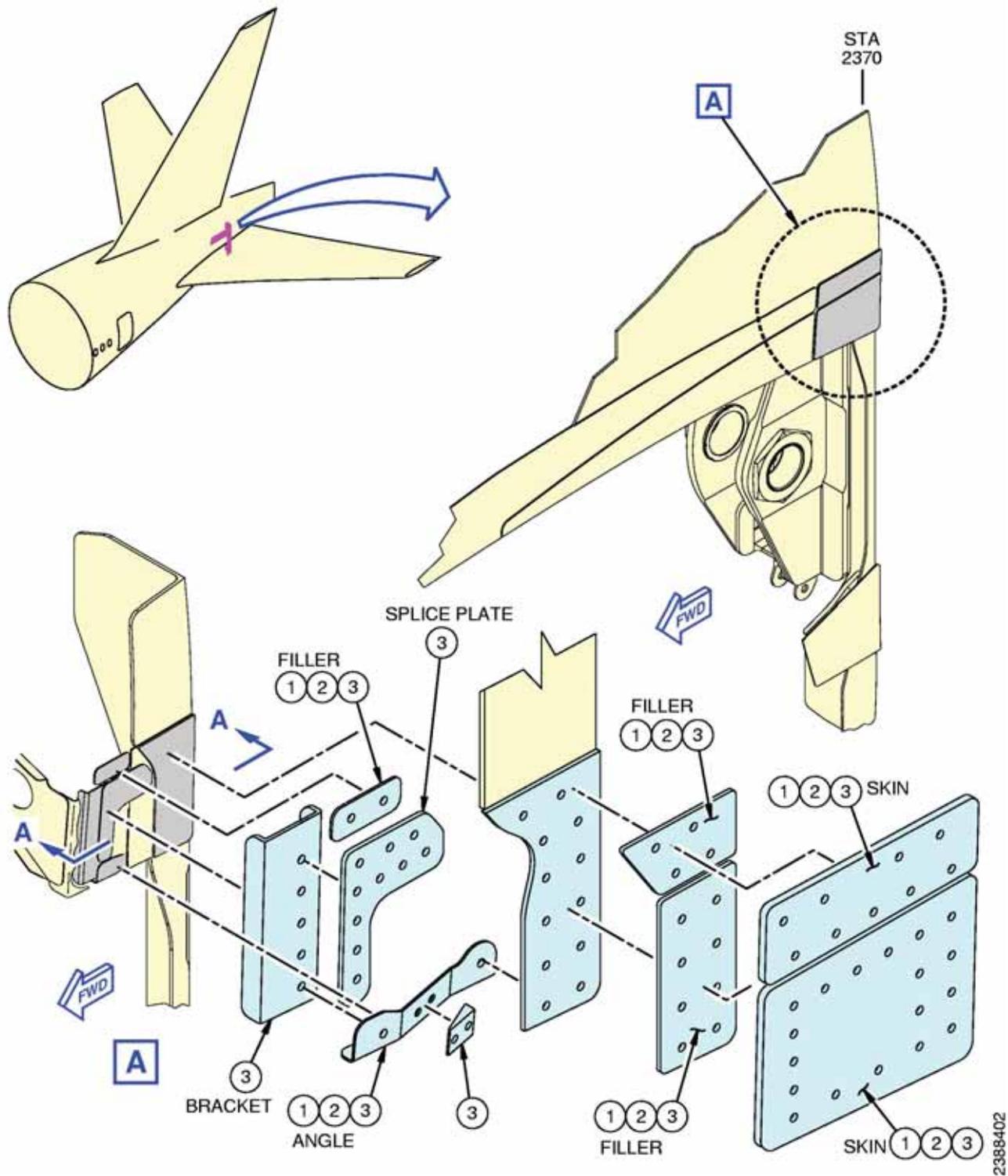
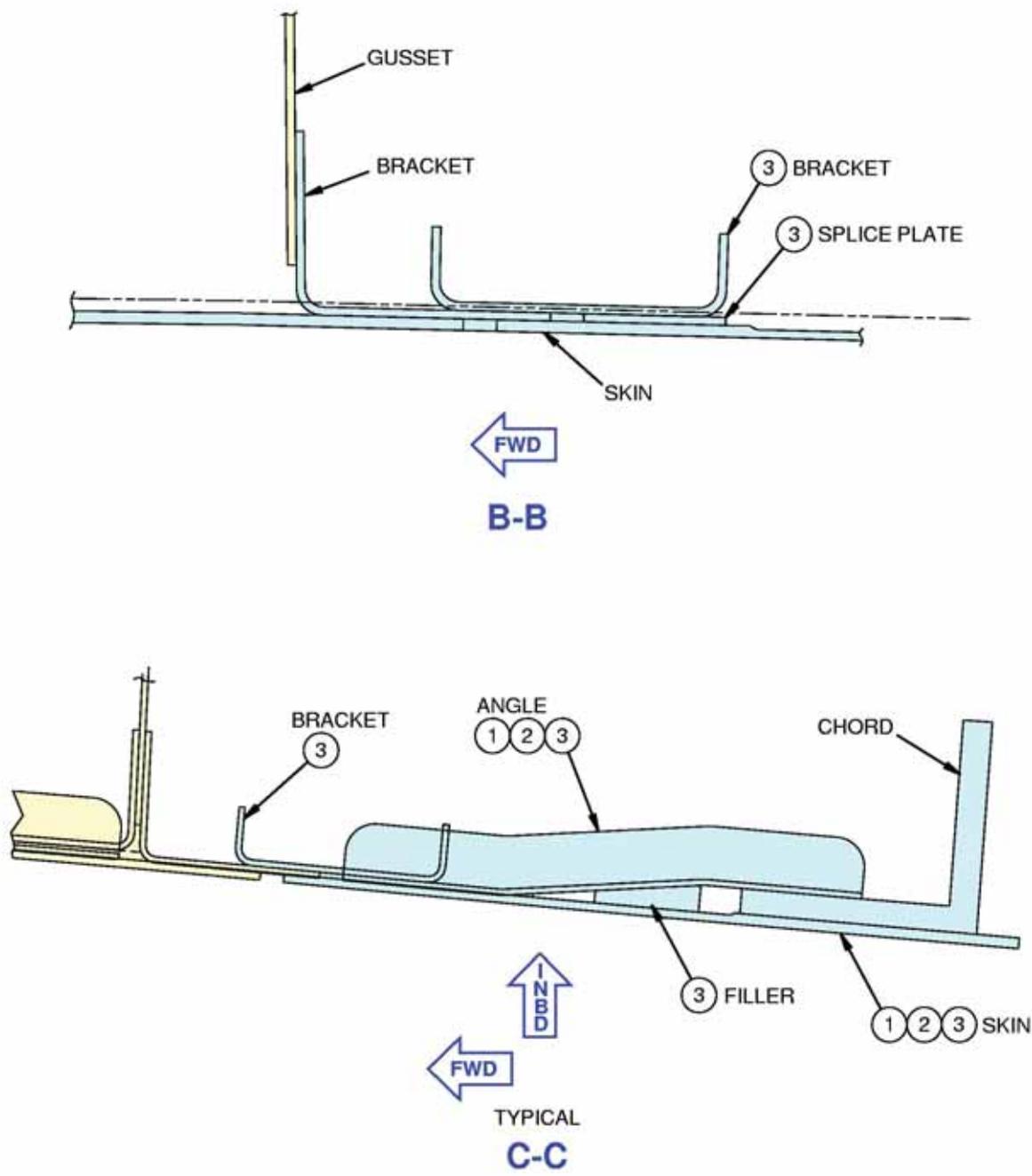


FIGURE 23: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 1 OF 6)

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FIGURE 23: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 3 OF 6)

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

Step	Task	Name	Identification	Qty	More Data
1	Put/Hold	ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		SKIN	148W2912-1	1	
		SKIN	148W2912-3	1	
		RADIUS FILLER	148W9710-15	1	
	Drill/Ream	HOLE	-	14	
2	Re-move/Keep	ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		SKIN	148W2912-1	1	
		SKIN	148W2912-3	1	
		RADIUS FILLER	148W9710-15	1	
		Deburr	HOLE	-	-

FIGURE 23: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 4 OF 6)

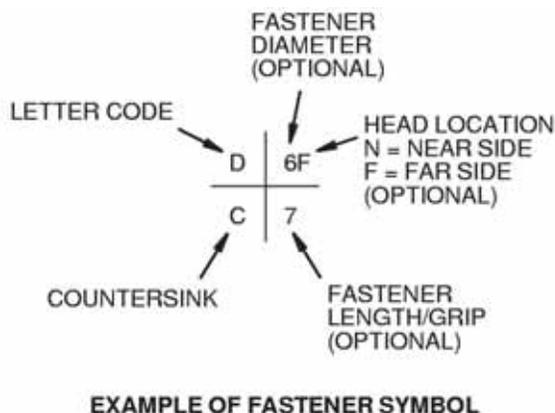
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Step	Task	Name	Identification	Qty	More Data
3	Install (Kept)	FILLER	148W2917-9	1	(a)
		FILLER	148W2917-11	1	(a)
		FILLER	148W2917-7	1	(a)
		SPLICE PLATE	148W2918-3	1	(a)
		BRACKET	148W2920-1	1	(a)
		ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	(a)
		FILLER	BACF3T03M14S8B	1	(a)
		SKIN	148W2912-1	1	(a) Do not seal the exterior gap around this skin panel.
		SKIN	148W2912-3	1	(a) Do not seal the exterior gap around this skin panel.
		RADIUS FILLER	148W9710-15	1	(a)
		FASTENER	-	3	
4	Install (New)	FASTENER	-	24	

(a) Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.



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FIGURE 23: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 5 OF 6)

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

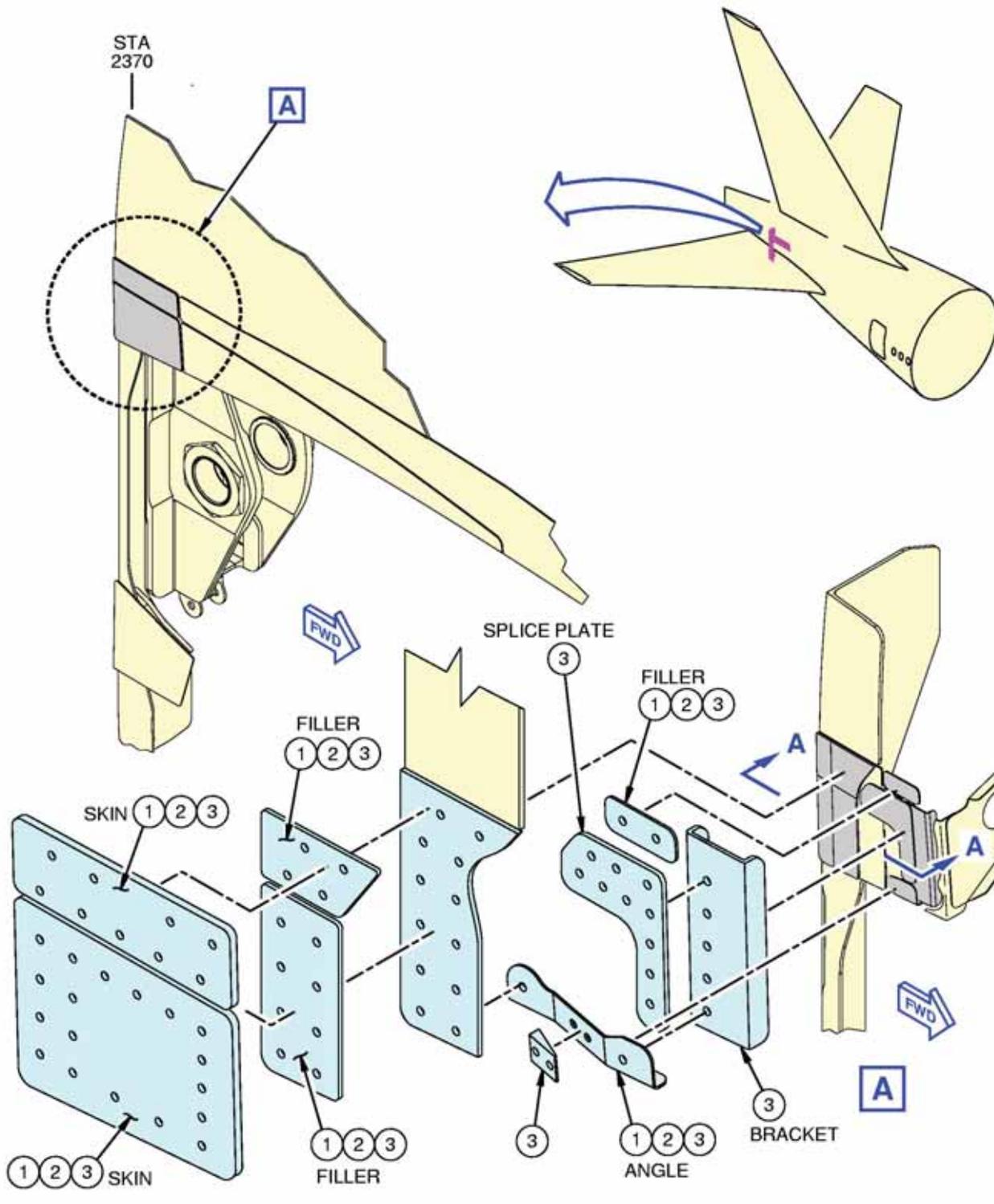
Code	Name	Identification	Qty	Hole Dia	More Data
D	BOLT, 100 DEG HEX DR	BACB30NW6K5X	2	0.2026 - 0.2036	(a)
	COLLAR	BACC30M6	2	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K5X	3	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K6X	1	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	6	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K12X	2	0.2651 - 0.2661	(a)
	COLLAR	BACC30M8	12	-	
H	RIVET, 100 DEG	BACR15CE5KE5	3	-	
	RIVET, 100 DEG	BACR15CE5KE6	6	-	
	RIVET, 100 DEG	BACR15CE5KE8	1	-	
J	BOLT	BACB30VF3K4	2	-	
	BOLT	BACB30VF3K5	-	-	
	NUTPLATE	BACN10YF33CD	-	-	Install bolts into existing nutplates on the horizontal stabilizer seal fairing.
(a) Install fasteners with BMS 5-95 sealant. Refer to SOPM 20-50-19, Method 2 as an accepted procedure.					

FIGURE 23: LEFT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 6 OF 6)

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FIGURE 24: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 1 OF 6)

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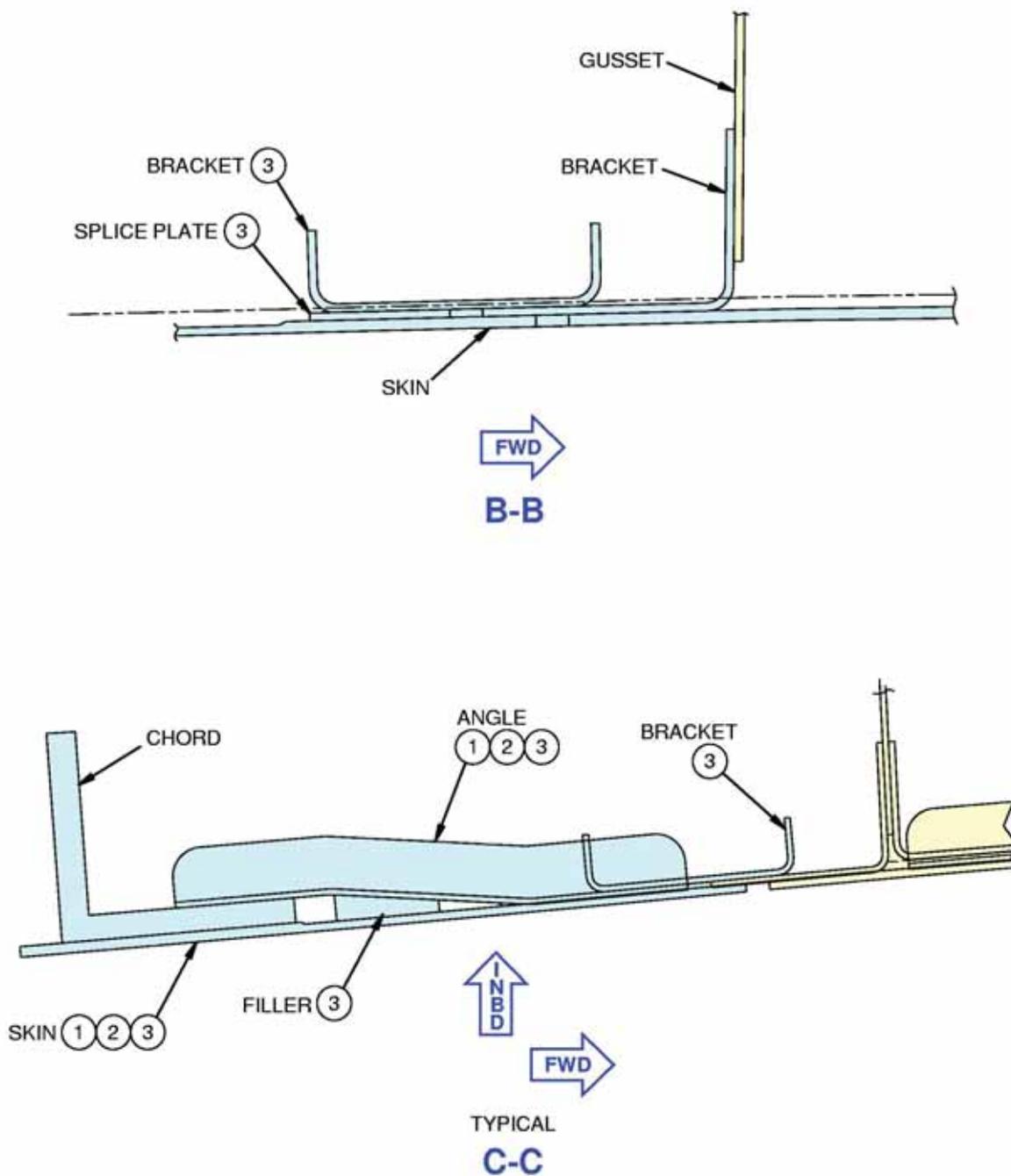


FIGURE 24: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 3 OF 6)

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

Step	Task	Name	Identification	Qty	More Data
1	Put/Hold	ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		SKIN	148W2912-2	1	
		SKIN	148W2912-4	1	
		RADIUS FILLER	148W9710-15	1	
	Drill/Ream	HOLE	-	14	
2	Re-move/Keep	ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		SKIN	148W2912-2	1	
		SKIN	148W2912-4	1	
		RADIUS FILLER	148W9710-15	1	
		Deburr	HOLE	-	-

FIGURE 24: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 4 OF 6)

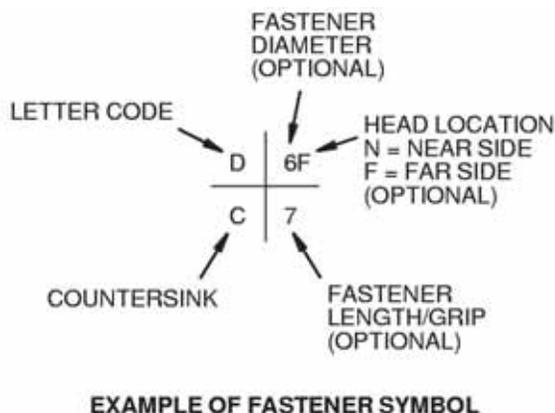
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Step	Task	Name	Identification	Qty	More Data
3	Install (Kept)	FILLER	148W2917-9	1	(a)
		FILLER	148W2917-11	1	(a)
		FILLER	148W2917-7	1	(a)
		SPLICE PLATE	148W2918-4	1	(a)
		BRACKET	148W2920-2	1	(a)
		ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	(a)
		FILLER	BACF3T03M14S8B	1	(a)
		SKIN	148W2912-2	1	(a) Do not seal the exterior gap around this skin panel.
		SKIN	148W2912-4	1	(a) Do not seal the exterior gap around this skin panel.
		RADIUS FILLER	148W9710-15	1	(a)
		FASTENER	-	3	
4	Install (New)	FASTENER	-	24	

(a) Apply BMS 5-95, Class C to all mating surfaces. Refer to SOPM 20-50-19 as an accepted procedure.



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FIGURE 24: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 5 OF 6)

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

Code	Name	Identification	Qty	Hole Dia	More Data
D	BOLT, 100 DEG HEX DR	BACB30NW6K5X	2	0.2026 - 0.2036	(a)
	COLLAR	BACC30M6	2	-	
	BOLT, 100 DEG HEX DR	BACB30NW8K5X	3	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K6X	1	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K9X	6	0.2651 - 0.2661	(a)
	BOLT, 100 DEG HEX DR	BACB30NW8K12X	2	0.2651 - 0.2661	(a)
	COLLAR	BACC30M8	12	-	
H	RIVET, 100 DEG	BACR15CE5KE5	3	-	
	RIVET, 100 DEG	BACR15CE5KE6	6	-	
	RIVET, 100 DEG	BACR15CE5KE8	1	-	
J	BOLT	BACB30VF3K4	2	-	
	BOLT	BACB30VF3K5	-	-	
	NUTPLATE	BACN10YF33CD	-	-	Install bolts into existing nutplates on the horizontal stabilizer seal fairing.
(a) Install fasteners with BMS 5-95 sealant. Refer to SOPM 20-50-19, Method 2 as an accepted procedure.					

FIGURE 24: RIGHT SIDE - STA 2370 PIVOT BULKHEAD FORWARD CHORD POST-REPAIR - SKIN PANEL INSTALLATION (SHEET 6 OF 6)

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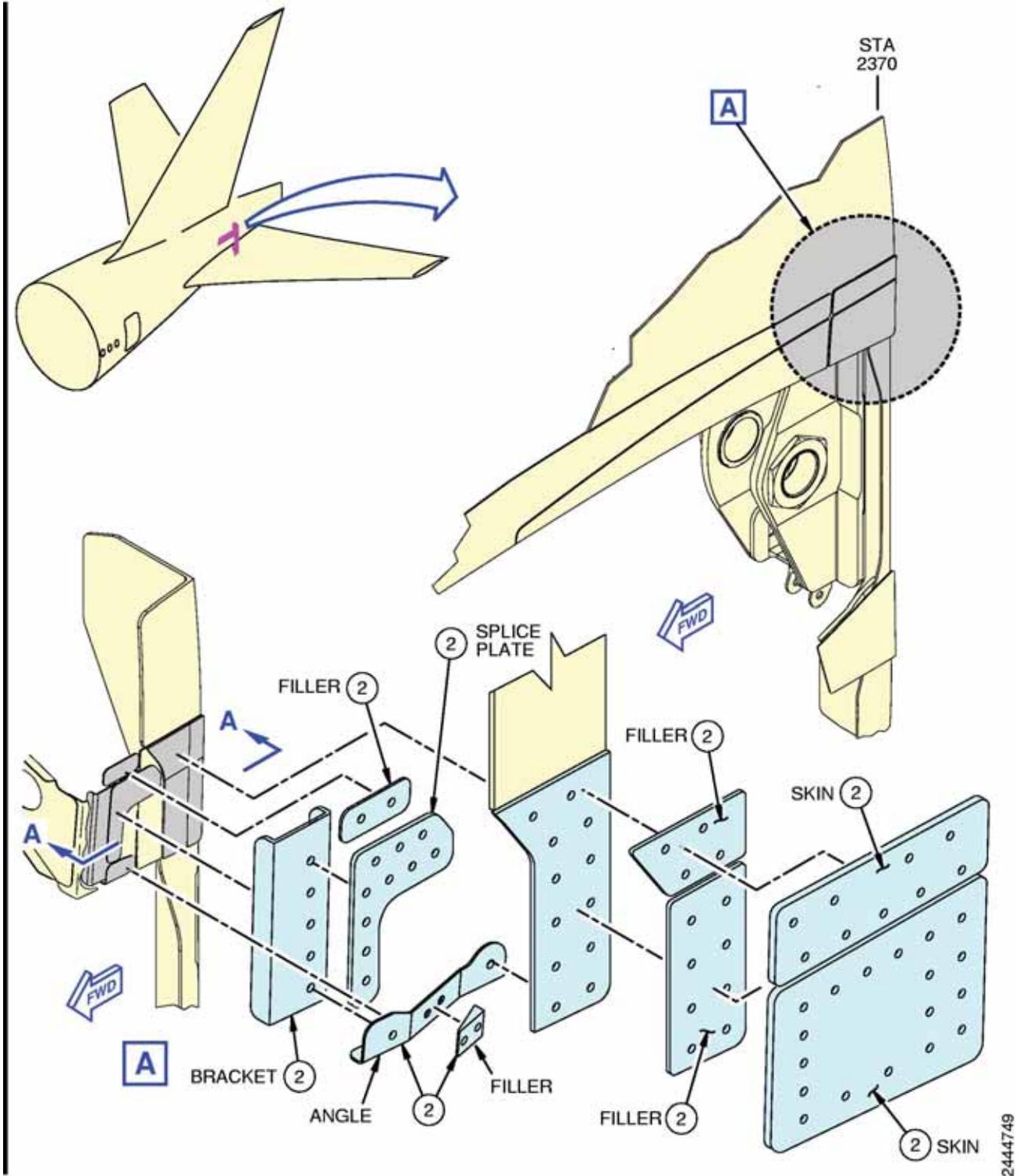


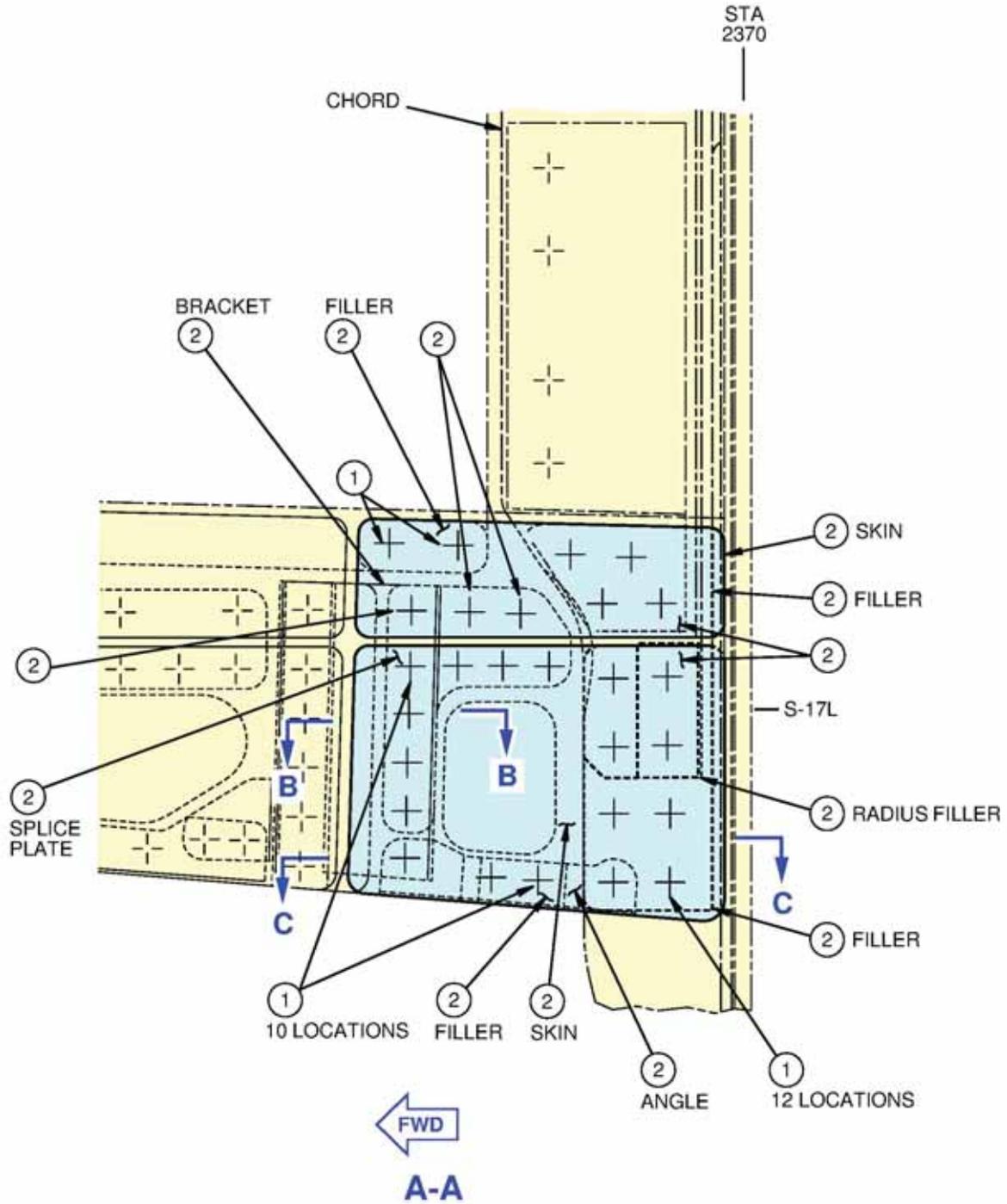
FIGURE 25: LEFT SIDE - STA 2370 SKIN PANEL REMOVAL
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FIGURE 25: LEFT SIDE - STA 2370 SKIN PANEL REMOVAL (SHEET 2 OF 4)

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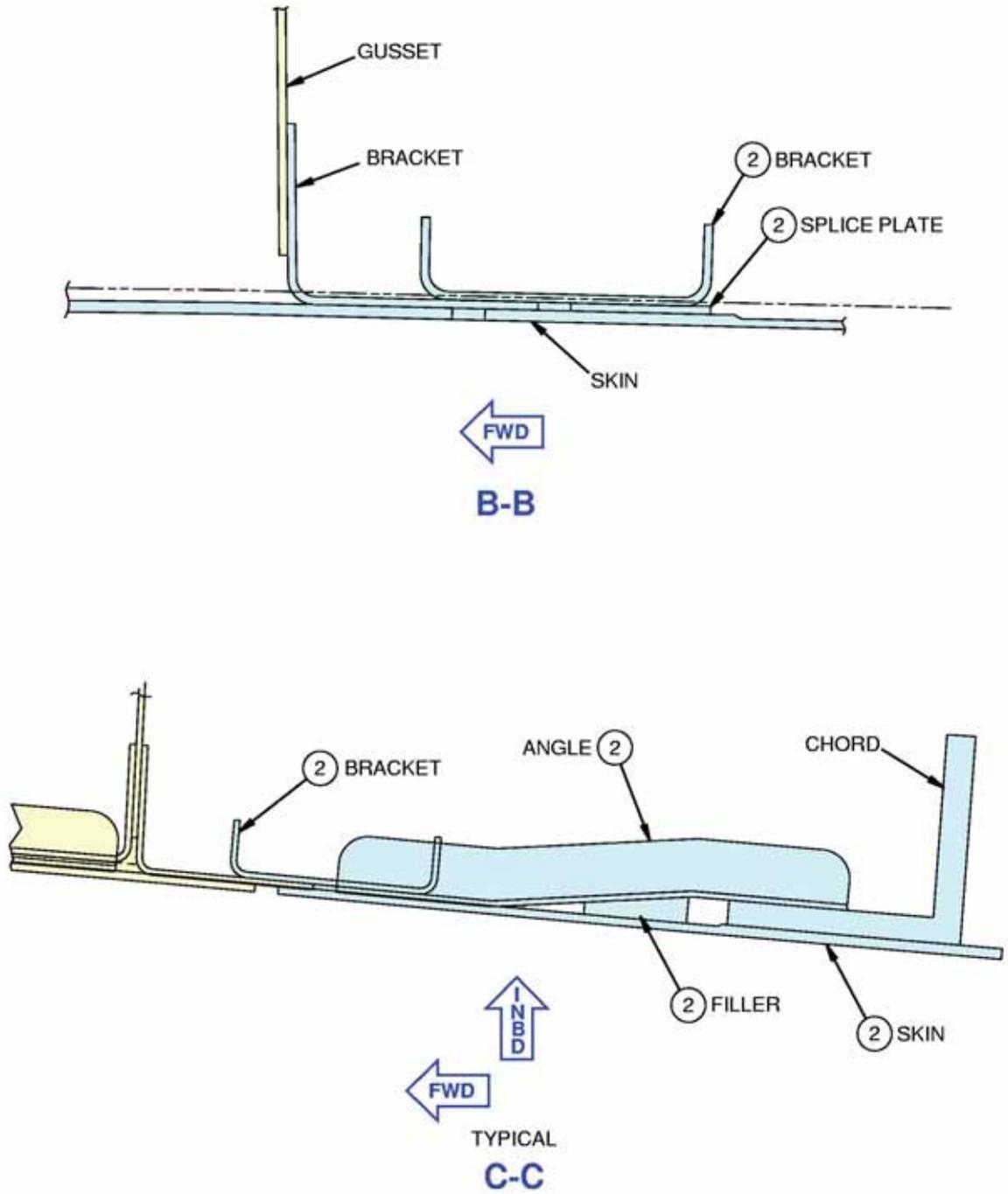


FIGURE 25: LEFT SIDE - STA 2370 SKIN PANEL REMOVAL (SHEET 3 OF 4)

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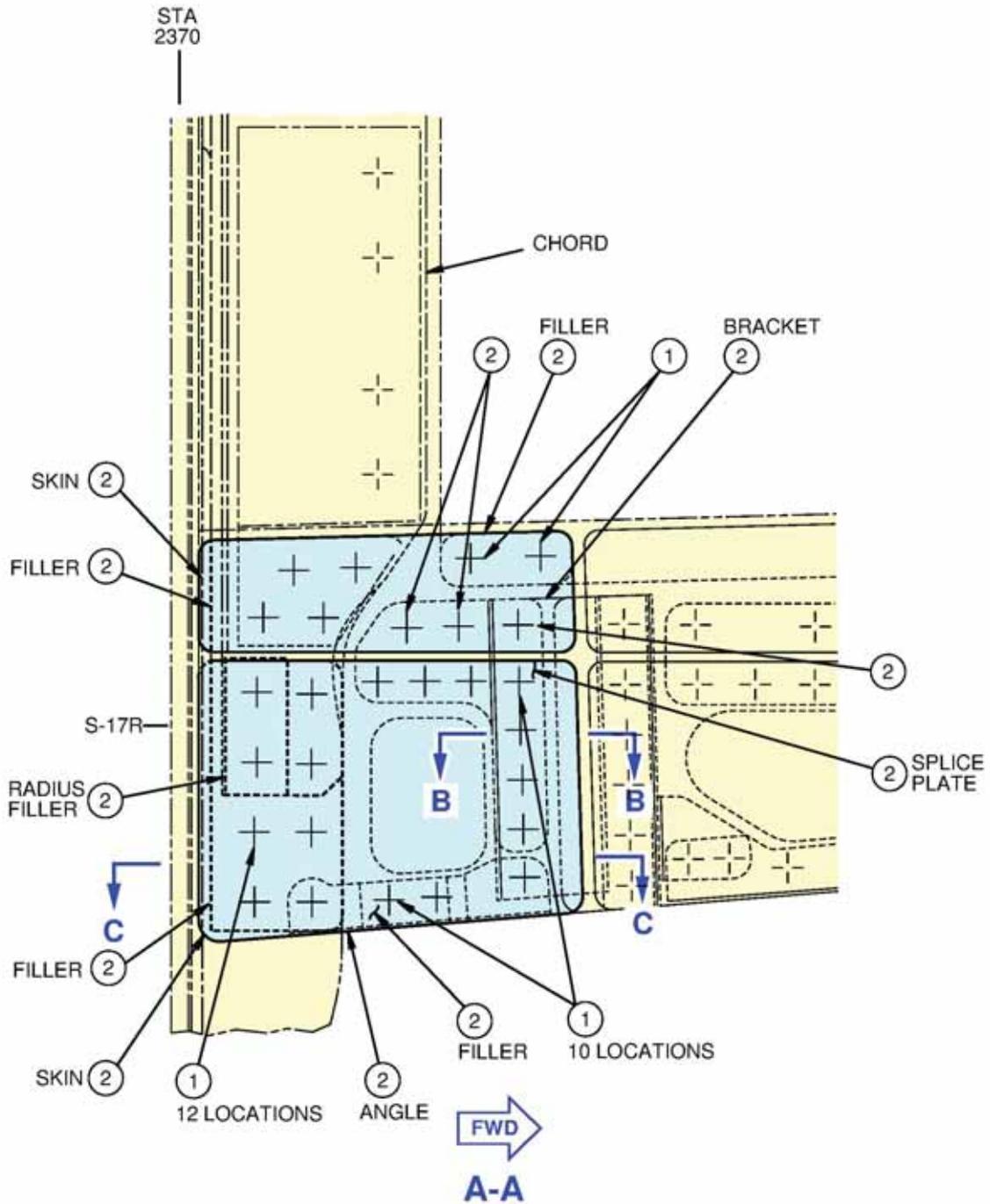
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Remove	FASTENER	-	24	
2	Remove / Keep	FASTENER	-	3	
		RADIUS FILLER	148W9710-15	1	
		SKIN	148W2912-1	1	
		SKIN	148W2912-3	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	BACF3T03M14S8B	1	
		SPLICE PLATE	148W2918-3	1	
		BRACKET	148W2920-1	1	

**FIGURE 25: LEFT SIDE - STA 2370 SKIN PANEL REMOVAL
(SHEET 4 OF 4)**



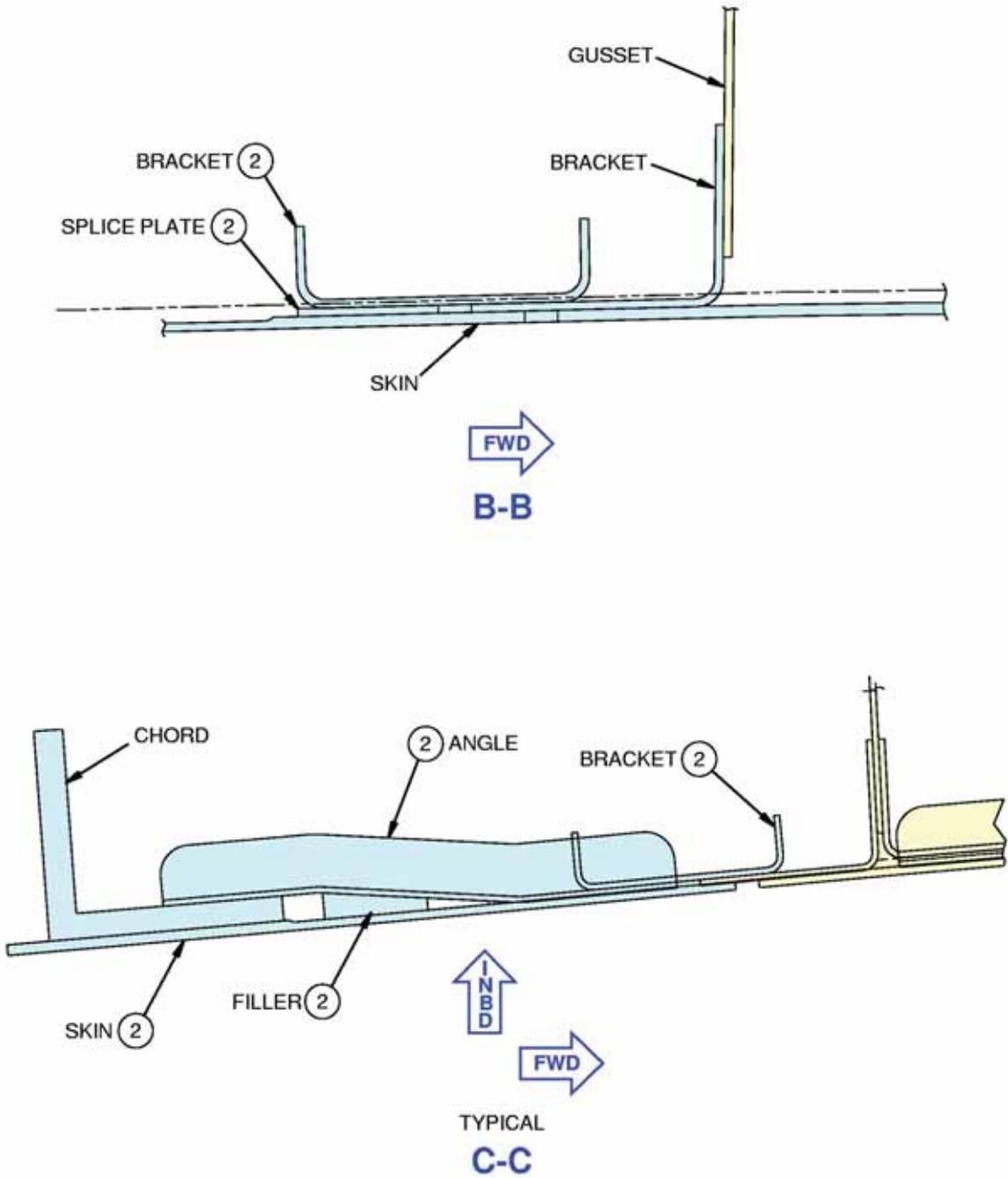
2444755

FIGURE 26: RIGHT SIDE - STA 2370 SKIN PANEL REMOVAL (SHEET 2 OF 4)

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FIGURE 26: RIGHT SIDE - STA 2370 SKIN PANEL REMOVAL (SHEET 3 OF 4)

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

Step	Task	Name	Identification	Qty	More Data
1	Remove	FASTENER	-	24	
2	Remove/Keep	FASTENER	-	3	
		RADIUS FILLER	148W9710-15	1	
		SKIN	148W2912-2	1	
		SKIN	148W2912-4	1	
		FILLER	148W2917-9	1	
		FILLER	148W2917-11	1	
		FILLER	148W2917-7	1	
		ANGLE - FAIRING ASSY, UPPER	148W2914-()	1	
		FILLER	BACF3T03M14S8B	1	
		SPLICE PLATE	148W2918-4	1	
		BRACKET	148W2920-2	1	

**FIGURE 26: RIGHT SIDE - STA 2370 SKIN PANEL REMOVAL
(SHEET 4 OF 4)**

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Logic diagrams are provided as an aid only. Information contained in Paragraph 1.E., Compliance is the primary source for compliance times. Information contained in Paragraph 3.B., Work Instructions is the primary source for tasks required for compliance.

1. The table below gives the description for the parts and conditions called out in the logic diagram.

Title	Description
PART 1	STATION 2370 PIVOT BULKHEAD FORWARD CHORD - DET AND HFEC INSPECTION
PART 2	STATION 2370 PIVOT BULKHEAD FORWARD CHORD - SMALL CRACK REPAIR
PART 3	STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION
CONDITION 1	NO FORWARD CHORD CRACK IS FOUND
CONDITION 2	ANY FORWARD CHORD CRACK IS FOUND, AND NO CRACK FOUND IS GREATER THAN 0.160 INCH
CONDITION 3	ANY FORWARD CHORD CRACK FOUND IS GREATER THAN 0.160 INCH
CONDITION 6	NO FORWARD CHORD UPPER LOCATION OR ADJACENT STRUCTURE CRACK IS FOUND
CONDITION 7	ANY FORWARD CHORD UPPER LOCATION OR ADJACENT STRUCTURE CRACK IS FOUND

2. The table below gives the description for the flag notes called out in the logic diagram.

Flag Note Letter	Description
(a)	Modification in accordance with Boeing Service Bulletin 777-53-0076 is terminating action to the repeat inspections in this service bulletin.

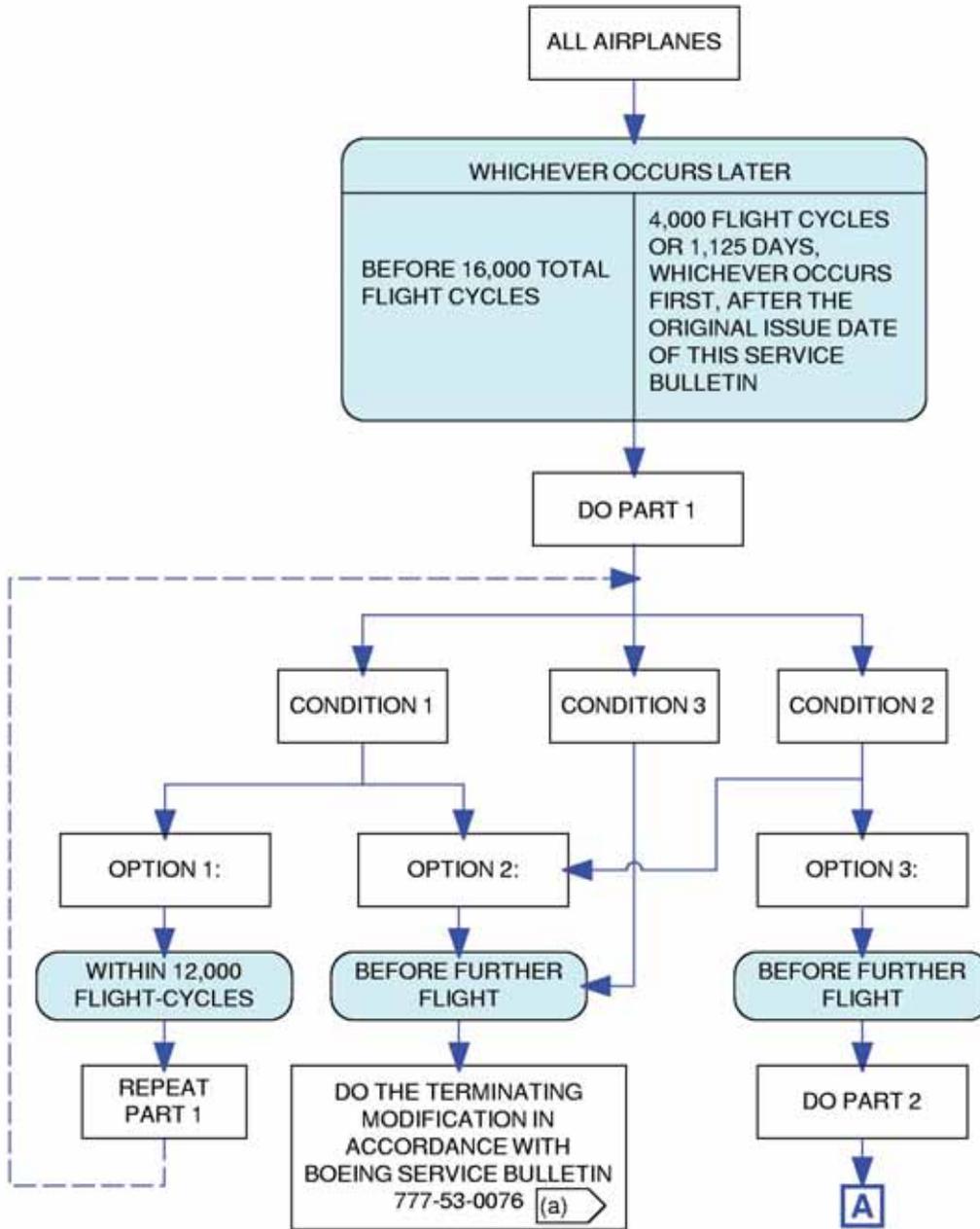
APPENDIX A: LOGIC DIAGRAM FOR PARAGRAPH 1.E., COMPLIANCE: TABLE 1: DETAILED AND HFEC INSPECTION OF THE STATION 2370 PIVOT BULKHEAD FORWARD CHORD (SHEET 1 OF 3)

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LOGIC DIAGRAM FOR PARAGRAPH 1.E. COMPLIANCE: TABLE 1: DETAILED AND HFEC INSPECTION OF THE STA 2370 PIVOT BULKHEAD FORWARD CHORD



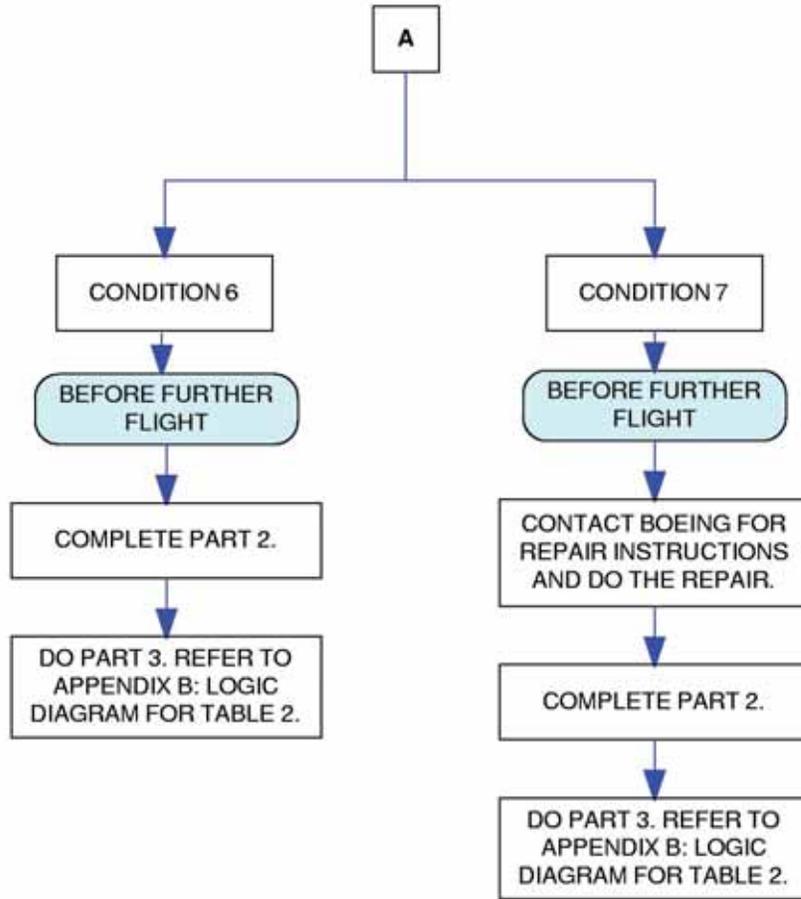
2385676

APPENDIX A: LOGIC DIAGRAM FOR PARAGRAPH 1.E., COMPLIANCE: TABLE 1: DETAILED AND HFEC INSPECTION OF THE STATION 2370 PIVOT BULKHEAD FORWARD CHORD (SHEET 2 OF 3)

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APPENDIX A: LOGIC DIAGRAM FOR PARAGRAPH 1.E., COMPLIANCE: TABLE 1: DETAILED AND HFEC INSPECTION OF THE STATION 2370 PIVOT BULKHEAD FORWARD CHORD (SHEET 3 OF 3)

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BOEING SERVICE BULLETIN 777-53A0075**ALERT****ALERT**

Logic diagrams are provided as an aid only. Information contained in Paragraph 1.E., Compliance is the primary source for compliance times. Information contained in Paragraph 3.B., Work Instructions is the primary source for tasks required for compliance.

1. The table below gives the description for the parts and conditions called out in the logic diagram.

Title	Description
PART 3	STATION 2370 PIVOT BULKHEAD FORWARD CHORD - POST-REPAIR DET AND HFEC INSPECTION
CONDITION 4	NO FORWARD CHORD CRACK IS FOUND DURING POST-REPAIR INSPECTIONS
CONDITION 5	ANY FORWARD CHORD CRACK IS FOUND DURING POST-REPAIR INSPECTIONS

2. The table below gives the description for the flag notes called out in the logic diagram.

Flag Note Letter	Description
(a)	Modification in accordance with Boeing Service Bulletin 777-53-0076 is terminating action to the repeat inspections in this service bulletin.

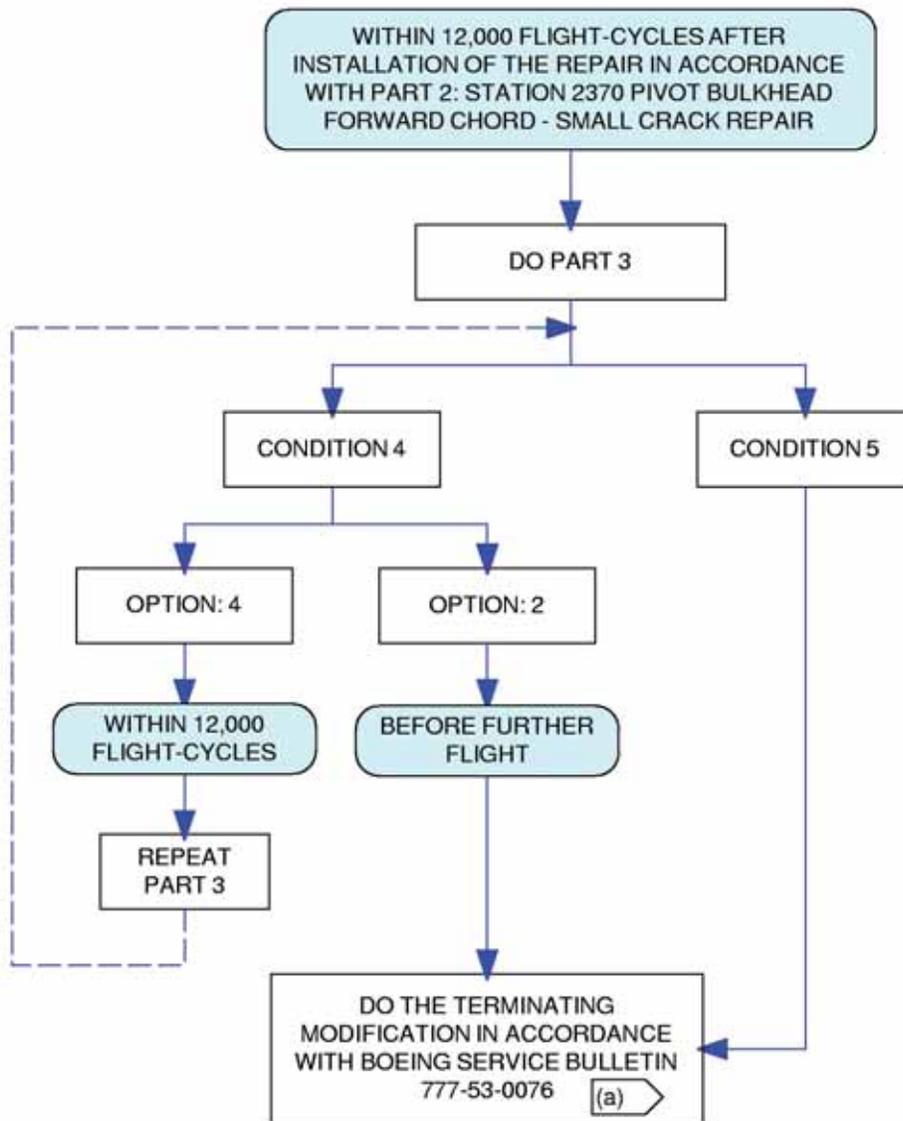
**APPENDIX B: LOGIC DIAGRAM FOR PARAGRAPH 1.E., COMPLIANCE: TABLE 2: POST-REPAIR
DETAILED AND HFEC INSPECTION OF THE STATION 2370 PIVOT BULKHEAD FORWARD CHORD
(SHEET 1 OF 2)**

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LOGIC DIAGRAM FOR PARAGRAPH 1.E. COMPLIANCE: TABLE 2: POST REPAIR DETAILED AND HFEC INSPECTION OF THE STA 2370 PIVOT BULKHEAD FORWARD CHORD



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APPENDIX B: LOGIC DIAGRAM FOR PARAGRAPH 1.E., COMPLIANCE: TABLE 2: POST-REPAIR DETAILED AND HFEC INSPECTION OF THE STATION 2370 PIVOT BULKHEAD FORWARD CHORD (SHEET 2 OF 2)

Boeing Part Demand Intent

After review of this service bulletin (SB), Boeing asks that the primary engineer fill out this survey to help Boeing predict the quantity and timing of the Boeing supplied kits.

Airline:

Contact Name:

Date:

Contact E-mail:

Yes No Have/will you recommend to your airline to accomplish this SB?

Yes No Would issuance of an Airworthiness Directive change this decision?

When would you likely be starting this SB incorporation? Month/ Year_____.

How many airplanes per month do you plan to accomplish? Airplane/Month_____.

How many total airplanes do you plan to complete? Total Airplanes_____.

For inspection related SBs, are you planning to replace on condition, or a fleet campaign to replace on all airplanes regardless of condition?

On Condition Campaign

If you are not incorporating this SB at this time will you please help us understand the reason(s) why? Your input will help us provide better customer support.

Cost Prohibitive Continue Inspections Other

Operator Comments:

Within 45 days of the SB issue, or as soon after as possible, please scan this form and send to:

sbsolutions@boeing.com

Disclaimer: The data provided in this survey will be used for planning purposes only and does not constitute a commitment on any part of the airlines to purchase the parts in question, nor does it constitute a commitment on the part of Boeing to deliver the parts in question. This survey is a projection to help Boeing forecast demand levels and timing to better support the customers schedule.

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APPENDIX C: BOEING PART DEMAND INTENT (SHEET 1 OF 1)