

WINGS - STRUCTURAL REPAIR ALLOWABLE DAMAGE INSPECTION

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1. PLANNING INFORMATION**A. SB EFFECTIVITY**

Aircraft affected:

(1) GROUP 1: PRAETOR 600

MODEL	SN
EMB-550	55000070, 55020002, 55020023, and 55020103 thru 55020146.

(2) GROUP 2: PRAETOR 500

MODEL	SN
EMB-545	55010044, 55010057, 55010058, 55010062, 55010063, and 55010066 thru 55010085.

(3) GROUP 3: LEGACY 450

MODEL	SN
EMB-545	55000020, 55010003 thru 55010012, 55010015 thru 55010028, 55010030 thru 55010038, 55010040 thru 55010043, 55010045 thru 55010056, 55010059 thru 55010061, 55010064, and 55010065.

(4) GROUP 4: LEGACY 500

MODEL	SN
EMB-550	55000003 thru 55000008, 55000010 thru 55000012, 55000014 thru 55000019, 55000021 thru 55000053, 55000055 thru 55000058, 55000060 thru 55000069, 55000071, 55000072, 55000075, 55000077 thru 55000079, and 55000081 thru 55000092.

In-production effectivity:

EMB-545 (LEGACY 450 AND PRAETOR 500) aircraft SN 55010086 and on have an equivalent modification factory-incorporated.

EMB-550 (PRAETOR 600) aircraft SN 55020147 and on have an equivalent modification factory-incorporated.

B. CONCURRENT REQUIREMENTS

None.

C. REASON**(1) HISTORY**

Embraer has identified a quality escape in Structural Repair Manual (SRM) 3858, associated with discrepancies in some allowable damage instructions. Structural Repair Manual (SRM) 3858 revision 13th has already been released to address the necessary corrections.

(2) OBJECTIVE

To inspect the aircraft log book associated with allowable damage instructions for the regions affected by the quality escape and take necessary actions if applicable.

(3) EXPECTED BENEFITS

To guarantee that the aircraft complies with Structural Repair Manual (SRM) 3858.

(4) REVISION HISTORY

None.

D. DESCRIPTION

The inspection presented in this Service Bulletin consists of inspecting the in-service fleet whether it has used repair instruction given by SRM 3858 revision 12th or previous.

E. COMPLIANCE**1) SB CATEGORY**

Category 02: RECOMMENDED

2) SB ACCOMPLISHMENT

This Service Bulletin is recommended to be accomplished within the next 750 Flight Cycles (FC) or 12 months from the original issue date of this Service Bulletin, whichever occurs first.

F. APPROVAL

The inspection mentioned in this Service Bulletin does not affect the type design previously approved by ANAC – Agência Nacional de Aviação Civil.

This Service Bulletin was approved based on the airplane's original Embraer delivery configuration or as modified by other Embraer-approved documents.

G. ESTIMATED MANPOWER

This estimate is for direct labor only, performed by experienced personnel, and does not include the time to plan, prepare, or inspect the work.

It is assumed that all the tools, parts, and other means are promptly available when necessary.

This estimate does not include the sealant, paint, or adhesive curing time.

(1) APPLICABLE TO GROUP 1:

- Access opening: None.
- Inspection: 6.0 man-hours.
- Access closure : None.

- Test: None.

(2) APPLICABLE TO GROUP 2:

- Access opening: None.
- Inspection: 4.5 man-hours.
- Access closure : None.
- Test: None.

(3) APPLICABLE TO GROUP 3 AND GROUP 4:

- Access opening: None.
- Inspection: 3.5 man-hours.
- Access closure : None.
- Test: None.

H. WEIGHT AND BALANCE

(1) APPLICABLE TO GROUP 1 THRU GROUP 4:

- Change in basic weight: None.
- Change in basic moment: None.

I. ELECTRICAL LOAD DATA

Not changed.

J. SOFTWARE ACCOMPLISHMENT SUMMARY

None.

K. REFERENCES

AMM 550/()	Aircraft Maintenance Manual PART II - 20-00-00 - STANDARD PRACTICES-AIRFRAME.
SRM 550/()	Structural Repair Manual Part II - 53-04-00 - FUSELAGE.
SRM 550/()	Structural Repair Manual Part II - 57-10-02, 57-10-07, 57-20-01, 57-35-01, 57-40-10, 57-51-22, 57-52-22, 57-53-20, 57-53-30, and 57-60-10 - WINGS.

L. PUBLICATIONS AFFECTED

None.

2. MATERIAL INFORMATION

A. MATERIAL - PRICE AND AVAILABILITY

(1) MATERIAL AVAILABLE FROM EMBRAER

None.

(2) MATERIAL AVAILABLE FROM OTHER VENDORS

None.

B. INDUSTRY SUPPORT INFORMATION

(1) WARRANTY COVERAGE

(a) APPLICABLE TO GROUP 1

1 Parts

Not applicable.

2 Labor

Embraer will compensate 6.0 man-hours for the SB incorporation if it is performed at an Embraer Group's service centers or at an Embraer-authorized service center during the next scheduled maintenance check.

3 Expiration

The terms expressed in the warranty coverage will be valid for 12 months after the SB issue date.

(b) APPLICABLE TO GROUP 2

1 Parts

Not applicable.

2 Labor

Embraer will compensate 4.5 man-hours for the SB incorporation if it is performed at an Embraer Group's service centers or at an Embraer-authorized service center during the next scheduled maintenance check.

3 Expiration

The terms expressed in the warranty coverage will be valid for 12 months after the SB issue date.

(c) APPLICABLE TO GROUP 3 AND GROUP 4

1 Parts

Not applicable.

2 Labor

Embraer will compensate 3.5 man-hours for the SB incorporation if it is performed at an Embraer Group's service centers or at an Embraer-authorized service center during the next scheduled maintenance check.

3 Expiration

The terms expressed in the warranty coverage will be valid for 12 months after the SB issue date.

C. MATERIAL NECESSARY FOR EACH AIRCRAFT

When applicable, the use of alternative or similar parts in place of the ones specified in the kits is allowable, provided that these alternative or similar parts are approved by Embraer, as indicated in the related Embraer Technical Publications or through a formal Embraer communication channel.

The expendable or consumable materials presented in the AMM Tasks referred to in this bulletin can be necessary for its accomplishment. Examine the operator's inventories to make sure all materials are available.

(1) TOP KITS AND KITS

None.

(2) MATERIAL TO BE PROCURED**(a) Parts**

None.

(b) Consumable Materials

None.

(c) Kit Updating

None.

D. MATERIAL NECESSARY FOR EACH SPARE

None.

E. REIDENTIFIED PARTS

None.

F. TOOLING - PRICE AND AVAILABILITY

None.

3. ACCOMPLISHMENT INSTRUCTIONS

The steps below outline the general accomplishment instructions.

The detailed sequence is included in the respective figure, when necessary.

A. Make sure that the aircraft is safe for maintenance. Refer to AMM TASK 20-00-00-910-801-A/200 - Aircraft Maintenance Safety Procedures - Maintenance Practices.

B. APPLICABLE TO GROUP 1:

(1) Inspect the log book according to [Figure 1](#) thru [Figure 13](#) and do as follows:

(a) If there is repair associated with Structural Repair Manual (SRM) below in the log book, contact Embraer Contact Center.

- SRM PART 2 53-04-00/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-10-02/ALLOWABLE DAMAGE 01 - Skid Structure - Thickness Reduction;
- SRM PART 2 57-10-07/ALLOWABLE DAMAGE 01 - Ribs - Thickness Reduction.

(b) If there is no repair associated with Structural Repair Manual (SRM) below in the log book, no action is required. Go to [Step 3.E](#).

- SRM PART 2 53-04-00/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-10-02/ALLOWABLE DAMAGE 01 - Skid Structure - Thickness Reduction;
- SRM PART 2 57-10-07/ALLOWABLE DAMAGE 01 - Ribs - Thickness Reduction.

C. APPLICABLE TO GROUP 1 THRU GROUP 4 AND POST MOD SB550-00-0011:

(1) Inspect the log book according to [Figure 14](#) thru [Figure 19](#), [Figure 23](#) thru [Figure 31](#), and [Figure 35](#), [Figure 36](#), and do as follows:

(a) If there is repair associated with Structural Repair Manual (SRM) below in the log book, contact Embraer Contact Center.

- SRM PART 2 57-20-01/ALLOWABLE DAMAGE 01 - Thickness Reduction;
- SRM PART 2 57-51-22/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-53-20/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-53-30/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-60-10/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-40-10/ALLOWABLE DAMAGE 01 - Thickness Reduction.

(b) If there is no repair associated with Structural Repair Manual (SRM) below in the log book, no action is required. Go to [Step 3.E](#).

- SRM PART 2 57-20-01/ALLOWABLE DAMAGE 01 - Thickness Reduction;
- SRM PART 2 57-51-22/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-53-20/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-53-30/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-60-10/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
- SRM PART 2 57-40-10/ALLOWABLE DAMAGE 01 - Thickness Reduction.

D. APPLICABLE TO GROUP 1, GROUP 2 AND POST MOD SB550-00-0011:

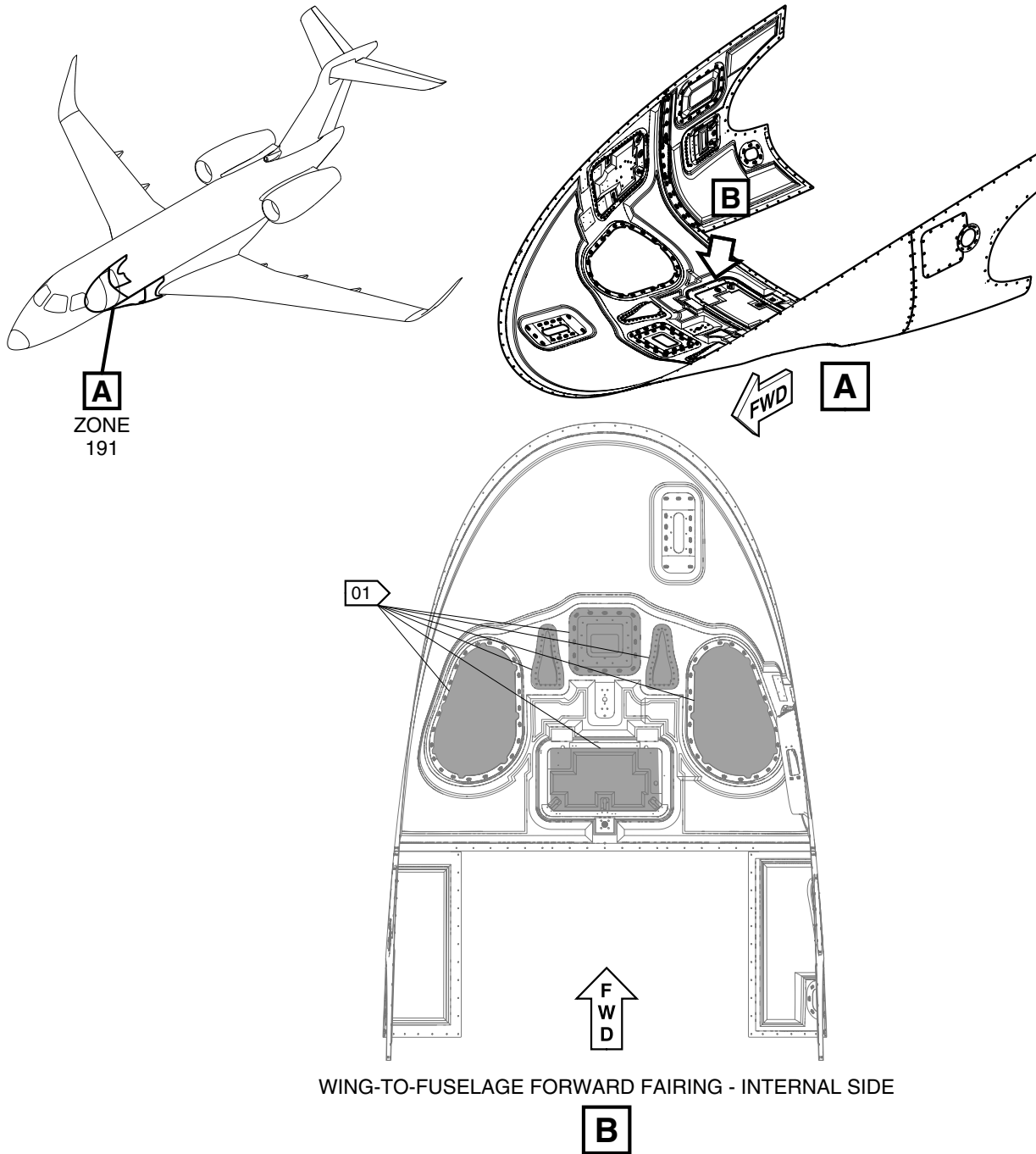
- (1) Inspect the log book according to [Figure 20](#) thru [Figure 22](#), [Figure 32](#) thru [Figure 34](#) and [Figure 37](#), and do as follows:
 - (a) If there is repair associated with Structural Repair Manual (SRM) below in the log book, contact Embraer Contact Center.
 - SRM PART 2 57-35-01/ALLOWABLE DAMAGE 01 - Lower and Upper Skins Thickness Reduction;
 - SRM PART 2 57-35-01/ALLOWABLE DAMAGE 02 - Leading Edge Composite - Thickness Reduction;
 - SRM PART 2 57-60-10/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
 - SRM PART 2 57-52-22/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding.
 - (b) If there is no repair associated with Structural Repair Manual (SRM) in the log book, no action is required. Go to [Step 3.E](#).
 - SRM PART 2 57-35-01/ALLOWABLE DAMAGE 01 - Lower and Upper Skins Thickness Reduction;
 - SRM PART 2 57-35-01/ALLOWABLE DAMAGE 02 - Leading Edge Composite - Thickness Reduction;
 - SRM PART 2 57-60-10/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding;
 - SRM PART 2 57-52-22/ALLOWABLE DAMAGE 01 - Thickness Reduction - Holes/Punctures - Delamination/Disbonding.

E. Enter the accomplishment of this bulletin in the applicable documents.

- F. Please use the online SB evaluation form available on the MyTechcare portal (<http://www.techcare.embraer.com>). Go to "Maintenance > TechPubs > Select aircraft > Tools > SB Evaluation > NEW SB EVALUATION" to inform us about the SBs that you have incorporated to your fleet, as well as the difficulties found during the SB incorporation.

This will let Embraer consider your aircraft configuration when providing future modifications.

Your feedback will be much appreciated to improve the quality of Embraer modifications.



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR HOLES AND PUNCTURES** IN THE SHADED AREA.

FIGURE 1 - WING-TO-FUSELAGE FORWARD FAIRING INTERNAL SIDE INSPECTION -
GROUP 1
(Sheet 1 of 1)

EM550ENSB570208C.IDR

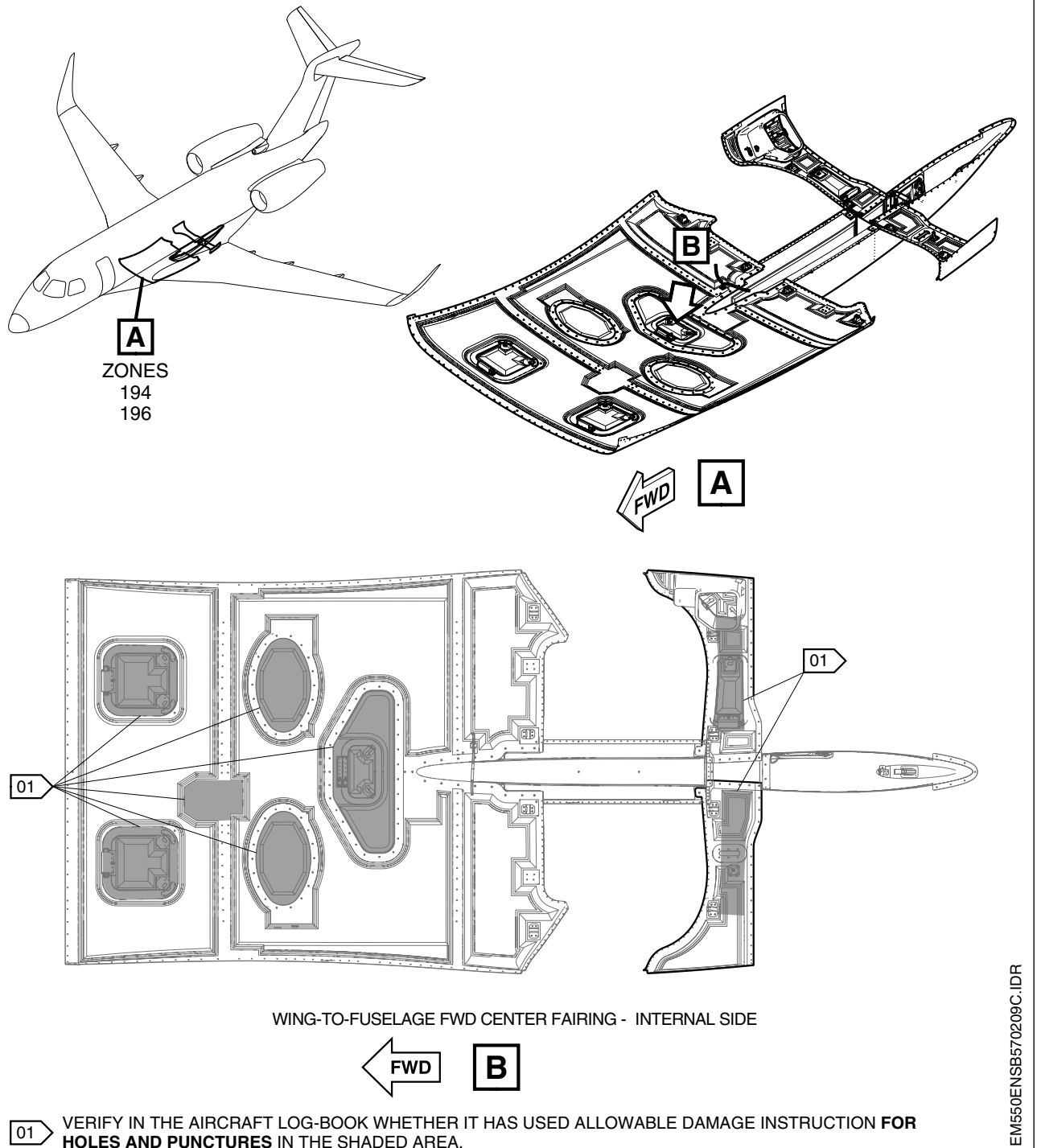
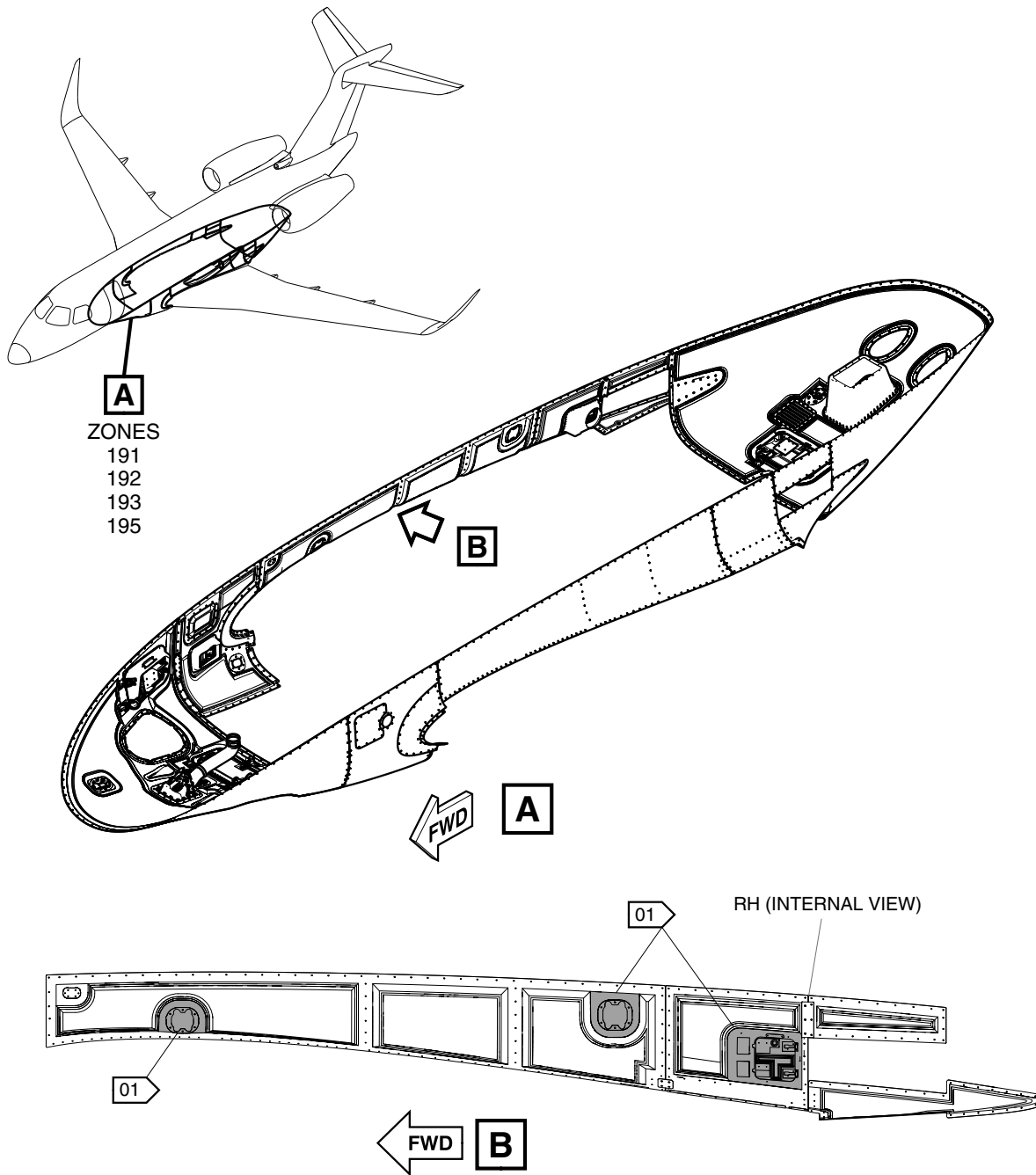


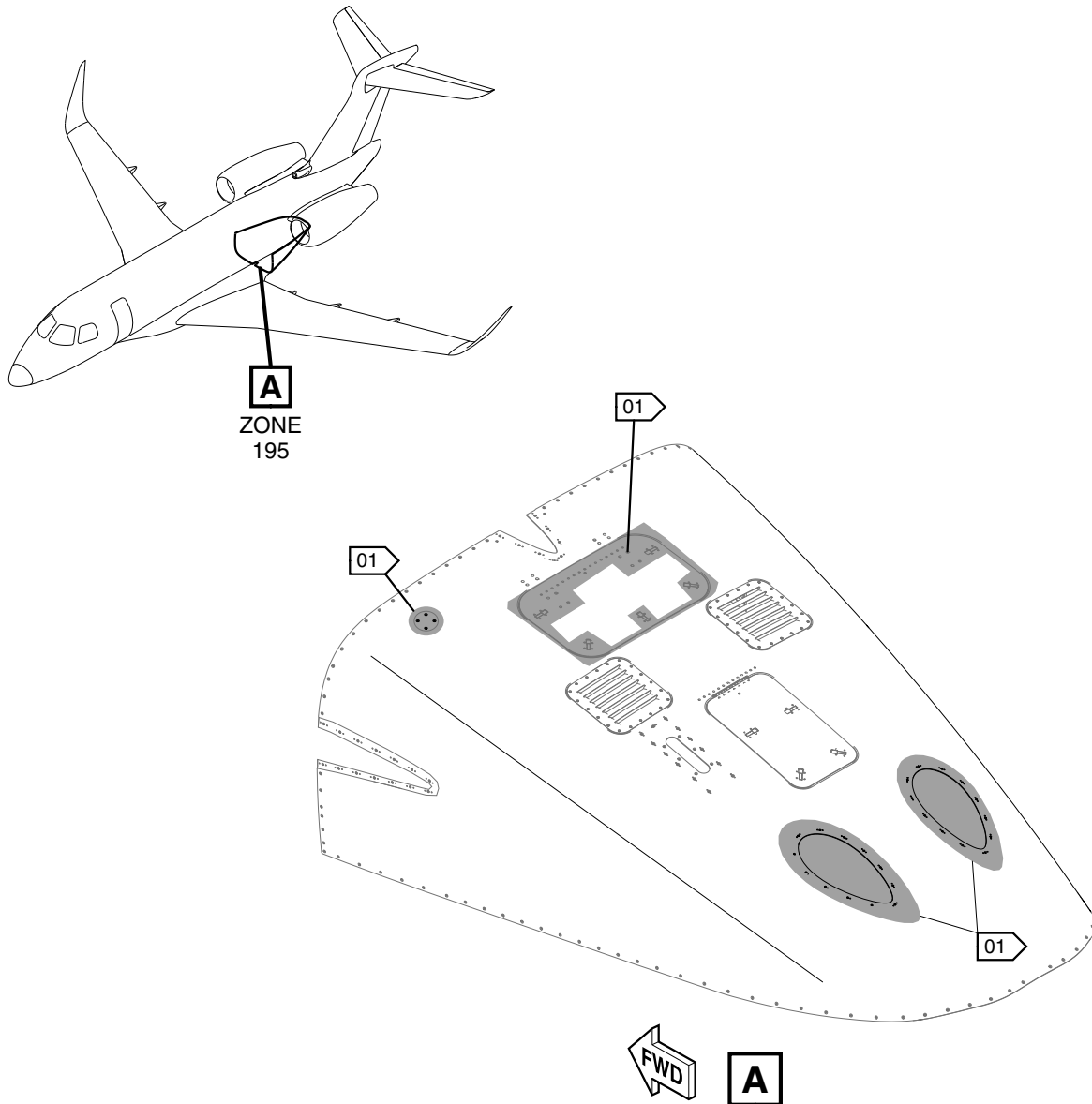
FIGURE 2 - WING-TO-FUSELAGE FORWARD CENTER FAIRING INTERNAL SIDE
INSPECTION - GROUP 1
(Sheet 1 of 1)



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR HOLES AND PUNCTURES** IN THE SHADED AREA.

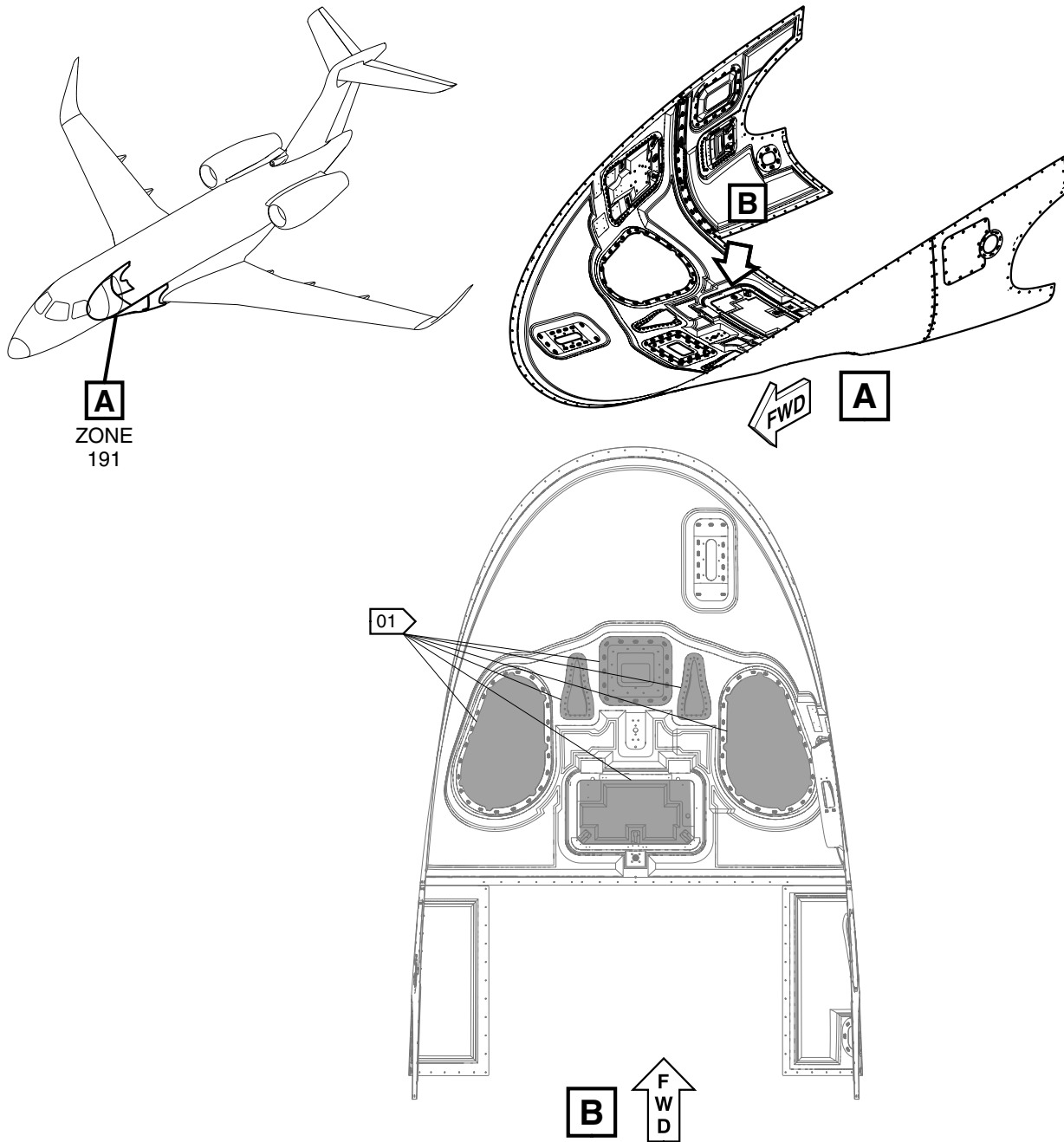
EM550ENSB5702 10B.IDR

FIGURE 3 - WING-TO-FUSELAGE LATERAL FAIRING INSPECTION - GROUP 1
(Sheet 1 of 1)



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR HOLES AND PUNCTURES** IN THE SHADED AREA.

FIGURE 4 - WING-TO-FUSELAGE REAR FAIRING INSPECTION - GROUP 1
(Sheet 1 of 1)



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

EM550ENSB570212C.IDR

FIGURE 5 - WING-TO-FUSELAGE FORWARD FAIRING INSPECTION - GROUP 1
(Sheet 1 of 1)

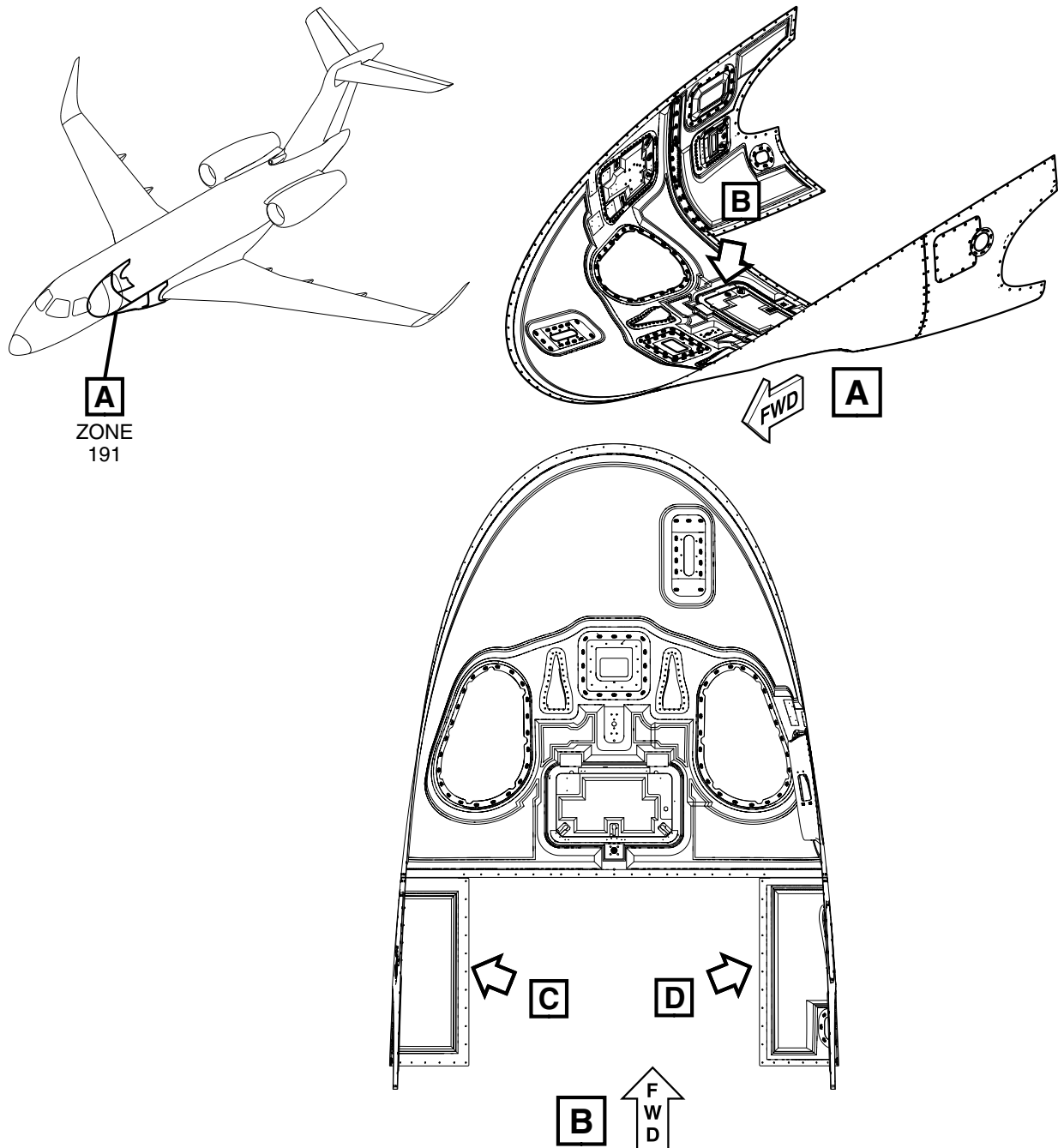
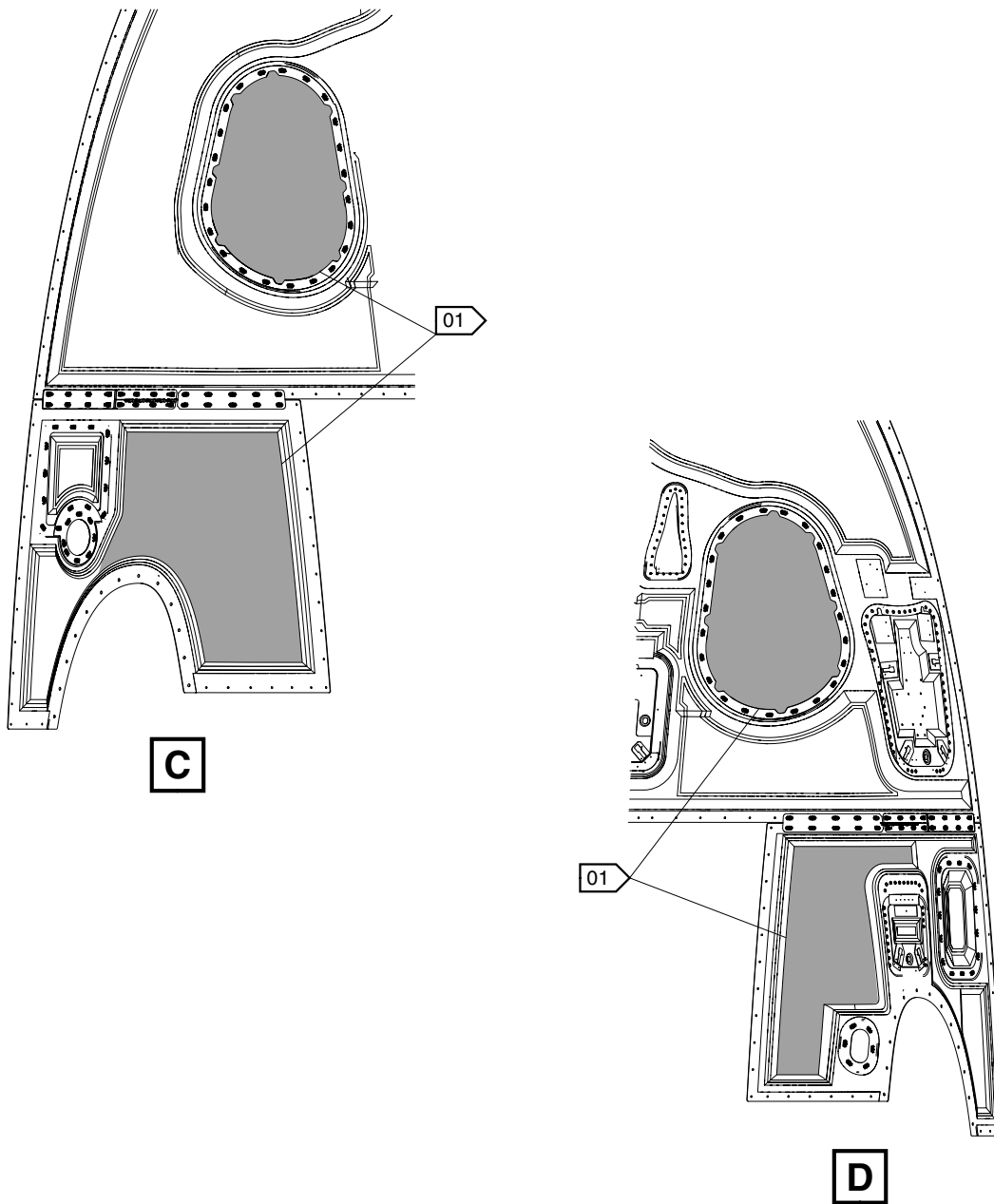


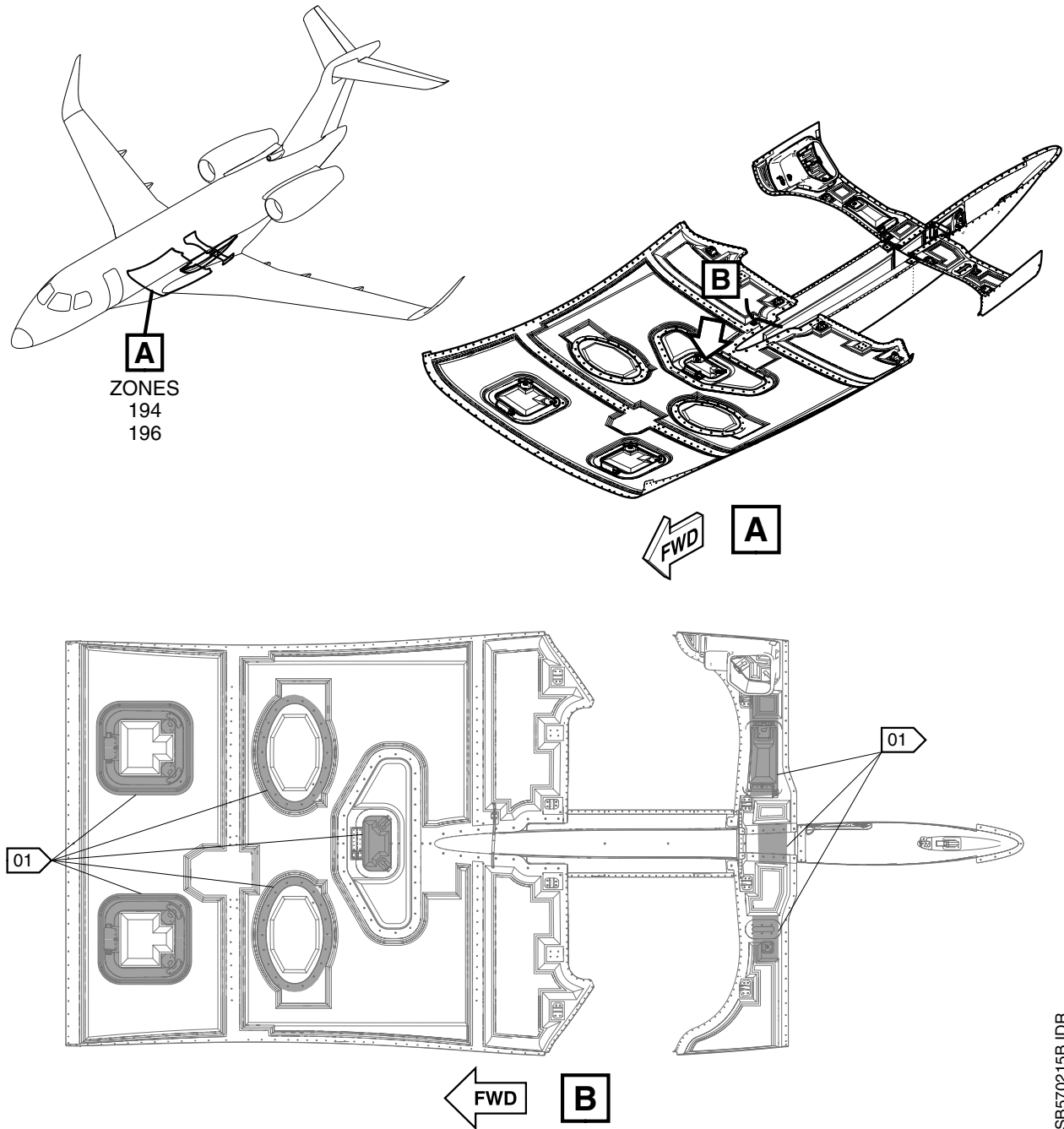
FIGURE 6 - WING-TO-FUSELAGE FORWARD FAIRING INSPECTION - GROUP 1
(Sheet 1 of 2)



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

FIGURE 6 - WING-TO-FUSELAGE FORWARD FAIRING INSPECTION - GROUP 1
(Sheet 2 of 2)

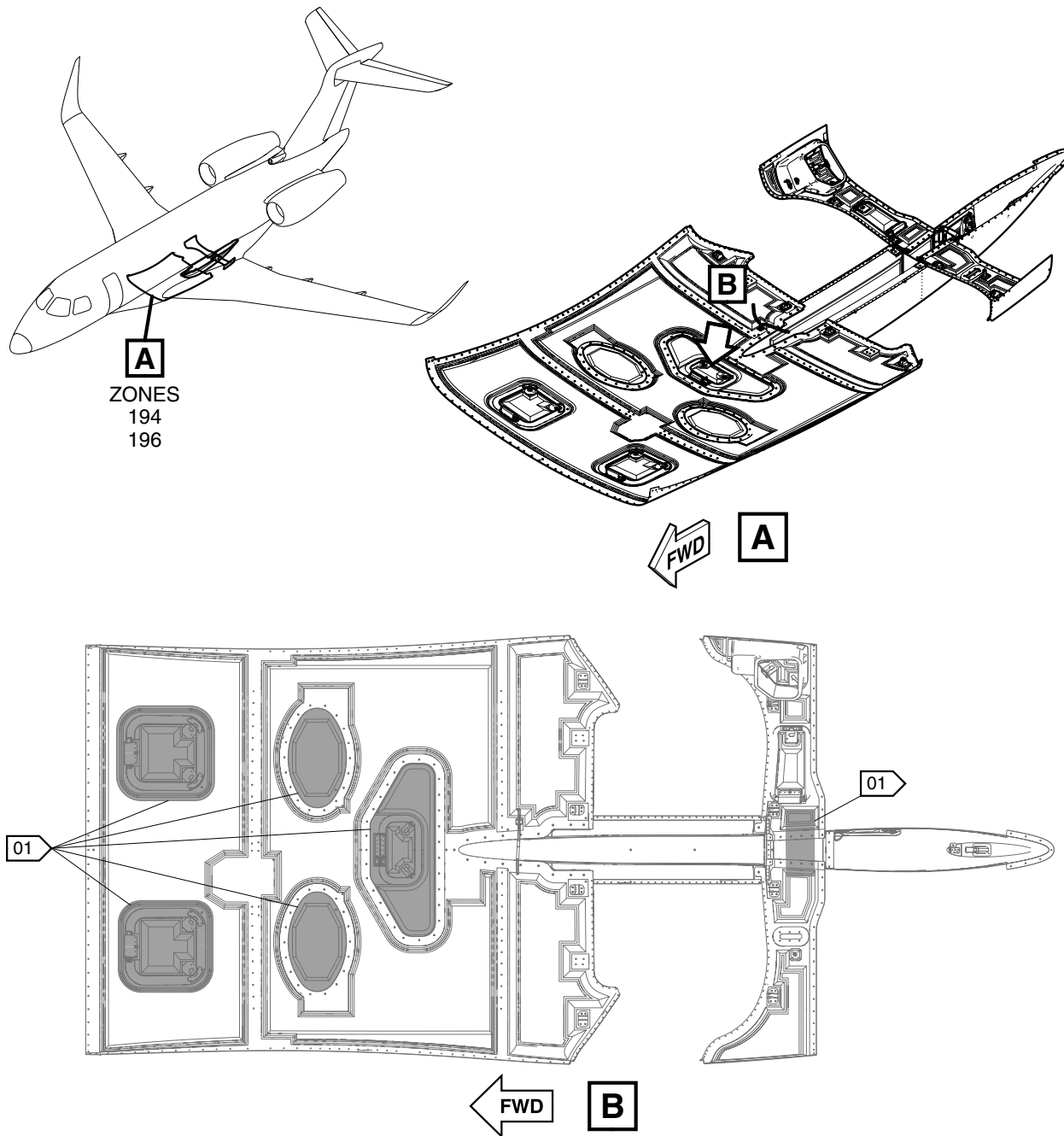
EM550ENSB570214B.IDR



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** (DAMAGE AFFECTING UP TO 1 PLY) IN THE SHADED AREA.

FIGURE 7 - WING-TO-FUSELAGE CENTRAL FAIRING INSPECTION - GROUP 1
(Sheet 1 of 1)

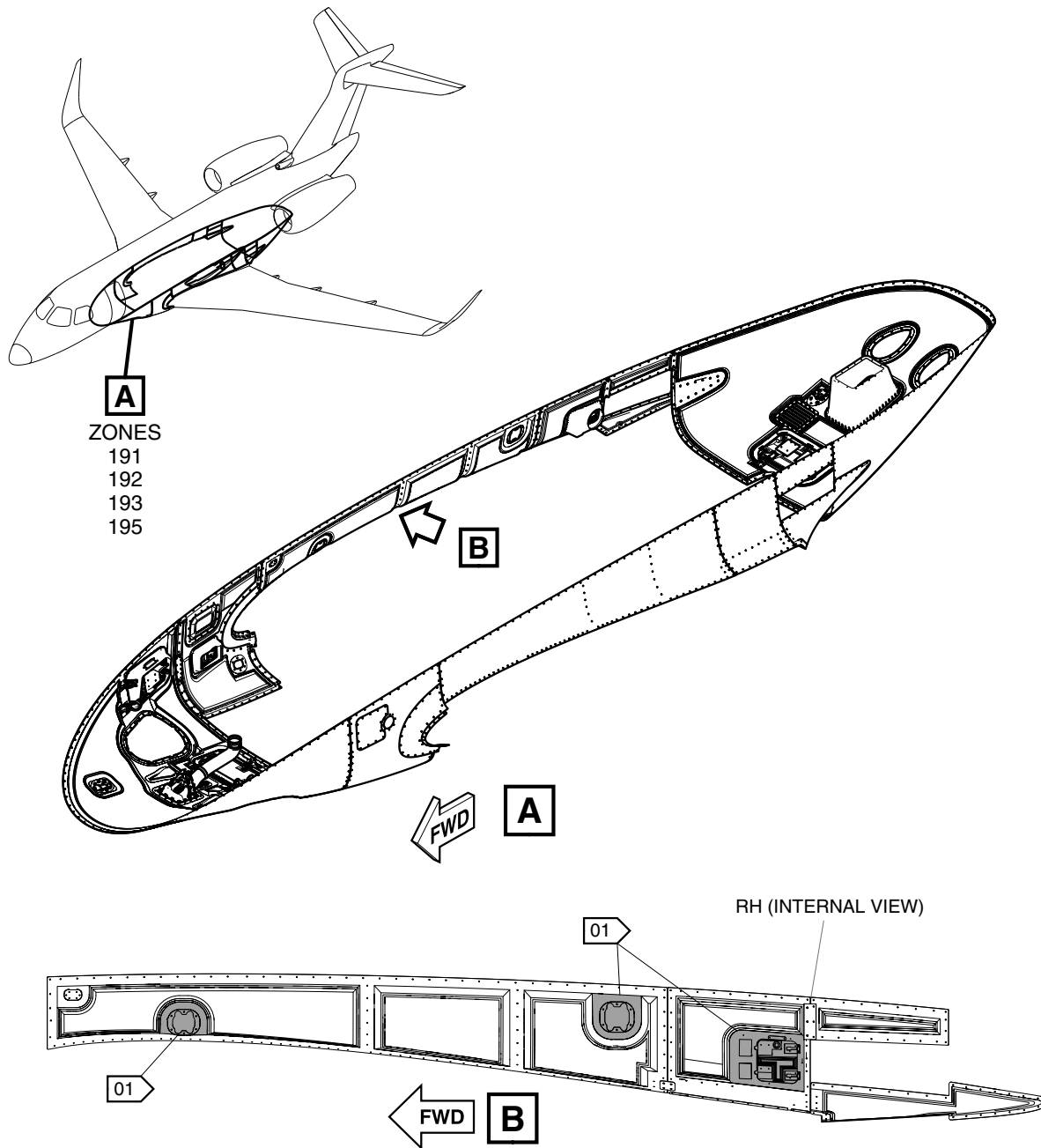
EM550ENSB570215B.IDR



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** (DAMAGE AFFECTING UP TO 2 PLIES) IN THE SHADED AREA.

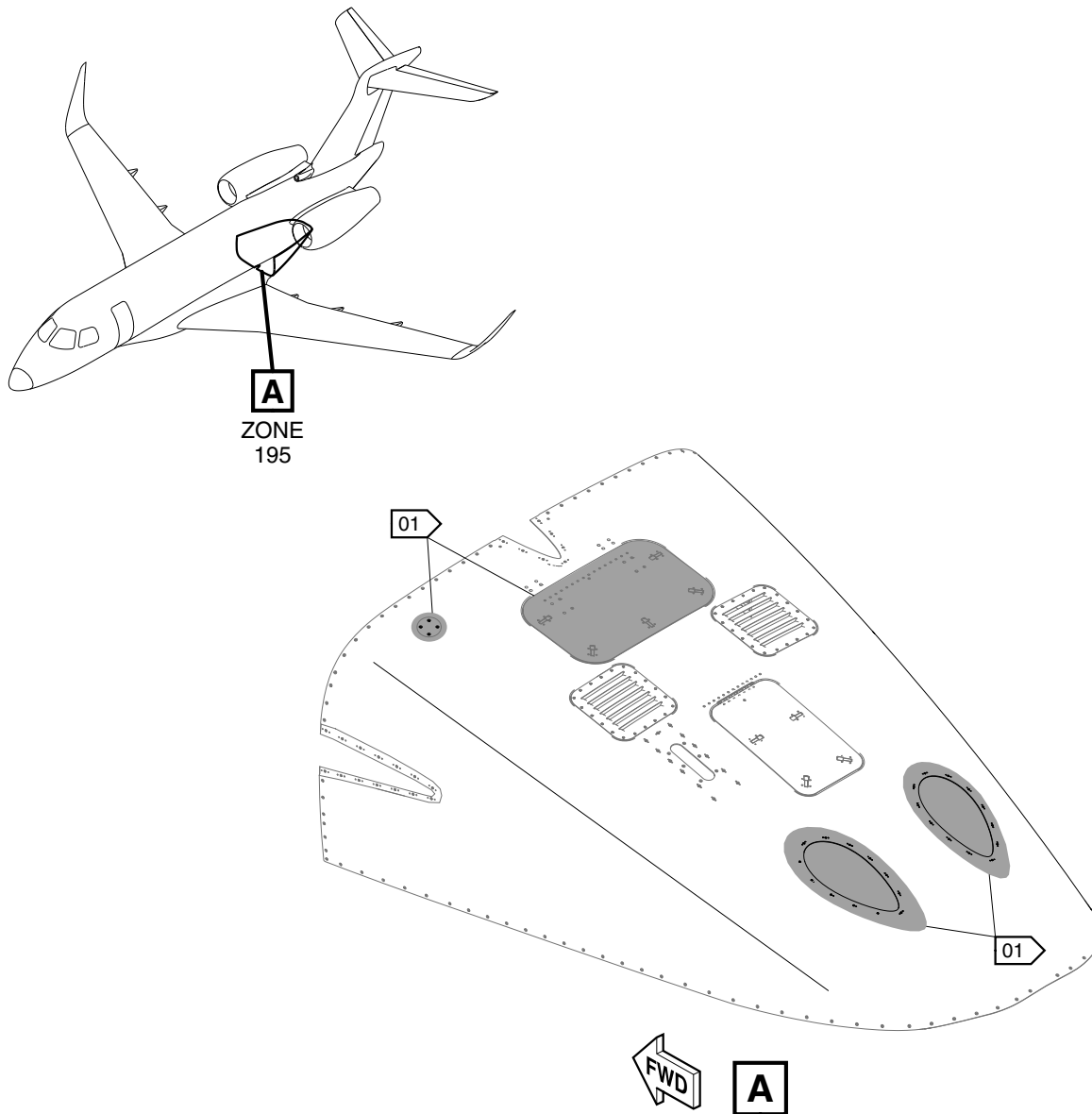
EM550ENSB5702 16B.IDR

FIGURE 8 - WING-TO-FUSELAGE CENTRAL FAIRING INSPECTION - GROUP 1
(Sheet 1 of 1)



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

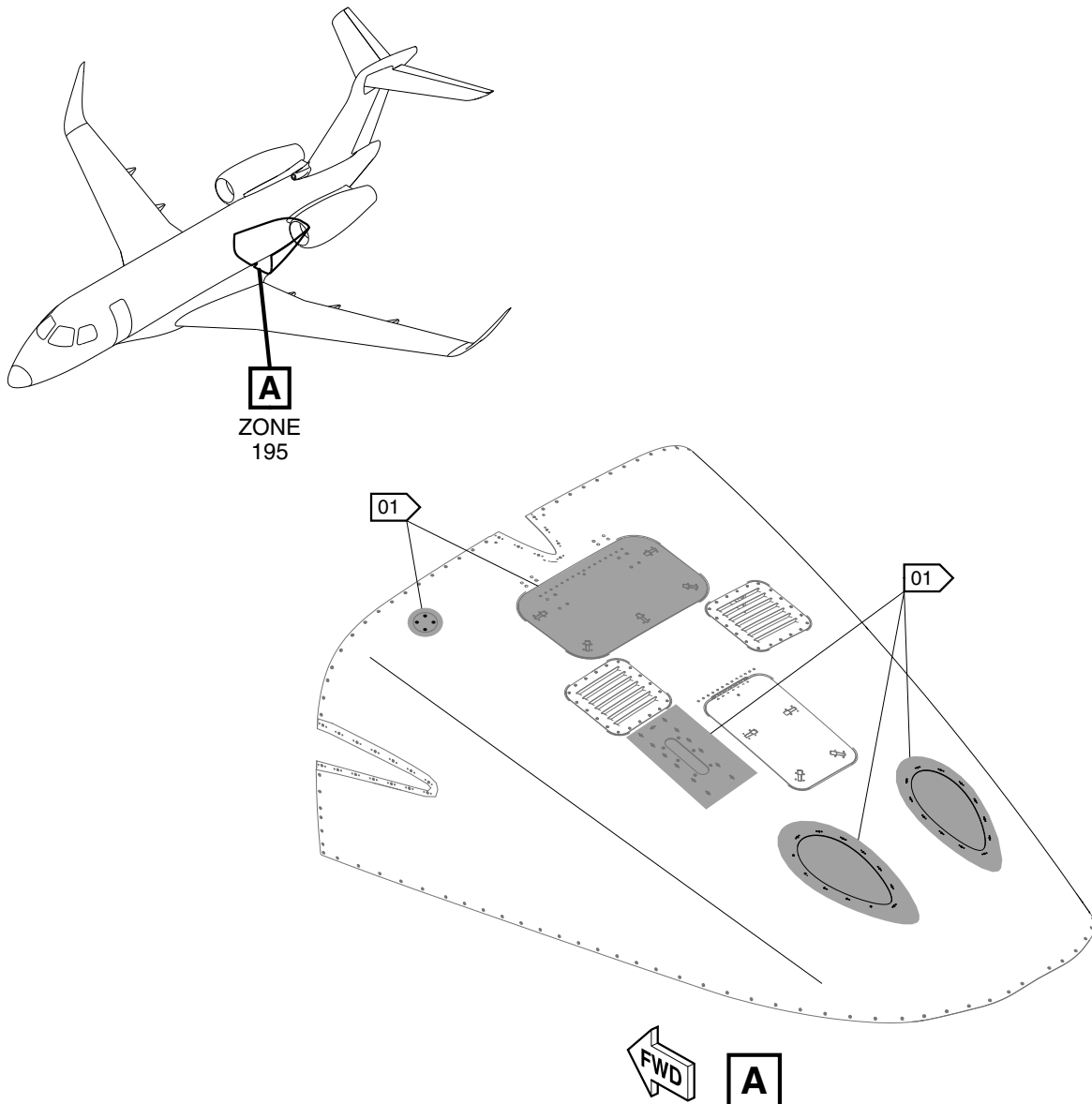
FIGURE 9 - WING-TO-FUSELAGE LATERAL FAIRING INSPECTION - GROUP 1
(Sheet 1 of 1)



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** (DAMAGE AFFECTING UP TO 1 PLY) IN THE SHADED AREA.

EM550ENSB570218B.IDR

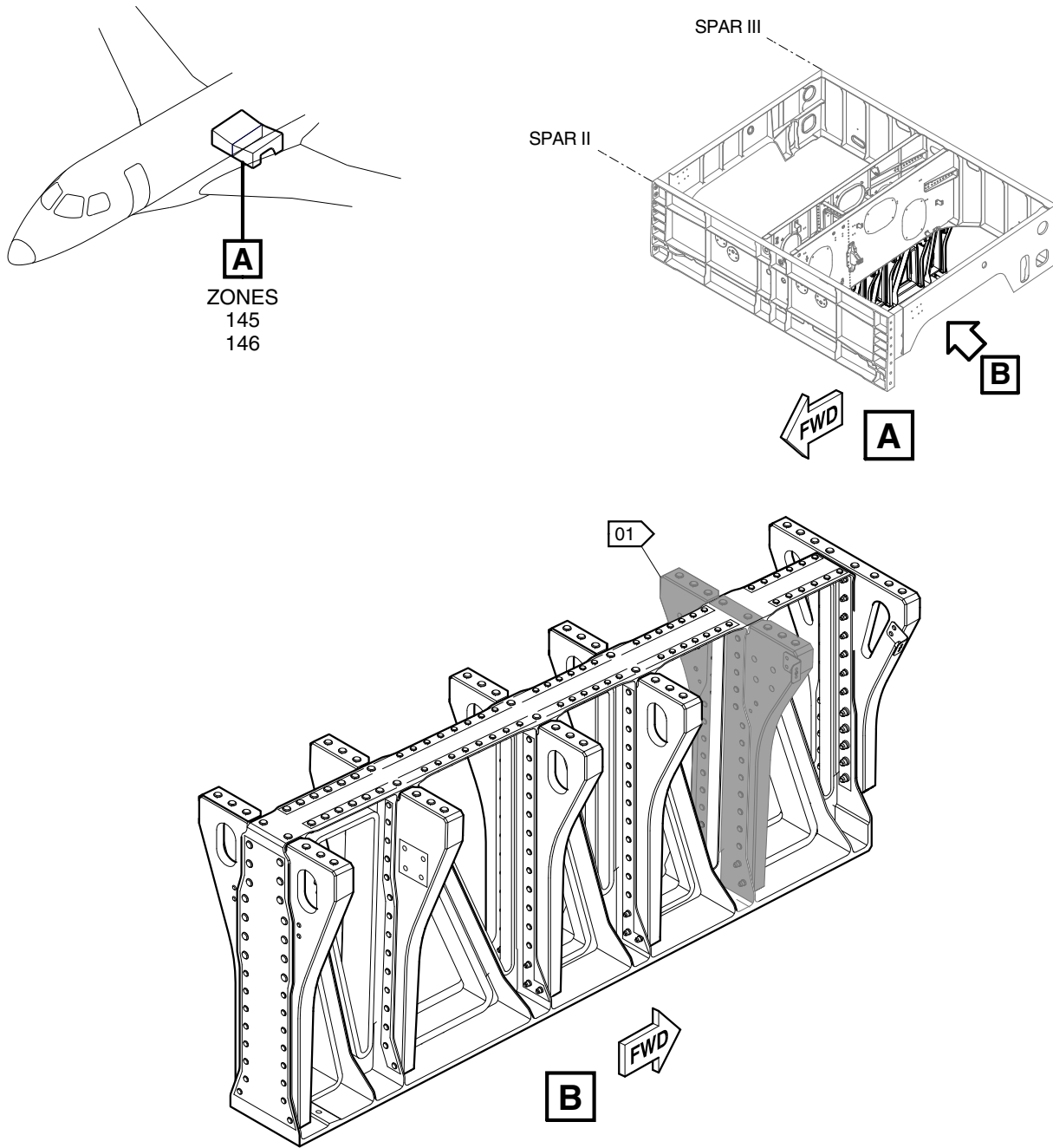
FIGURE 10 - WING-TO-FUSELAGE REAR FAIRING INSPECTION - GROUP 1
(Sheet 1 of 1)



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** (DAMAGE AFFECTING UP TO 2 PLYS) IN THE SHADED AREA.

FIGURE 11 - WING-TO-FUSELAGE REAR FAIRING -ZONING FOR THICKNESS
REDUCTION INSPECTION - GROUP 1
(Sheet 1 of 1)

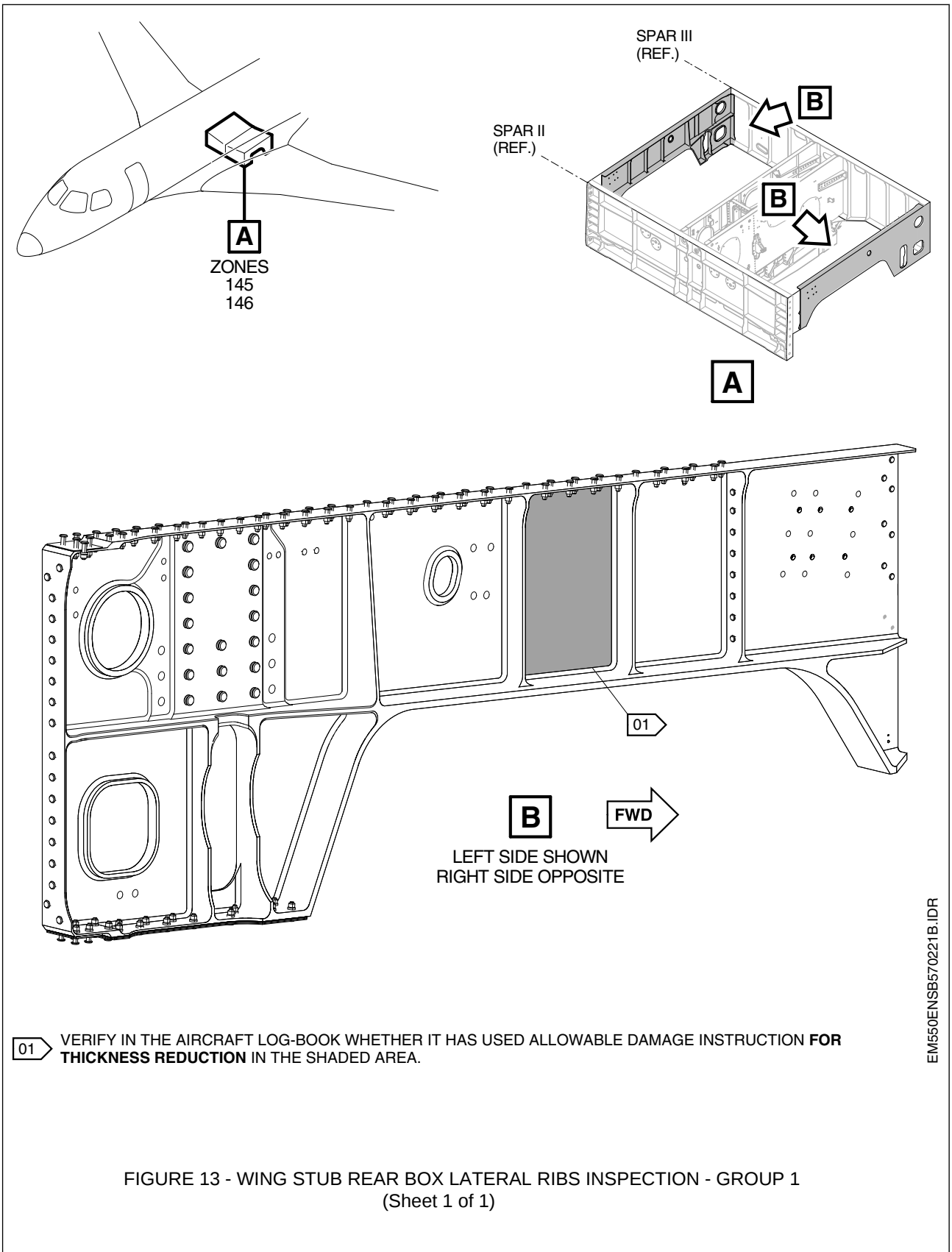
EM550ENSB570219B.IDR



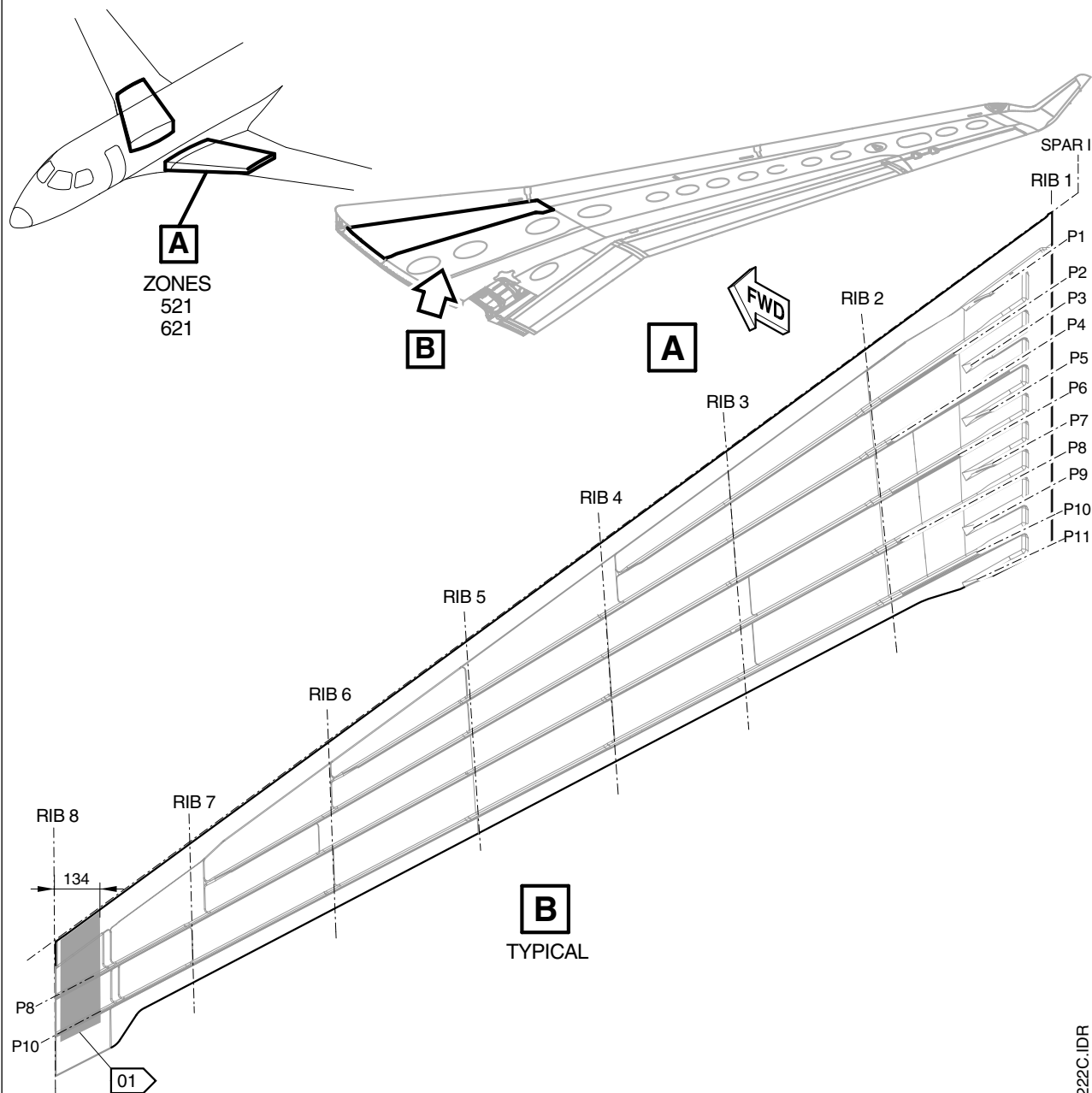
01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

EM550ENSB570220B.IDR

FIGURE 12 - WING STUB SKID MAIN STRUCTURE INSPECTION - GROUP 1
(Sheet 1 of 1)



EM550ENSB570221B.IDR



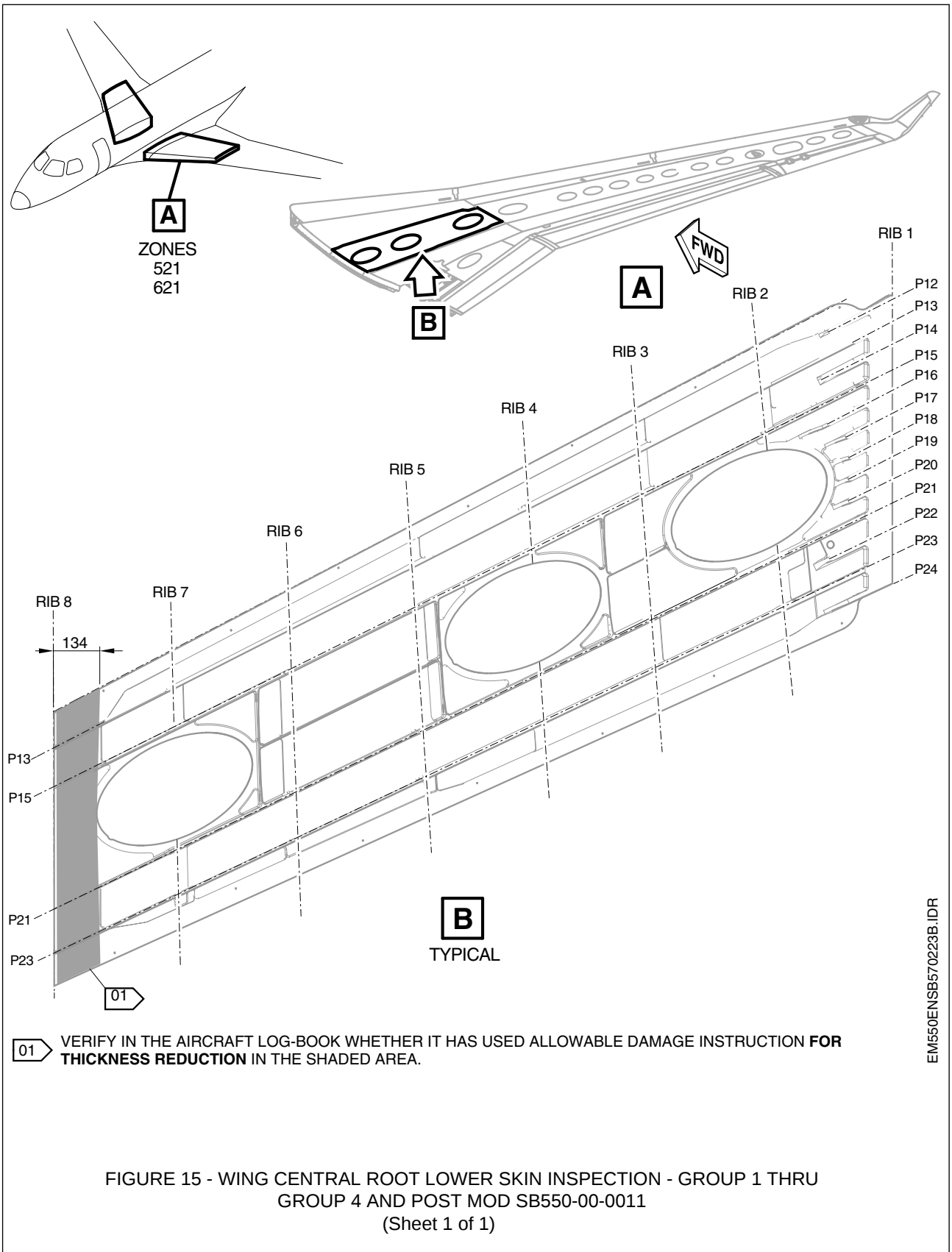
NOTE:

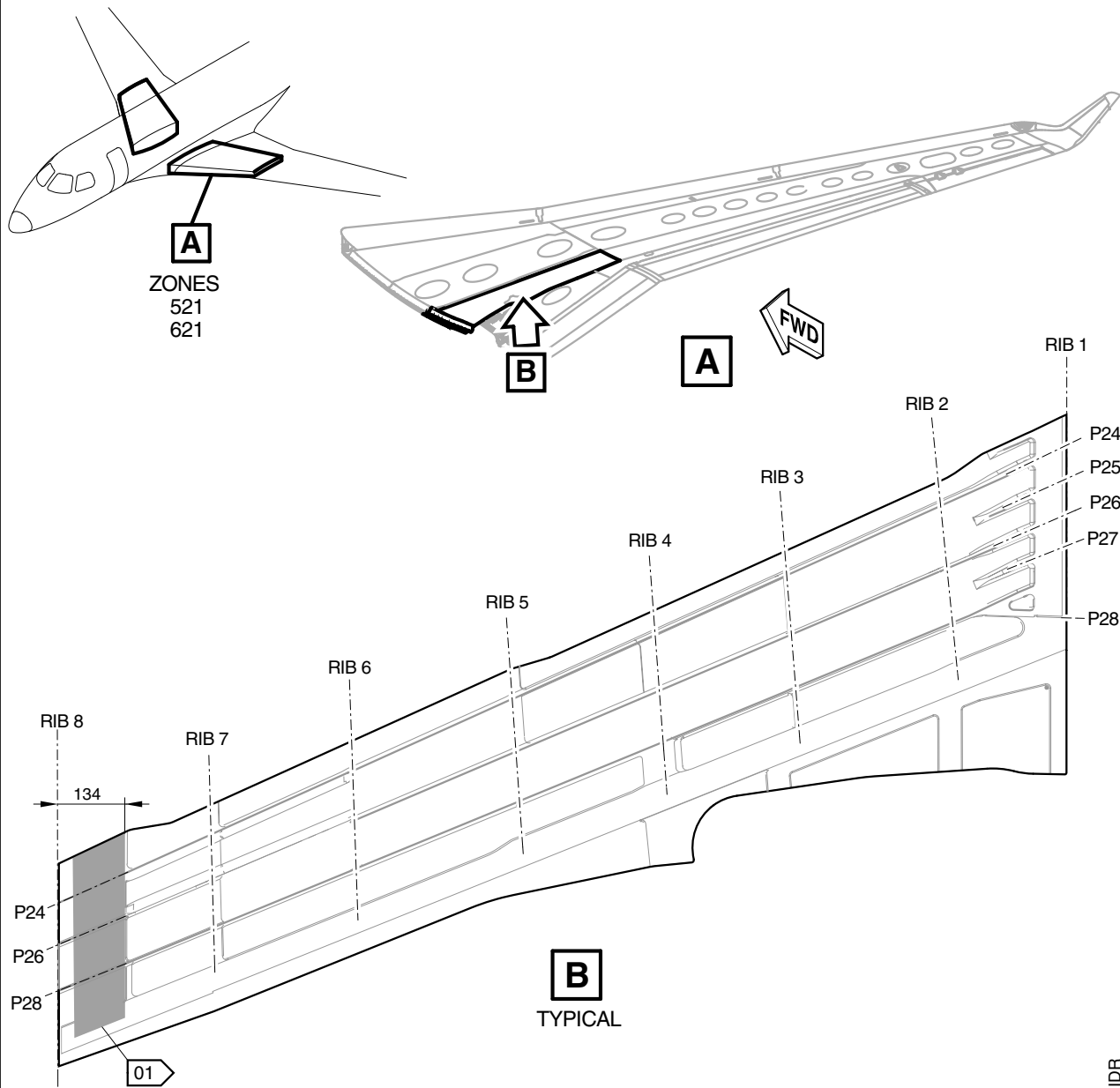
DIMENSION IN mm

01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

EM550ENSB570222C.IDR

FIGURE 14 - WING FRONT ROOT LOWER SKIN INSPECTION - GROUP 1 THRU GROUP 4 AND POST MOD SB550-00-0011
(Sheet 1 of 1)





NOTE:
DIMENSION IN mm

01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

EM550ENSB570224C.IDR

FIGURE 16 - WING REAR ROOT LOWER SKIN INSPECTION - GROUP 1 THRU GROUP 4
AND POST MOD SB550-00-0011
(Sheet 1 of 1)

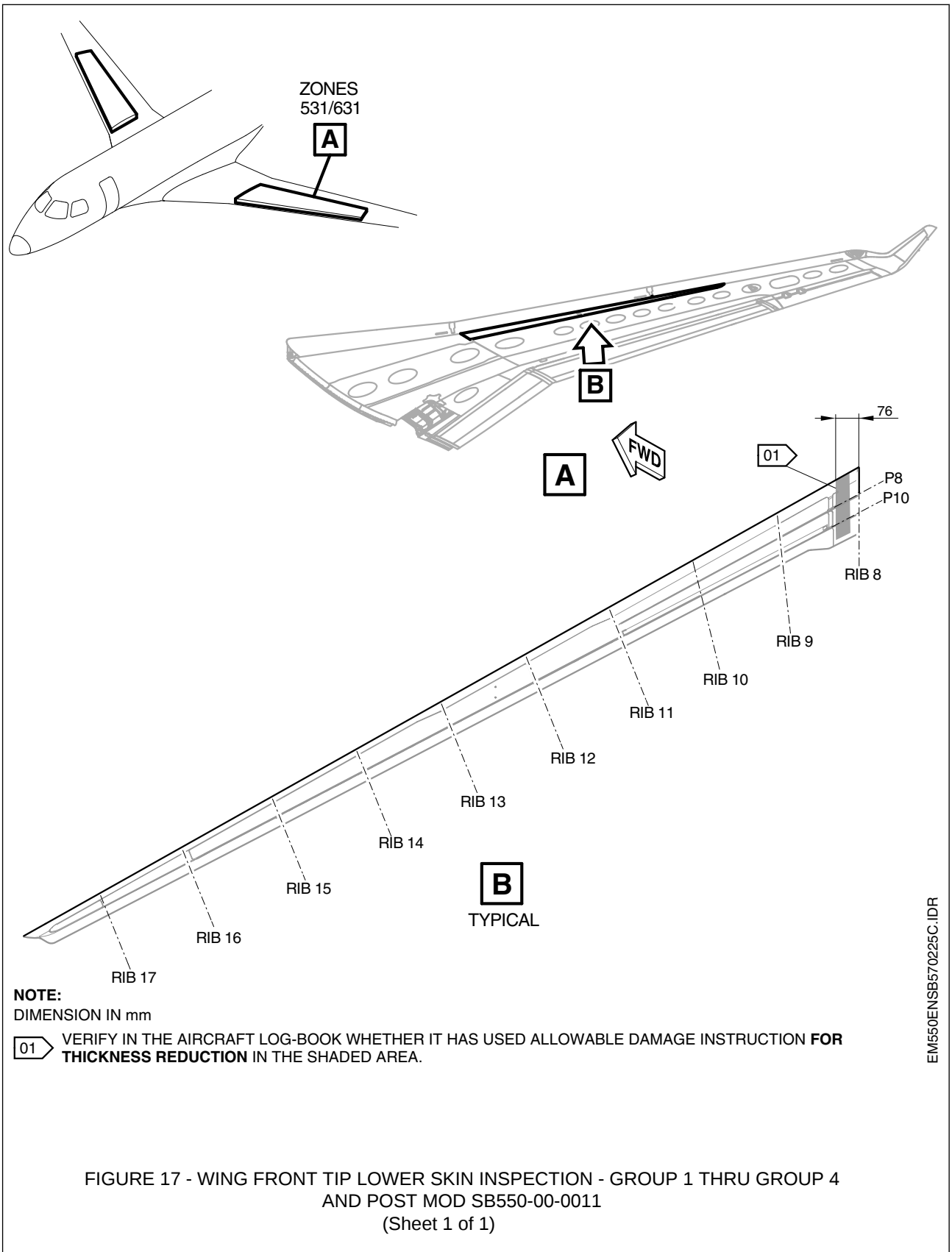
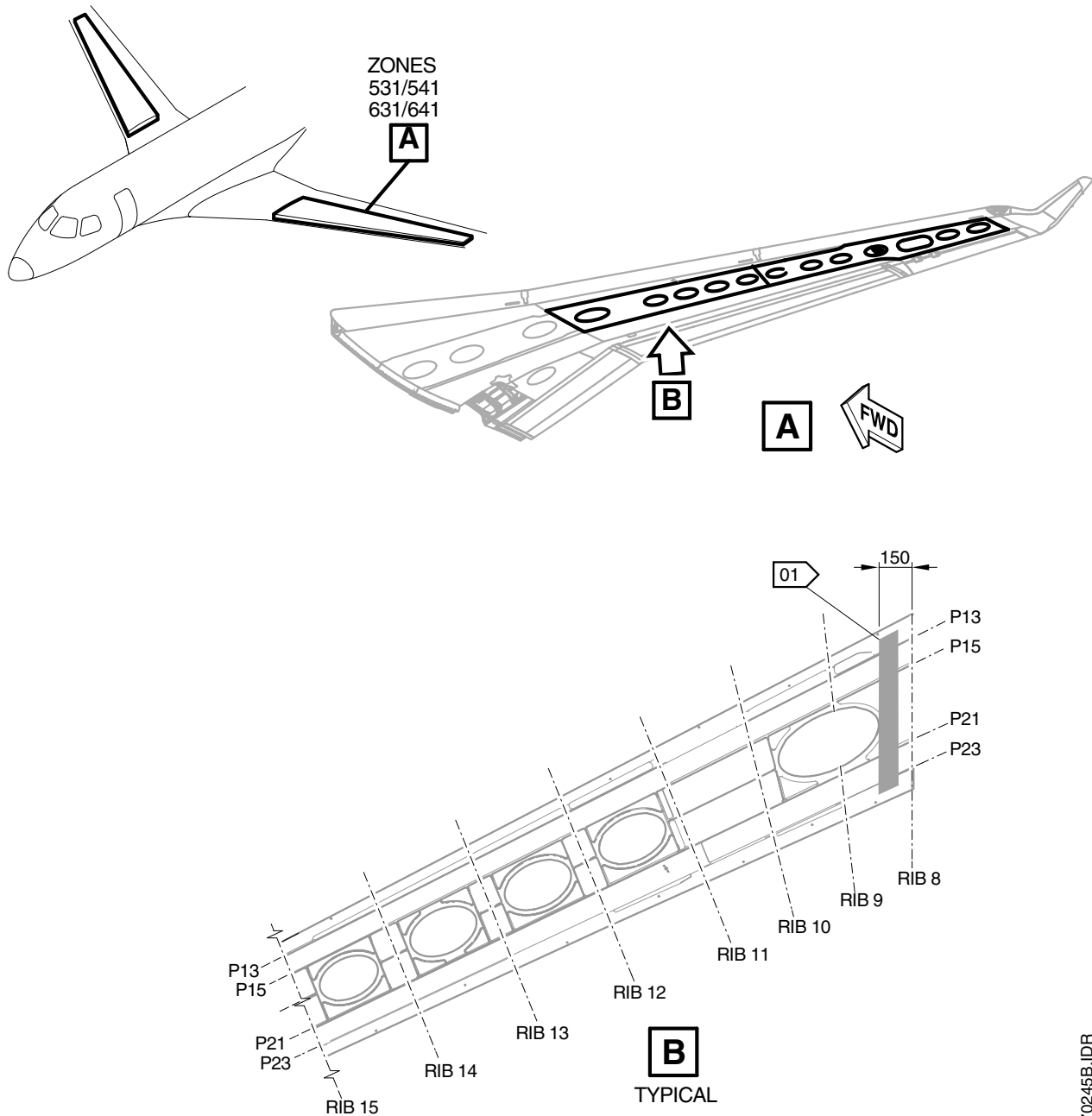


FIGURE 17 - WING FRONT TIP LOWER SKIN INSPECTION - GROUP 1 THRU GROUP 4
AND POST MOD SB550-00-0011
(Sheet 1 of 1)



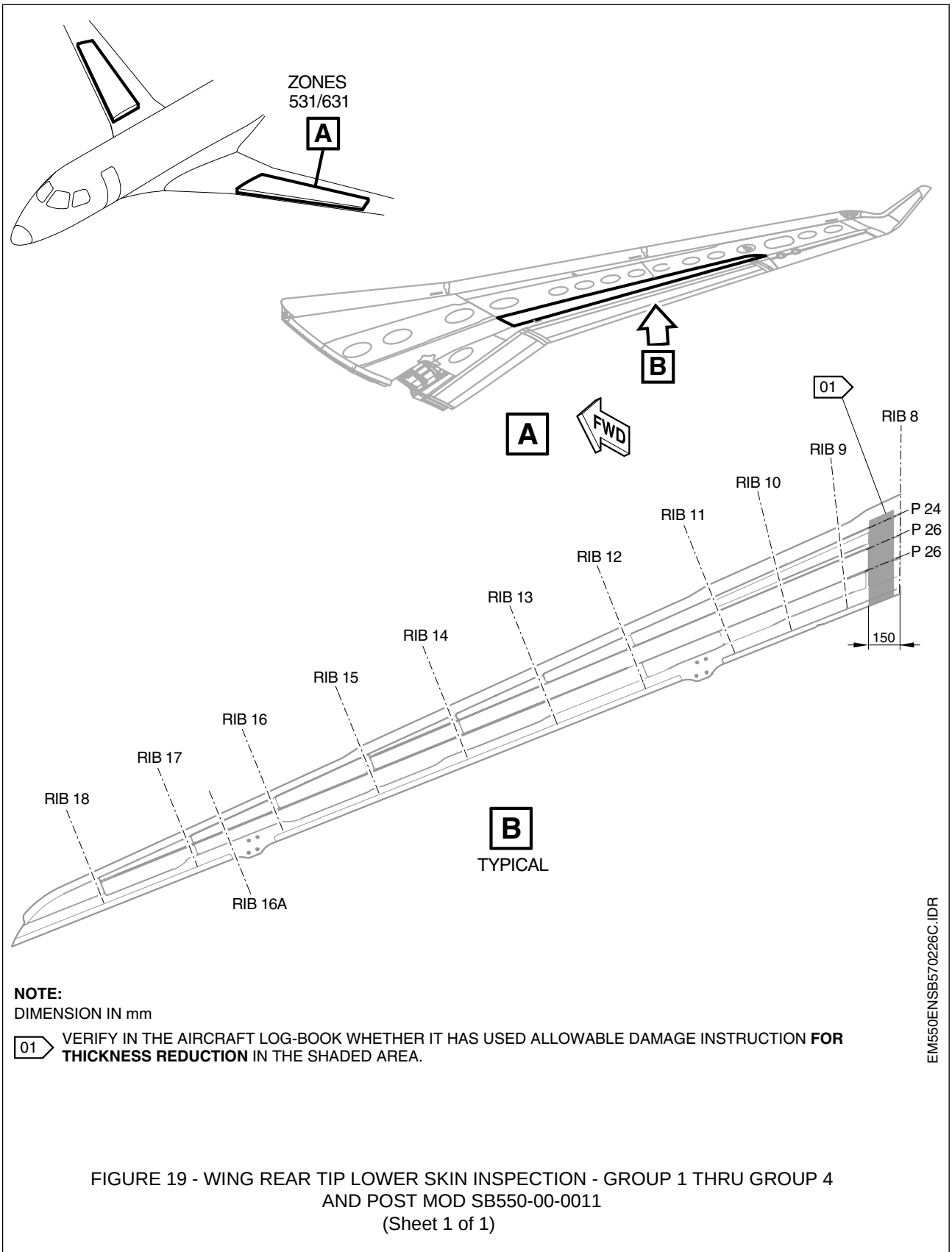
NOTE:

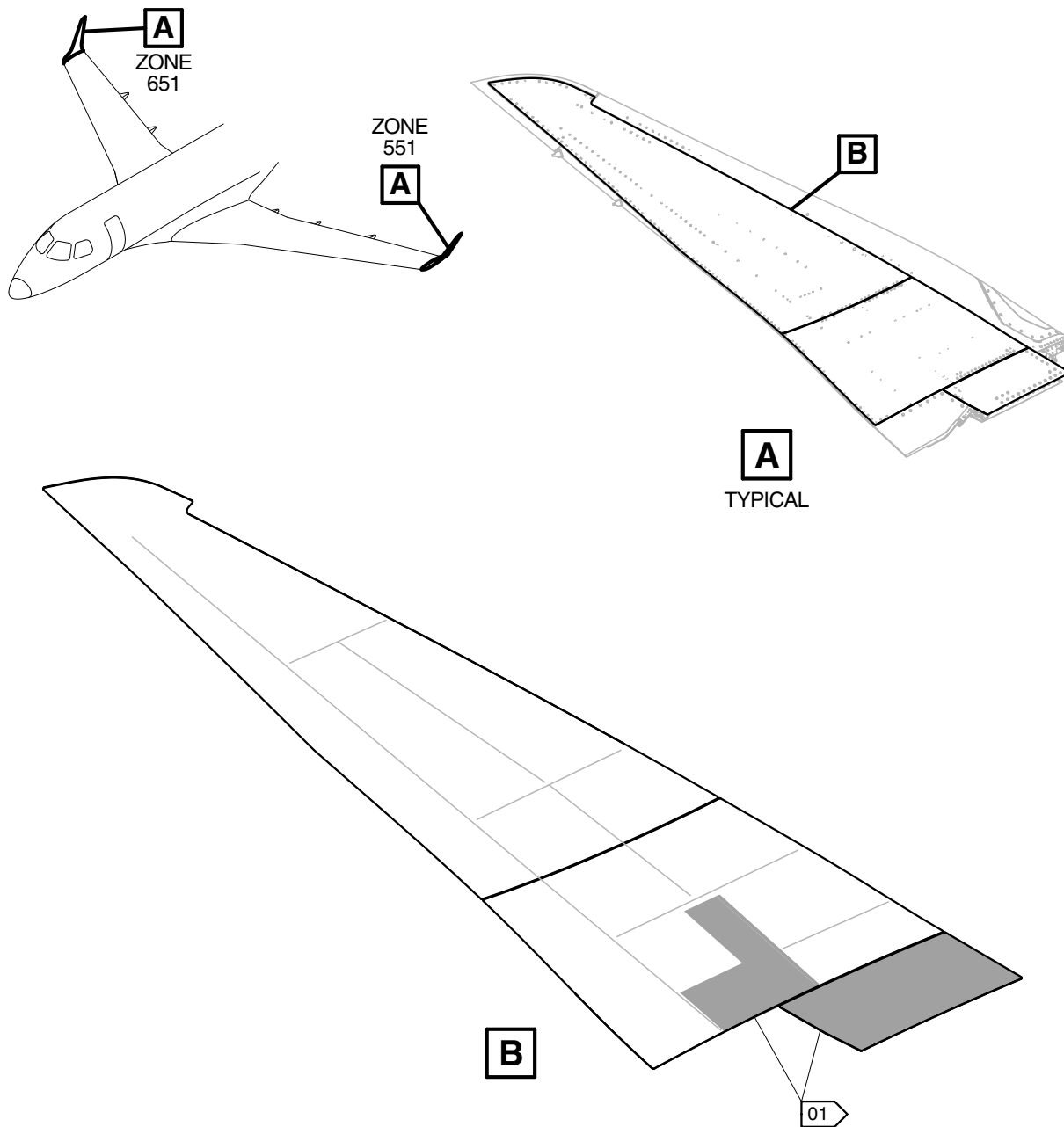
DIMENSIONS IN mm

01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

EM550ENSB570245B.IDR

FIGURE 18 - WING CENTRAL TIP LOWER SKIN INSPECTION - GROUP 1 THRU GROUP 4
AND POST MOD SB550-00-0011
(Sheet 1 of 1)

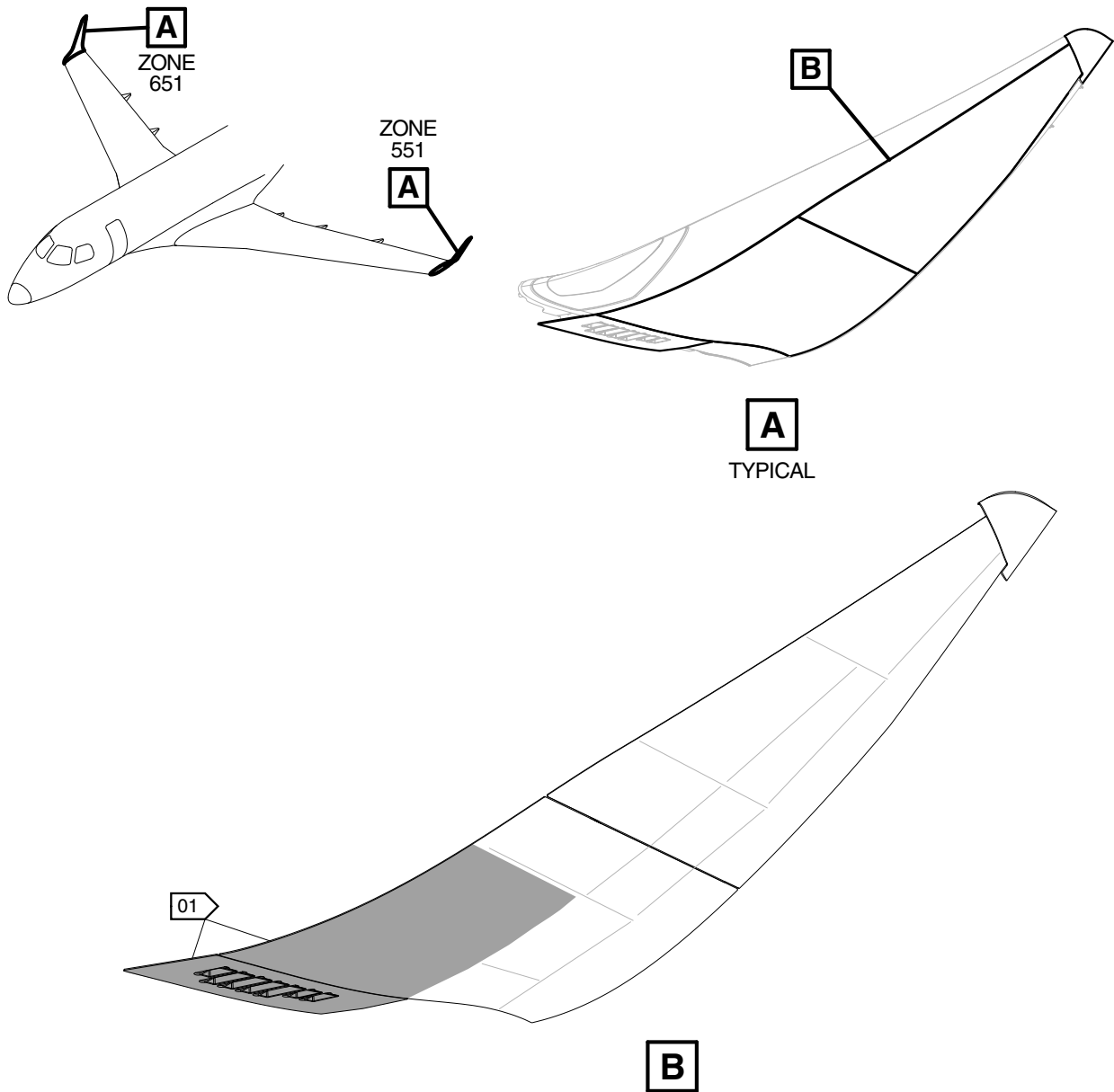




01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

EM550ENSB570227C.IDR

FIGURE 20 - WINGLET LEADING UPPER SKIN INSPECTION - GROUP 1, GROUP 2 AND
POST MOD SB550-00-0011
(Sheet 1 of 1)



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

FIGURE 21 - WINGLET LEADING LOWER SKIN INSPECTION - GROUP 1, GROUP 2 AND
POST MOD SB550-00-0011
(Sheet 1 of 1)

EM550ENSB570228C.IDR

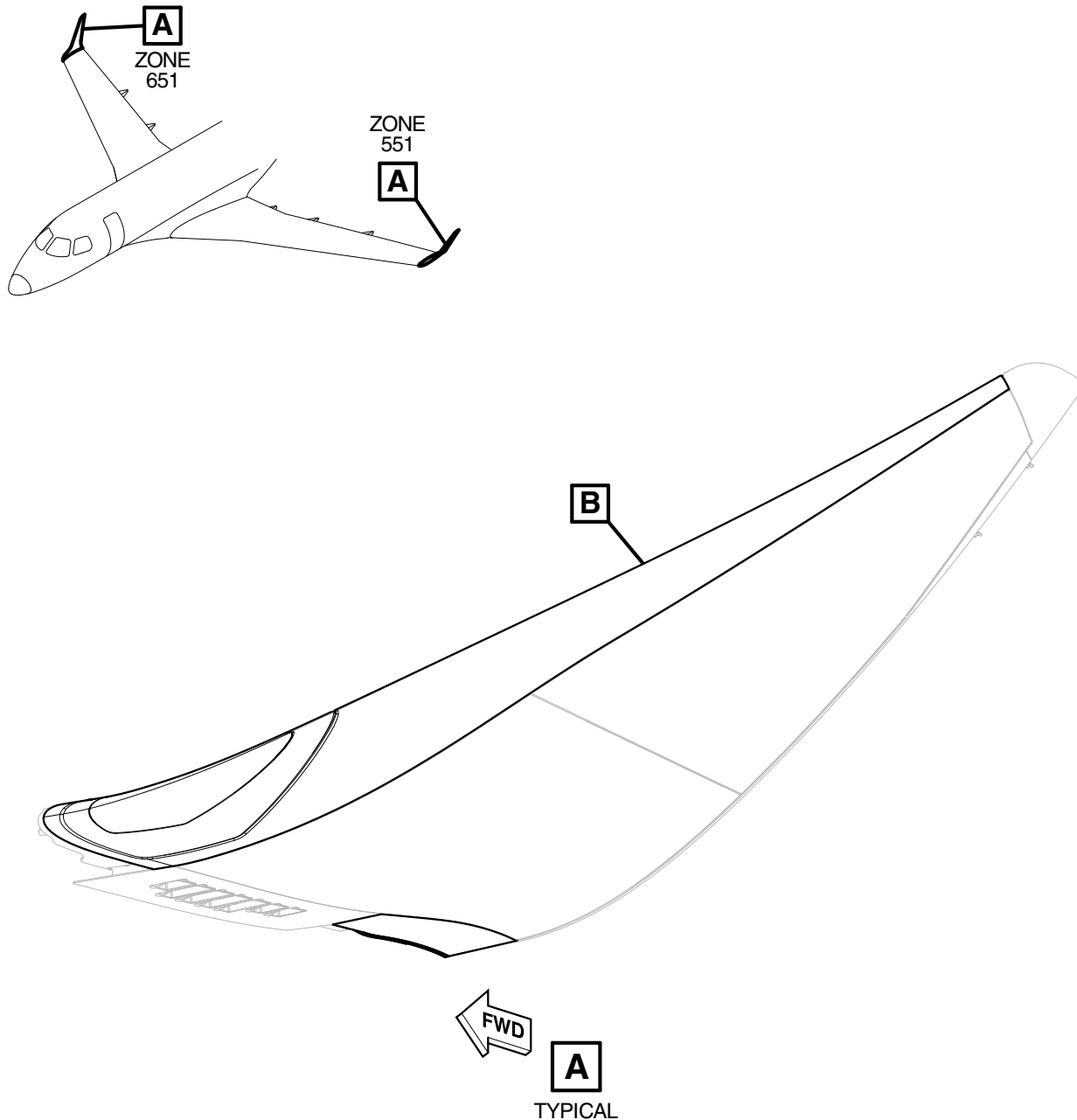
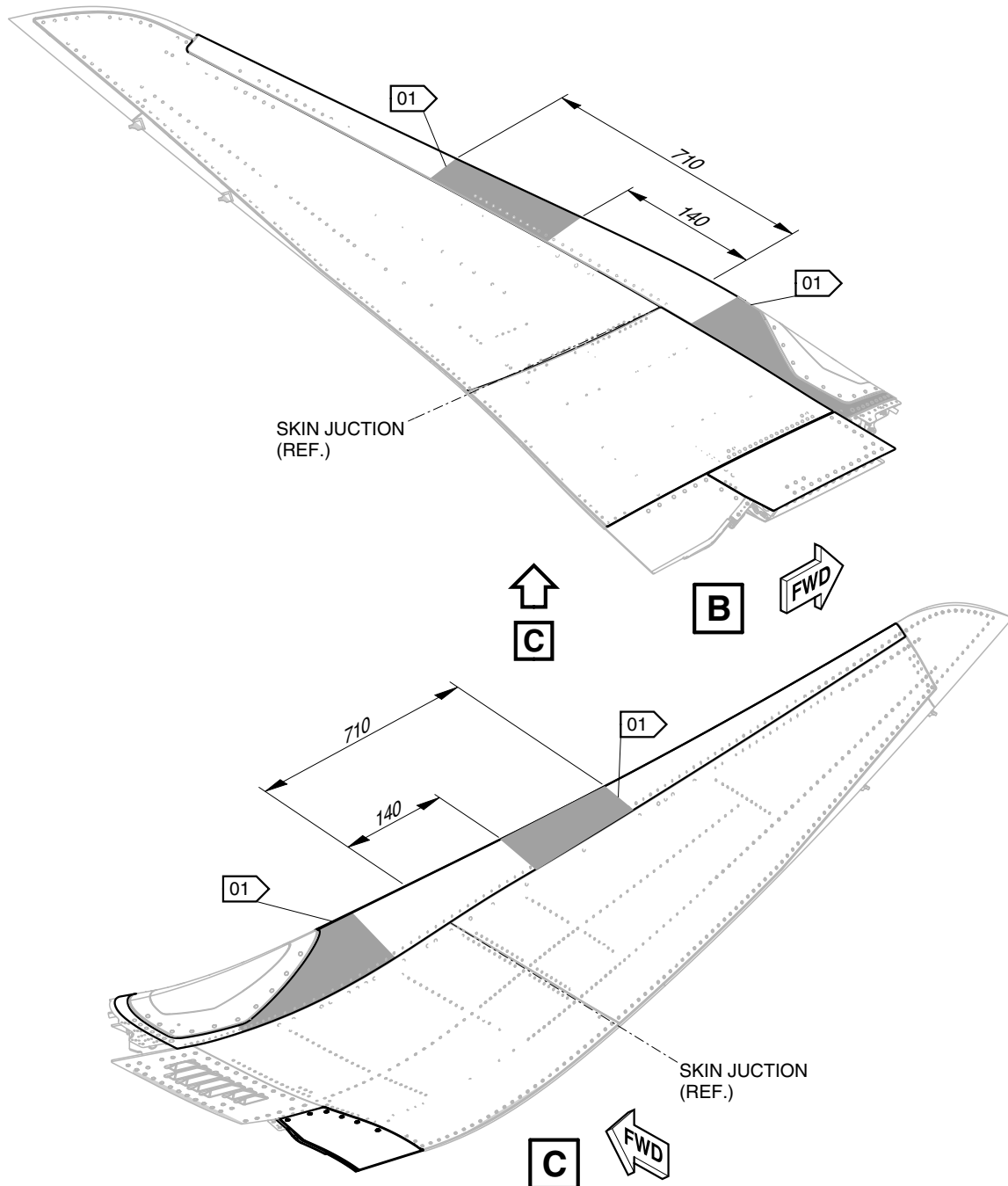


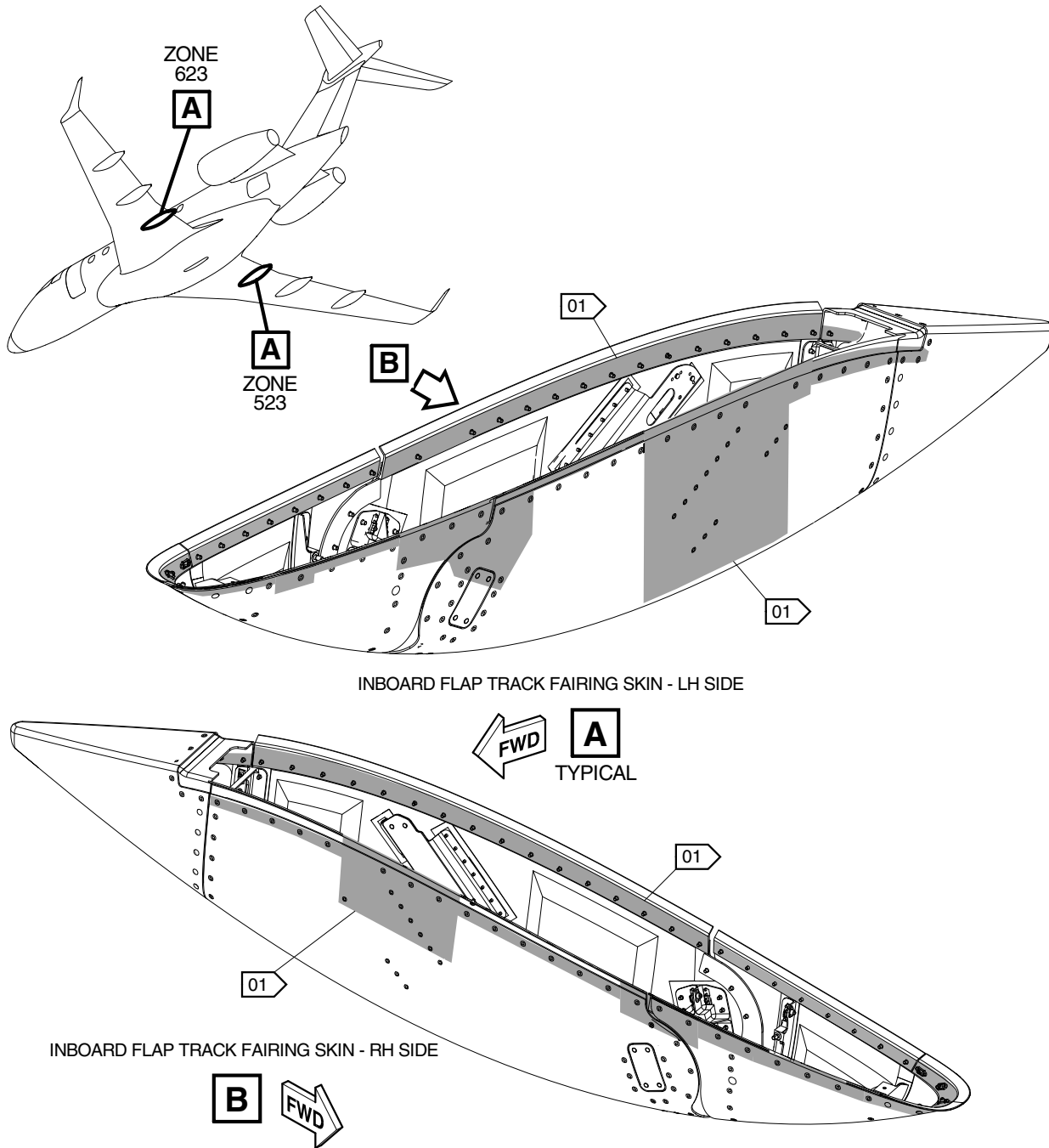
FIGURE 22 - WINGLET LEADING-EDGE COMPOSITE INSPECTION - GROUP 1, GROUP 2
AND POST MOD SB550-00-0011
(Sheet 1 of 2)

EM550ENSB570229A.IDR



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** (DAMAGE AFFECTING UP TO 2 PLIES) IN THE SHADED AREA.

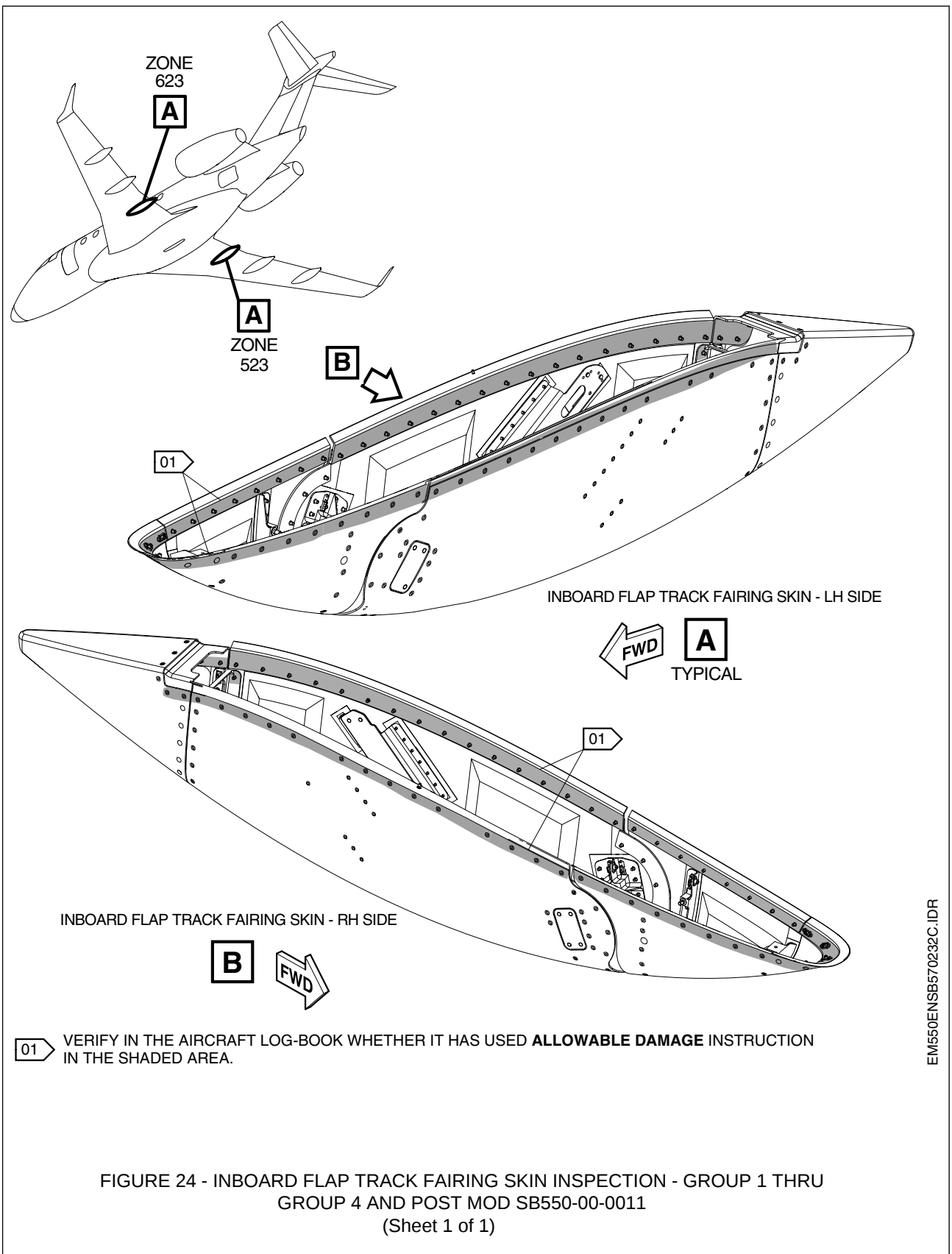
FIGURE 22 - WINGLET LEADING-EDGE COMPOSITE INSPECTION - GROUP 1, GROUP 2
AND POST MOD SB550-00-0011
(Sheet 2 of 2)



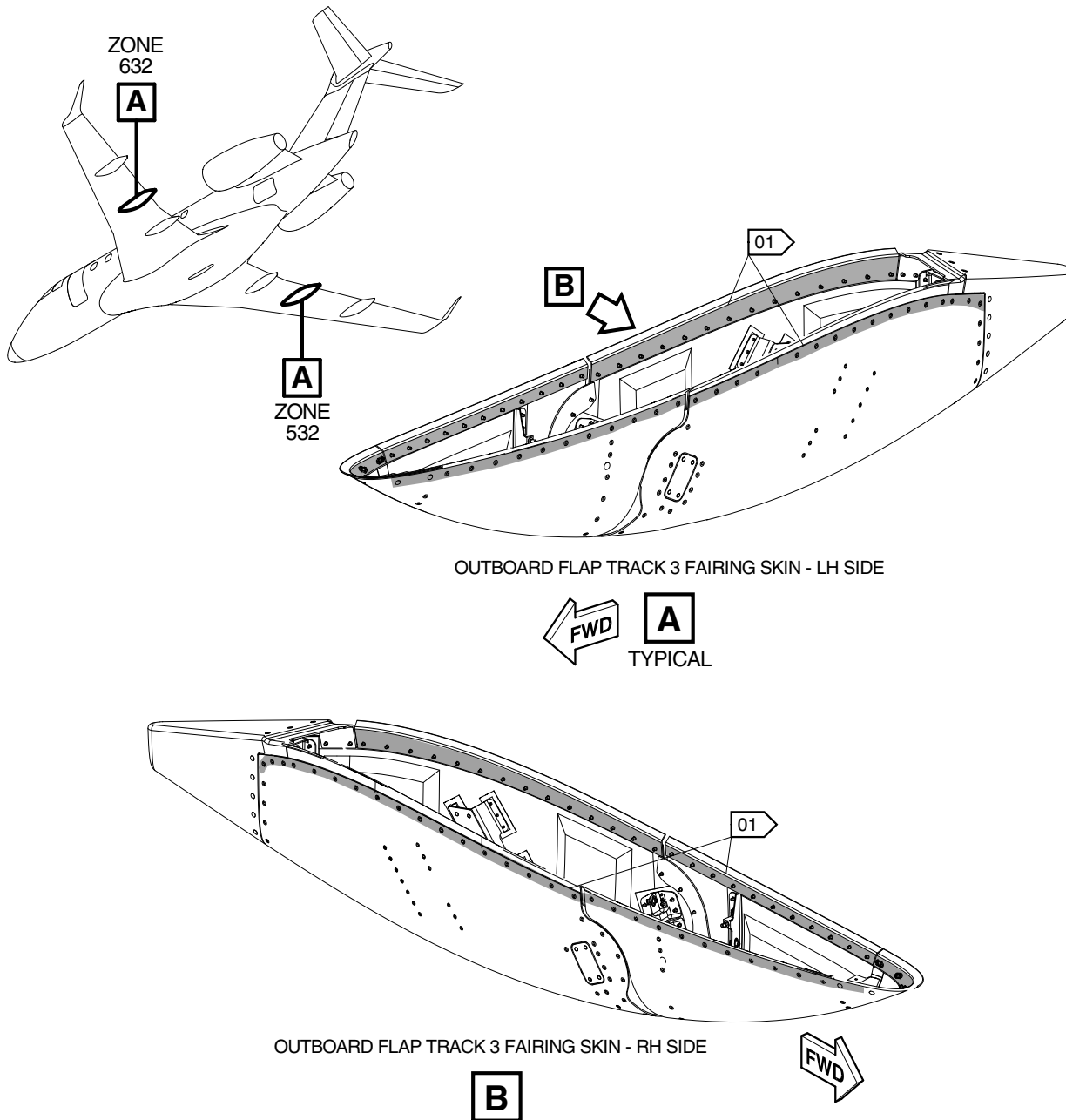
01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED **ALLOWABLE DAMAGE** INSTRUCTION IN THE SHADED AREA.

FIGURE 23 - INBOARD FLAP TRACK FAIRING SKIN INSPECTION - GROUP 1 THRU GROUP 4 AND POST MOD SB550-00-0011
(Sheet 1 of 1)

EM550ENSB570231B.IDR



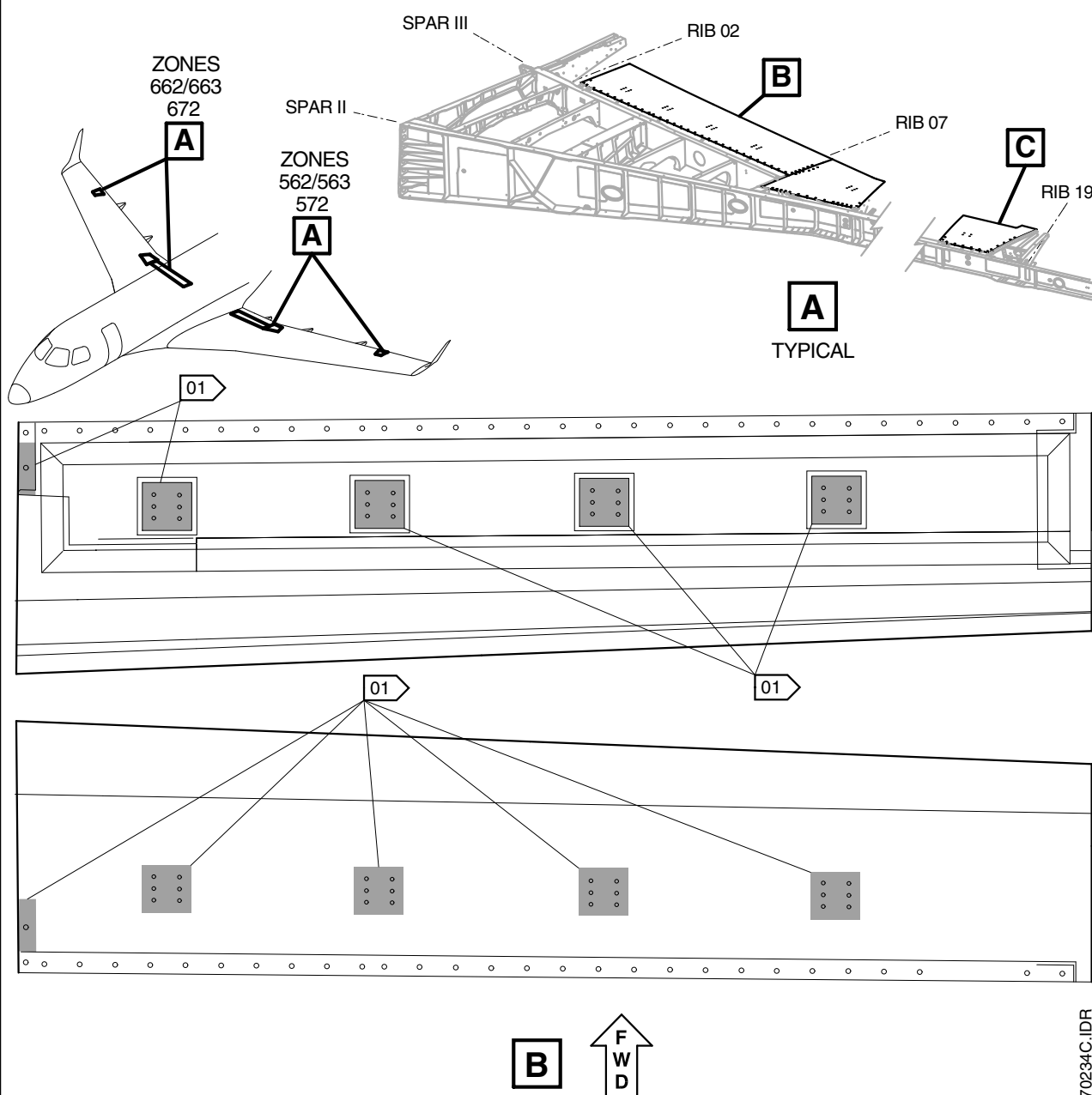
EM550ENSB570232C.IDR



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED **ALLOWABLE DAMAGE** INSTRUCTION IN THE SHADED AREA.

FIGURE 25 - OUTBOARD FLAP TRACK 3 FAIRING SKIN INSPECTION - GROUP 1 THRU GROUP 4 AND POST MOD SB550-00-0011
(Sheet 1 of 1)

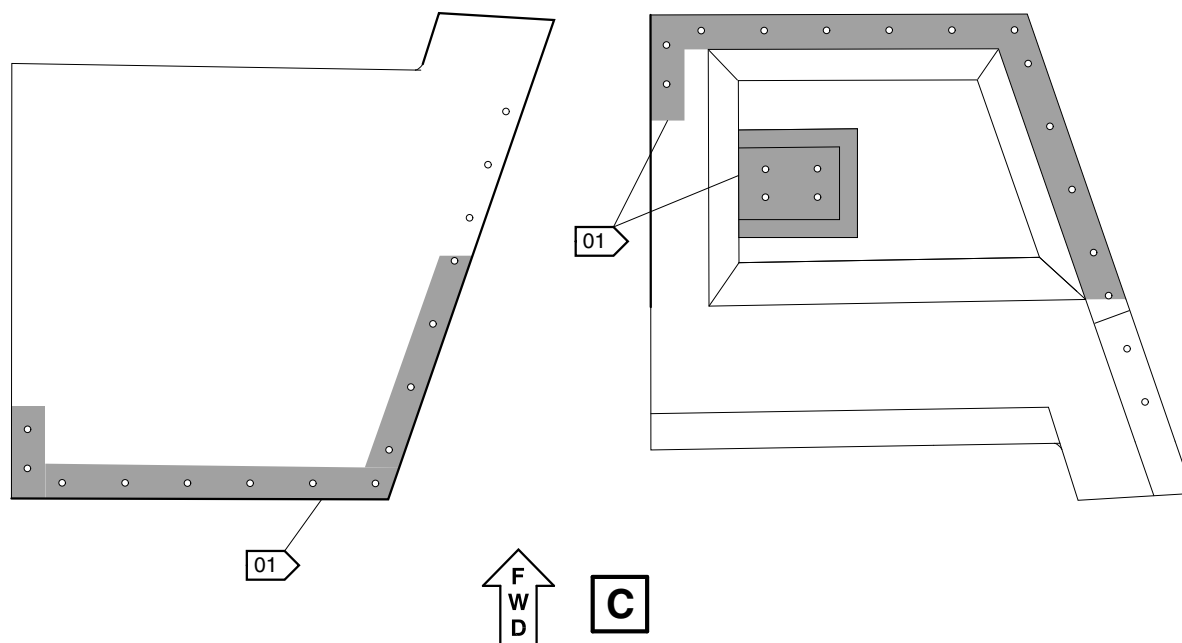
EM550ENSB570233C.IDR



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR HOLES AND PUNCTURES** IN THE SHADED AREA.

EM550ENSB570234C.IDR

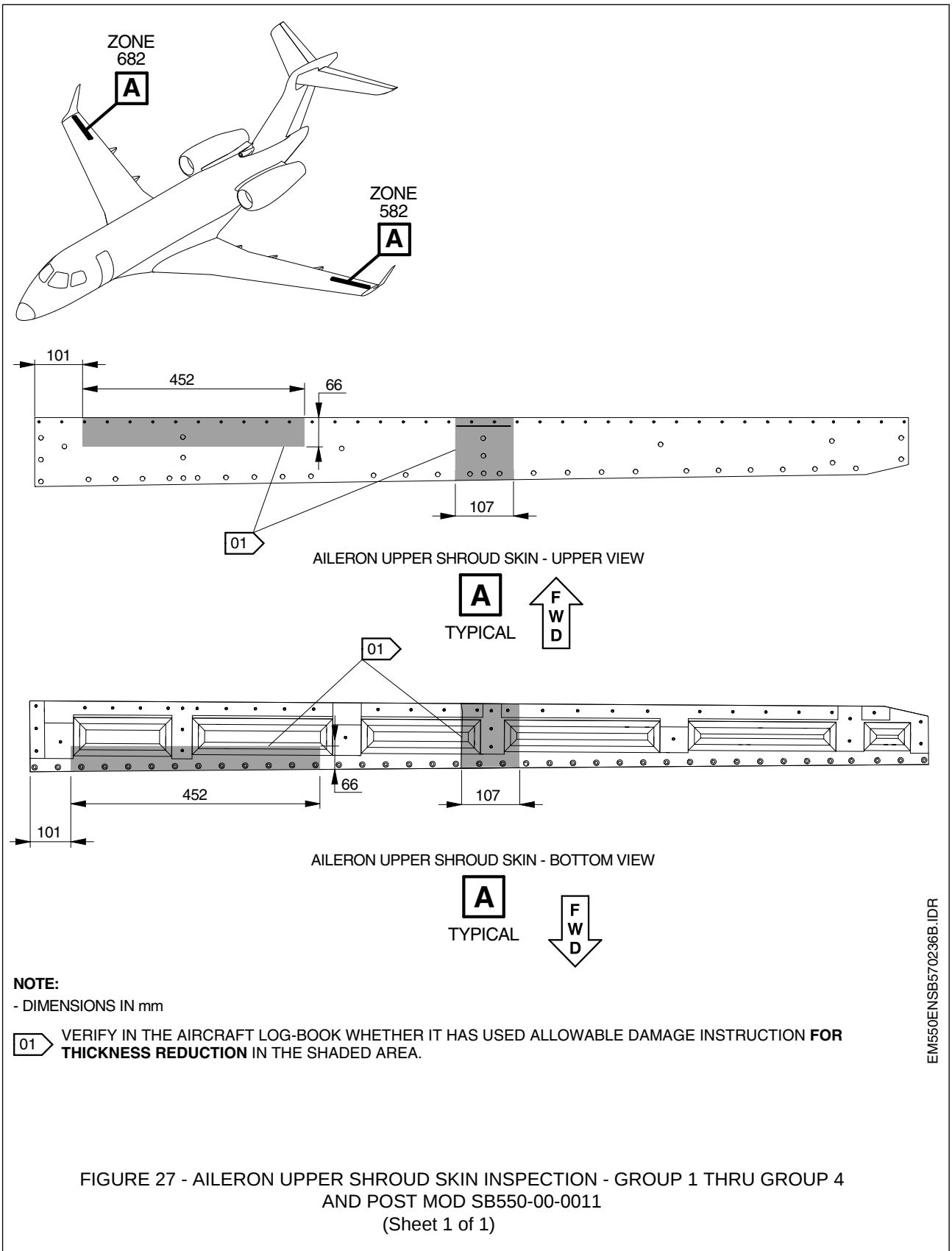
FIGURE 26 - UPPER SHROUD FIXED 1 SKIN - BOTTOM VIEW INSPECTION - GROUP 1
THRU GROUP 4 AND POST MOD SB550-00-0011
(Sheet 1 of 2)

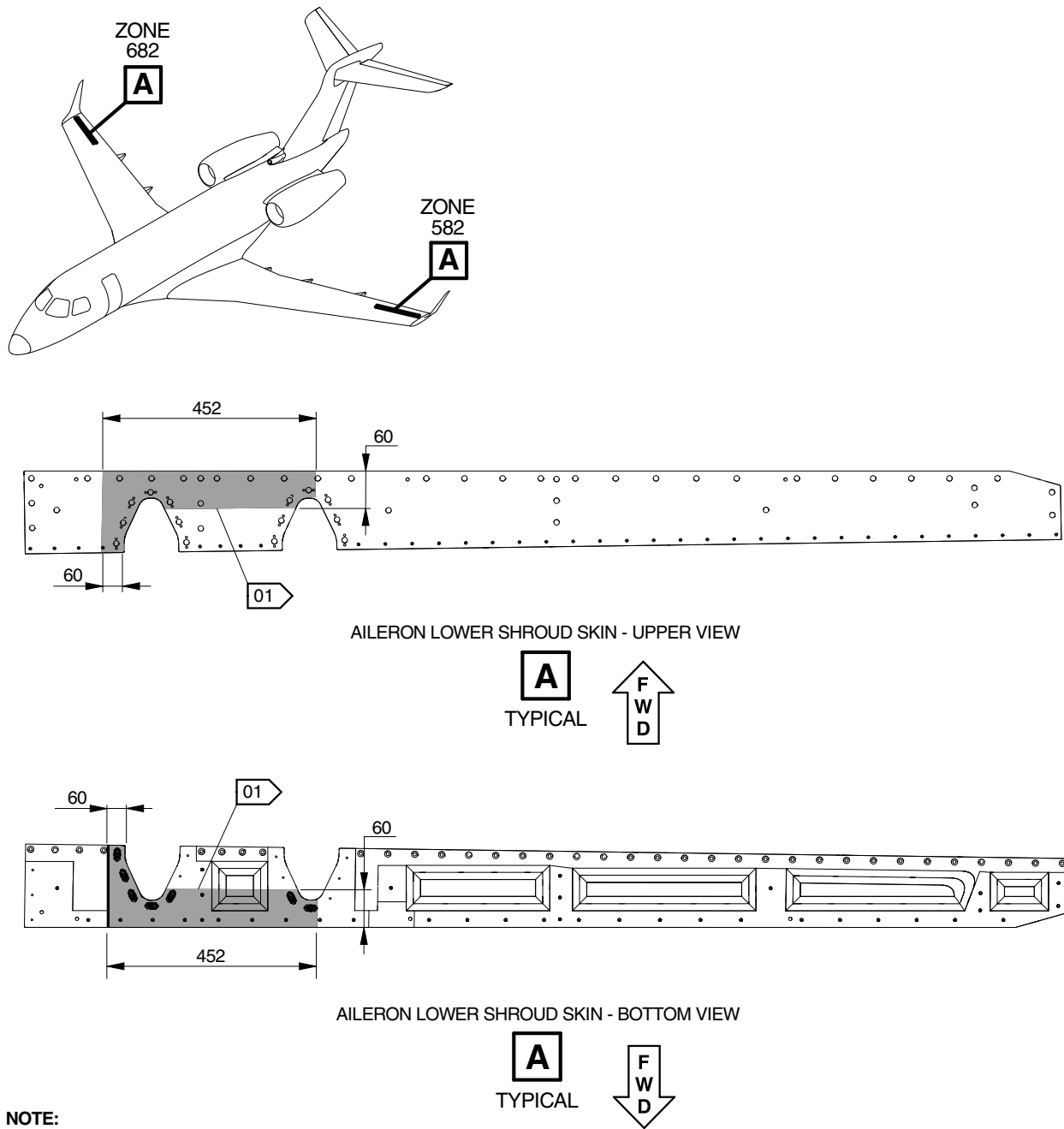


01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR HOLES AND PUNCTURES** IN THE SHADED AREA.

FIGURE 26 - UPPER SHROUD FIXED 1 SKIN - BOTTOM VIEW INSPECTION - GROUP 1
THRU GROUP 4 AND POST MOD SB550-00-0011
(Sheet 2 of 2)

EM550ENSB570235B.IDR





NOTE:

- DIMENSIONS IN mm

01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

EM550ENSB570237B.IDR

FIGURE 28 - AILERON LOWER SHROUD SKIN INSPECTION - GROUP 1 THRU GROUP 4
AND POST MOD SB550-00-0011
(Sheet 1 of 1)

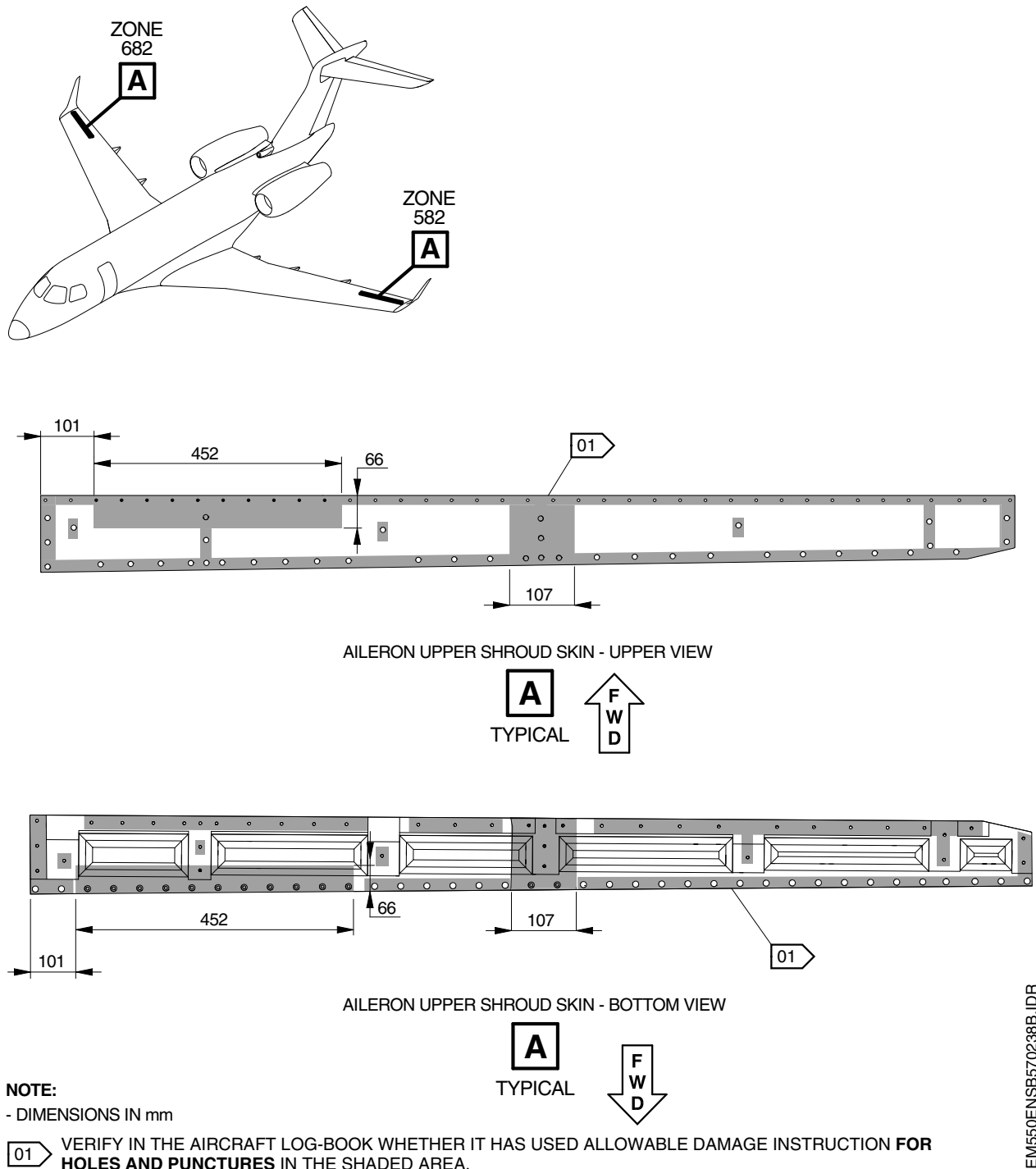
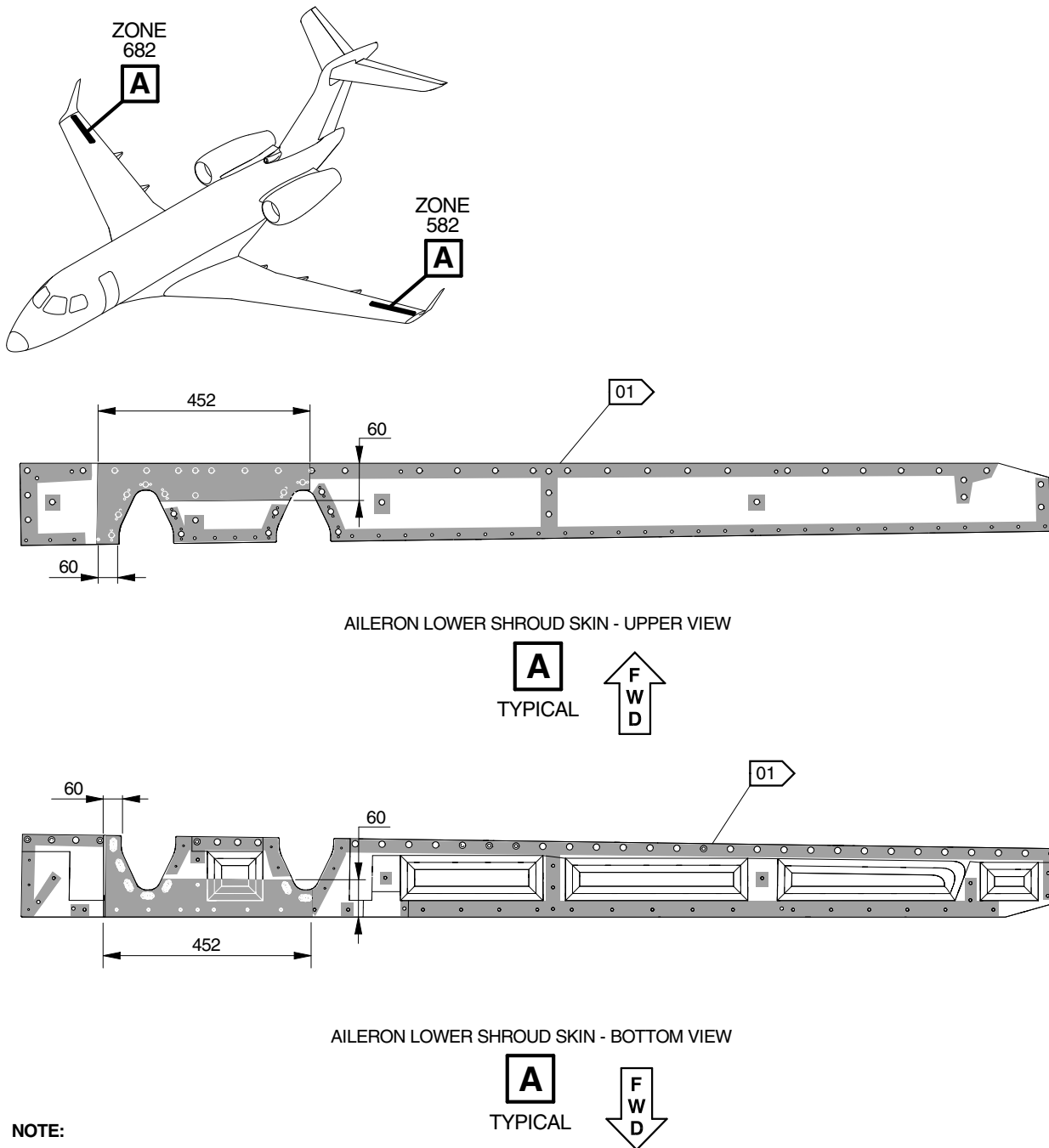


FIGURE 29 - AILERON UPPER SHROUD SKIN INSPECTION - GROUP 1 THRU GROUP 4
AND POST MOD SB550-00-0011
(Sheet 1 of 1)



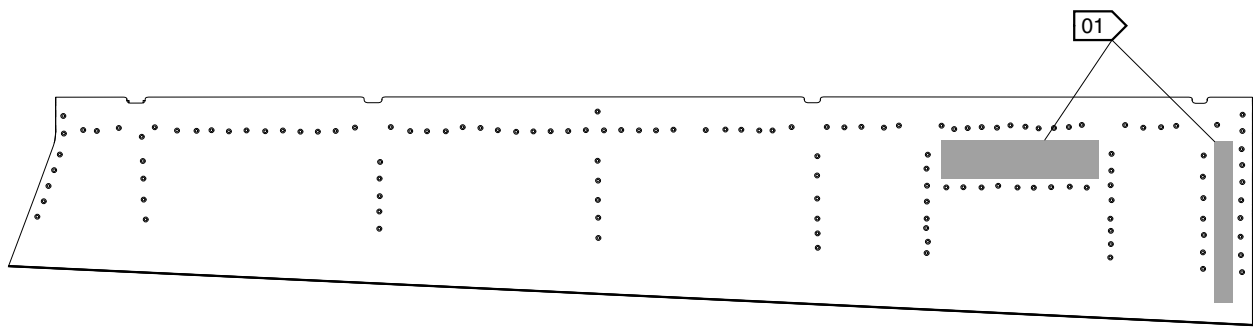
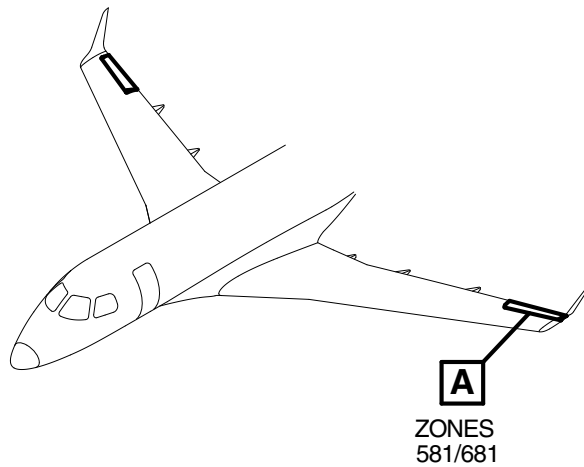
NOTE:

DIMENSIONS IN mm

01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR HOLES AND PUNCTURES** IN THE SHADED AREA.

EM550ENSB570246B.IDR

FIGURE 30 - AILERON LOWER SHROUD SKIN INSPECTION - GROUP 1 THRU GROUP 4
AND POST MOD SB550-00-0011
(Sheet 1 of 1)



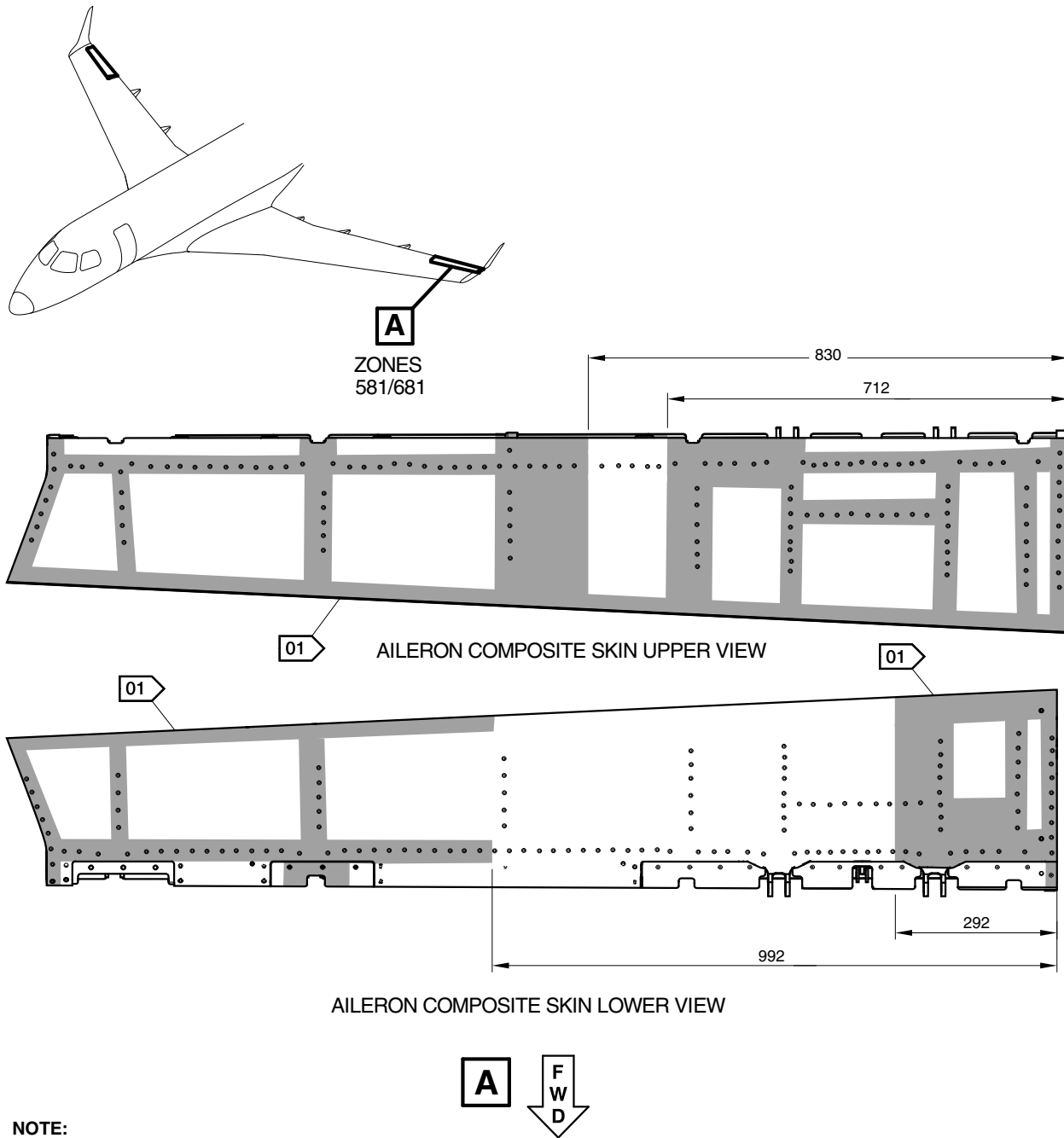
AILERON COMPOSITE SKIN UPPER VIEW



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR HOLES AND PUNCTURES** IN THE SHADED AREA.

FIGURE 31 - AILERON COMPOSITE SKIN UPPER VIEW INSPECTION - GROUP 1 THRU GROUP 4 AND POST MOD SB550-00-0011
(Sheet 1 of 1)

EM550ENSB570239C.IDR

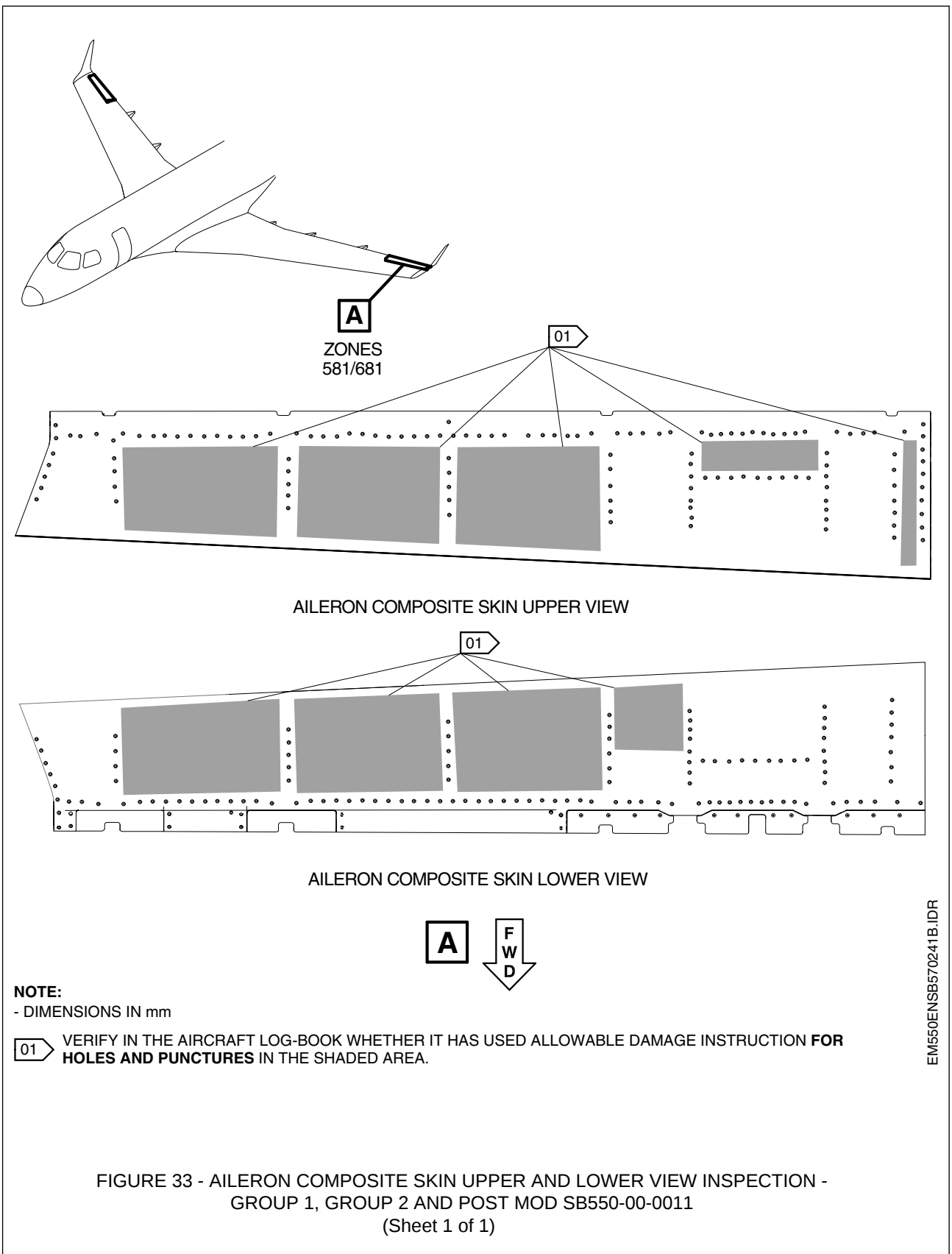


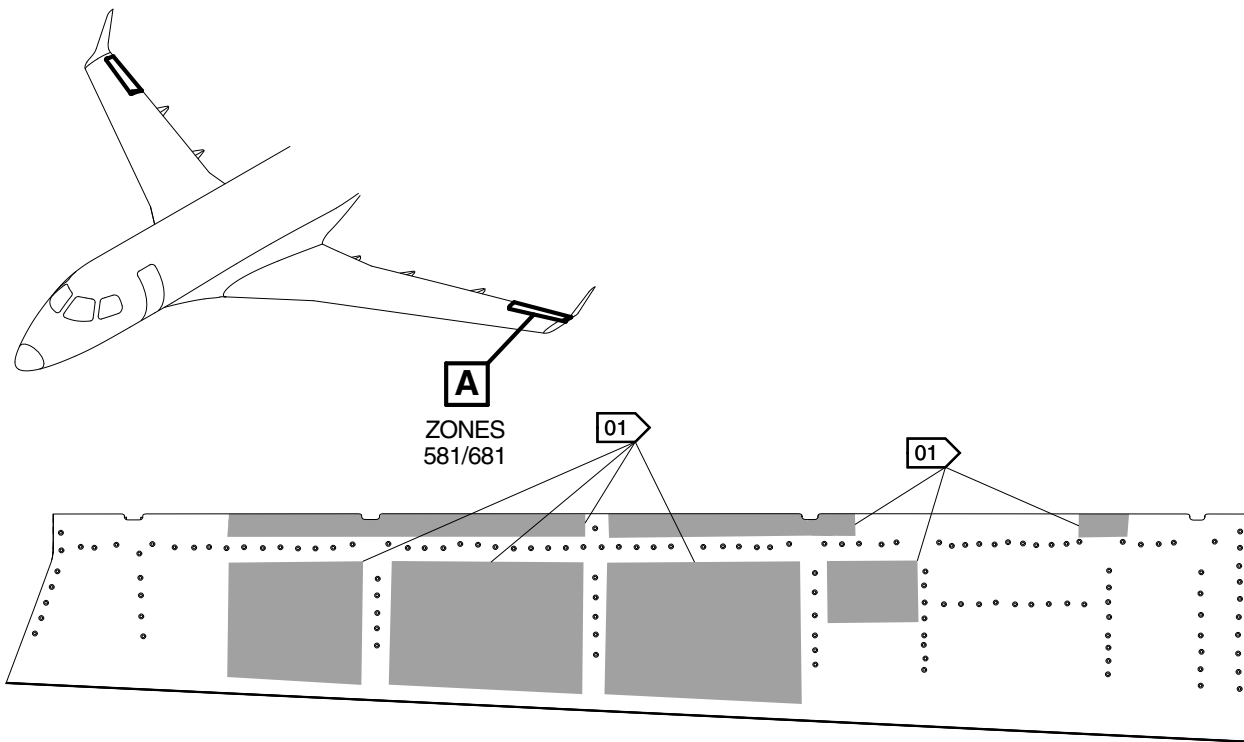
NOTE:
- DIMENSIONS IN mm

01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION FOR DELAMINATION IN THE SHADED AREA.

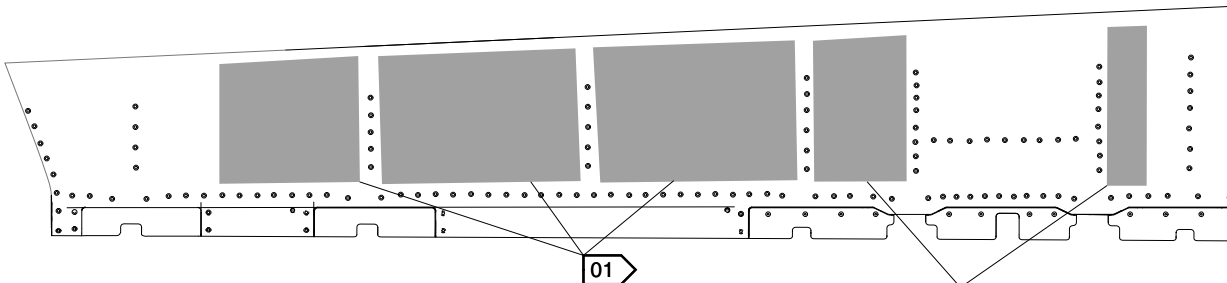
EM550ENSB570240D.IDR

FIGURE 32 - AILERON SKIN UPPER AND LOWER VIEW INSPECTION - GROUP 1,
GROUP 2 AND POST MOD SB550-00-0011
(Sheet 1 of 1)





AILERON COMPOSITE SKIN UPPER VIEW



AILERON COMPOSITE SKIN LOWER VIEW



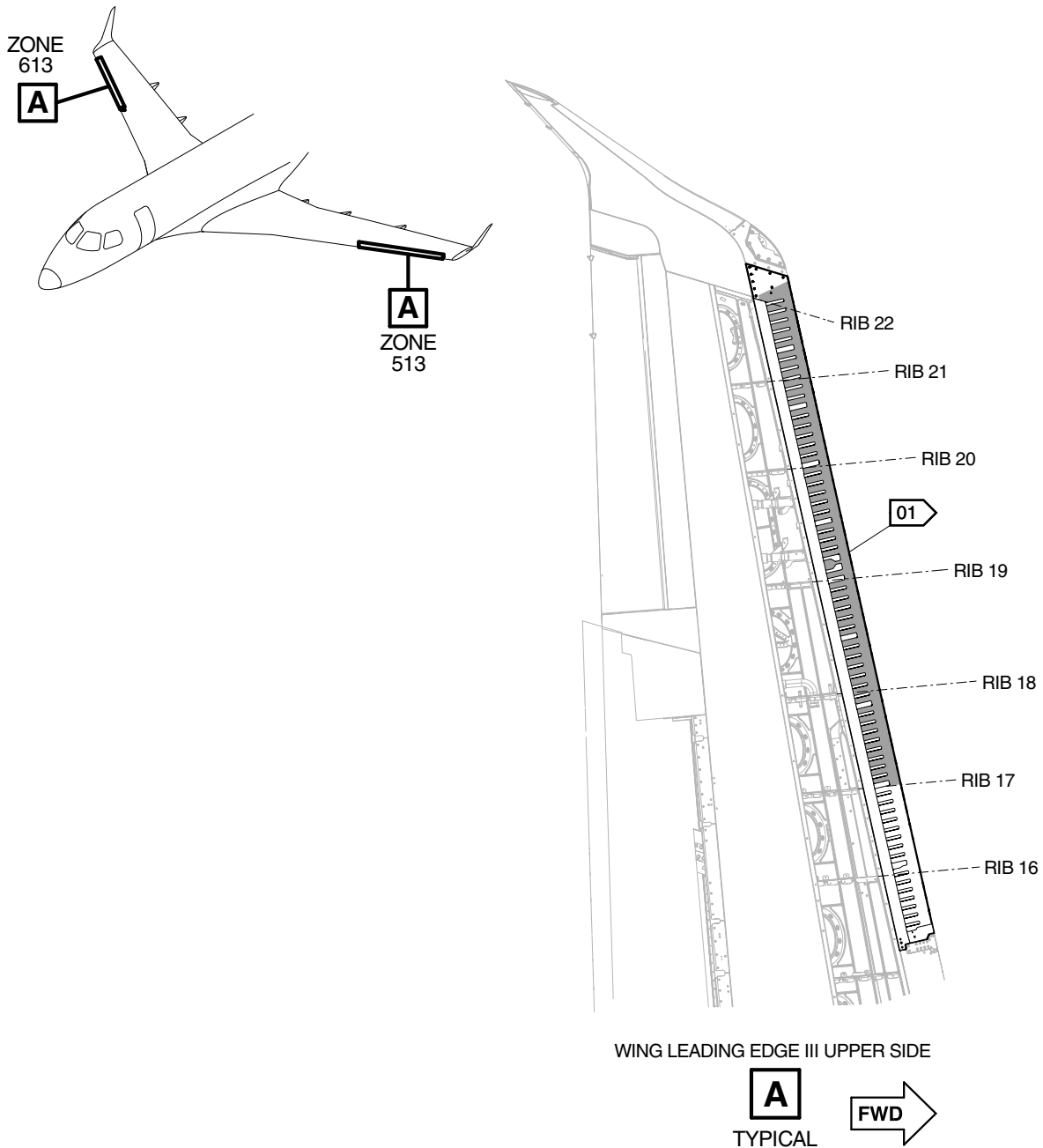
NOTE:

- DIMENSIONS IN mm

01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** (DAMAGE AFFECTING UP TO 1 PLY) IN THE SHADED AREA.

EM550ENSB570242C.IDR

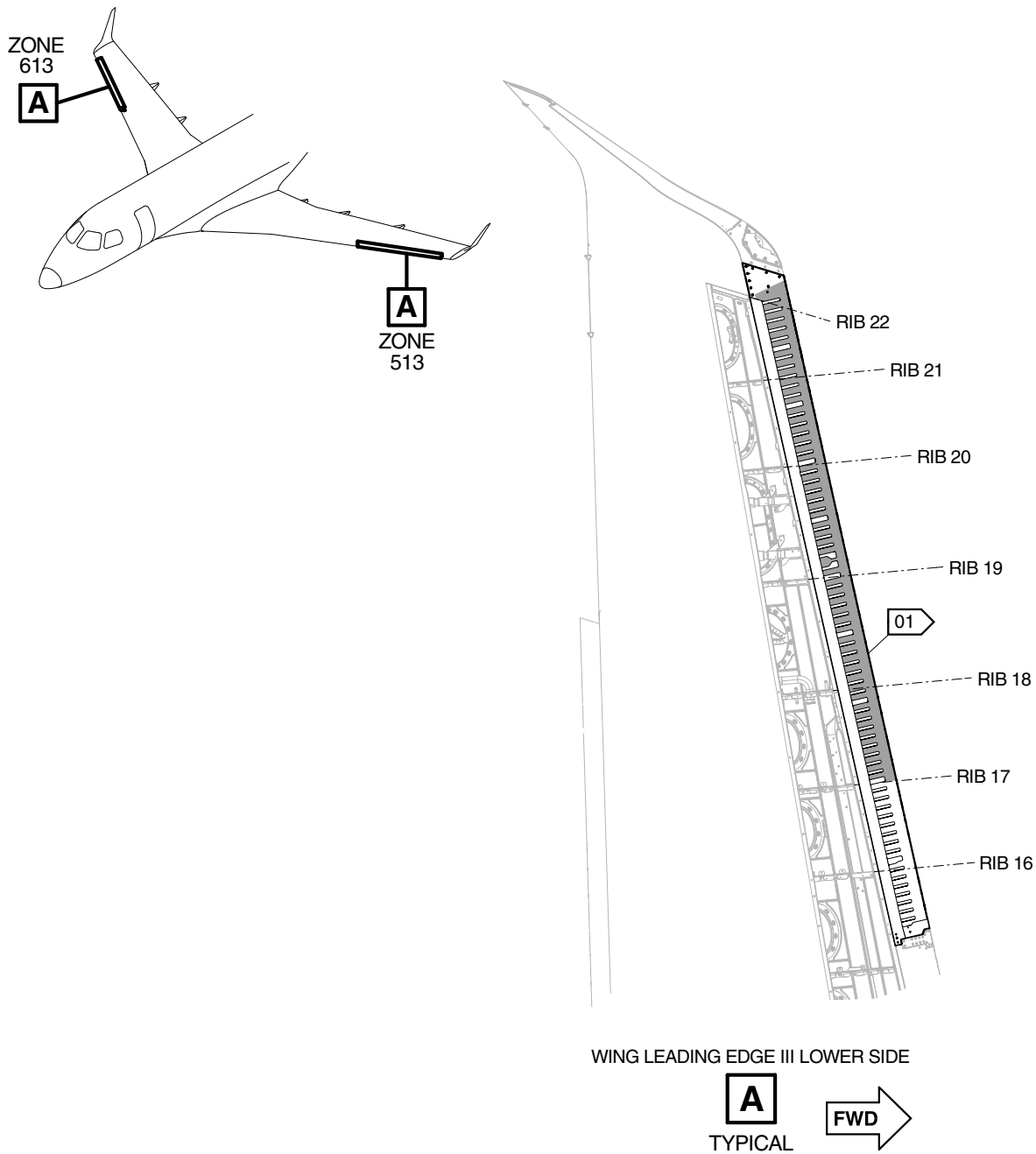
FIGURE 34 - AILERON COMPOSITE SKIN UPPER AND LOWER VIEW INSPECTION -
GROUP 1, GROUP 2 AND POST MOD SB550-00-0011
(Sheet 1 of 1)



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

FIGURE 35 - WING LEADING EDGE III UPPER SIDE INSPECTION - GROUP 1 THRU GROUP 4 AND POST MOD SB550-00-0011
(Sheet 1 of 1)

EM550ENSB570243B.IDR



01 VERIFY IN THE AIRCRAFT LOG-BOOK WHETHER IT HAS USED ALLOWABLE DAMAGE INSTRUCTION **FOR THICKNESS REDUCTION** IN THE SHADED AREA.

EM550ENSB570244B.IDR

FIGURE 36 - WING LEADING EDGE III LOWER SIDE INSPECTION - GROUP 1 THRU GROUP 4 AND POST MOD SB550-00-0011
(Sheet 1 of 1)

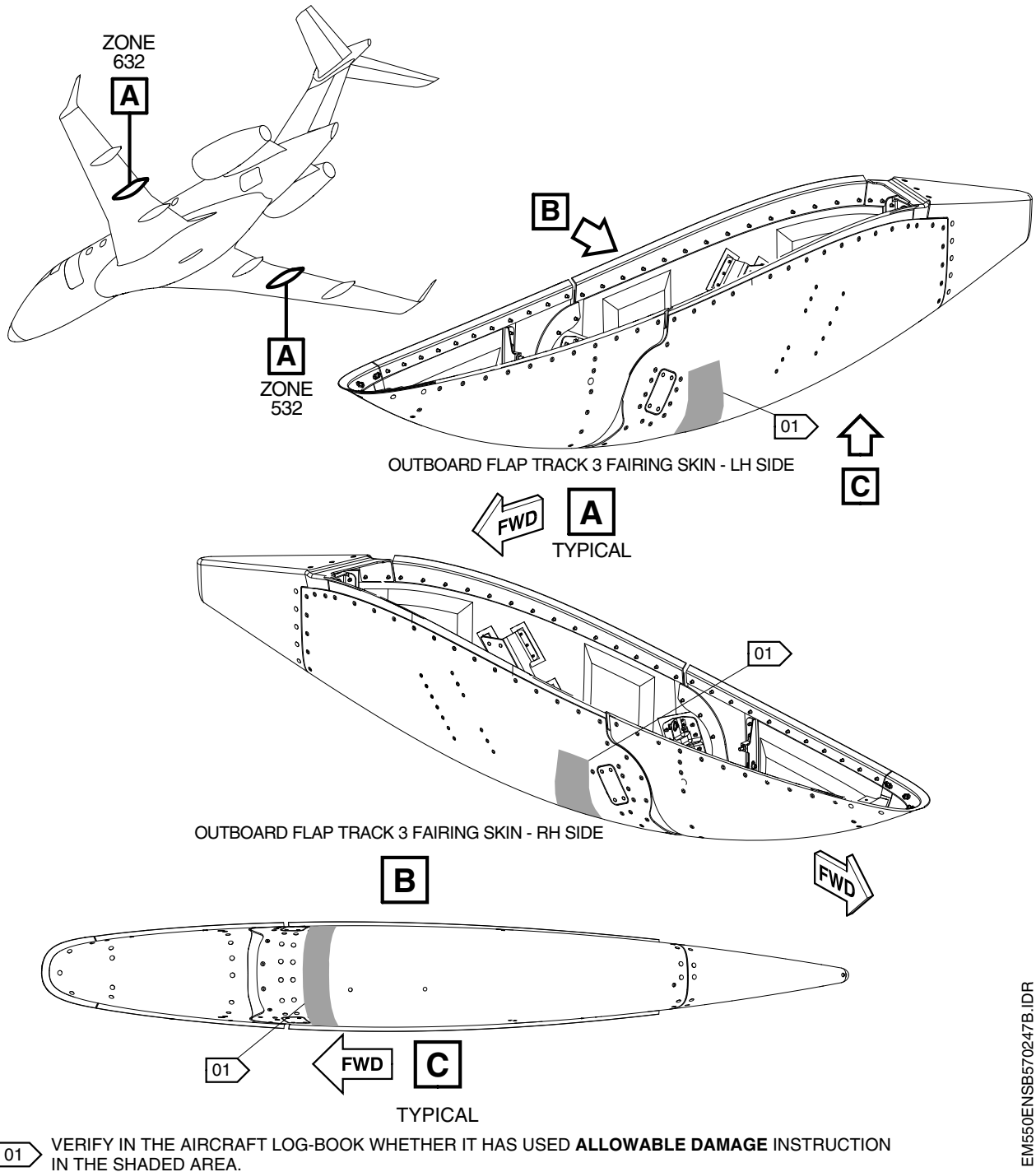


FIGURE 37 - OUTBOARD FLAP TRACK 3 FAIRING SKIN INSPECTION - GROUP 1, GROUP 2 AND POST MOD SB550-00-0011
(Sheet 1 of 1)

