



Commercial
Airplanes

757

Requirements Bulletin

ALERT

Number: 757-57A0075 RB

Original Issue: August 25, 2021

ATA System: 5710

SUBJECT: WINGS - Center Wing - Rear Spar on Lower Wing Skin - Inspection

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SUBJECT: WINGS - Center Wing - Rear Spar on Lower Wing Skin - Inspection

THIS DOCUMENT IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS DOCUMENT TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS DOCUMENT TO THE NEW OWNER. THIS IS AN ENHANCED REQUIRED FOR COMPLIANCE DOCUMENT. THE BOEING PROCESSES USED TO CREATE THE SERVICE BULLETIN (SB) AND THE REQUIREMENTS BULLETIN (RB) ENSURE THAT THE INFORMATION BETWEEN "RC START" AND "RC END" IN THE SB ARE IDENTICAL TO THE INFORMATION IN THE SAME SECTIONS (COMPLIANCE, WORK INSTRUCTIONS...) OF THE RB WHICH THE SB REFERS TO AS THE RELATED DOCUMENT.

1. Effectivity

A. Airplanes

This bulletin is applicable to 757-200, 757-200CB, 757-200PF, 757-300 Airplane(s), line number(s) 1-1050 in 1 Group(s). Where the effectivity is presented with hyphens between line numbers, the airplane applicability means "through" and "inclusive", e.g. line numbers 1-9 means line numbers 1 through 9 inclusive.

GROUP	CONFIGURATION	DESCRIPTION
1	-	757-200, 757-200CB, 757-200PF, 757-300 Airplanes

Airplane Models:

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

Variable Number	Group
NA001 - NA028	1
NA191 - NA199	1
NA201 - NA239	1
NA301 - NA305	1
NA341 - NA352	1
NA391 - NA399	1

Variable Number	Group
NA401 - NA408	1
NA441 - NA447	1
NA501 - NA586	1
NB001 - NB004	1
NB021 - NB023	1
NB036 - NB041	1

Variable Number	Group
NB051 - NB053	1
NB061 - NB073	1
NB079	1
NB131 - NB148	1
NB161 - NB162	1
NB166 - NB168	1

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Variable Number	Group
NB201 - NB204	1
NB221 - NB228	1
NB230	1
NB236	1
NB239	1
NB261 - NB267	1
NB291 - NB299	1
NB301 - NB302	1
NB311 - NB312	1
NB321 - NB331	1
NB421 - NB438	1
NB446	1
NB451 - NB454	1
NB501 - NB523	1
NB561	1
NB571	1
NB581 - NB583	1
NC001 - NC033	1
NC041 - NC042	1
NC051 - NC052	1
NC056 - NC062	1
NC066 - NC084	1
NC091 - NC094	1
NC151	1
NC161	1
NC901 - NC951	1
NC971 - NC974	1
ND001 - ND007	1
ND011 - ND059	1

Variable Number	Group
ND111 - ND113	1
ND161 - ND199	1
ND201 - ND203	1
ND221 - ND225	1
ND241 - ND248	1
ND301 - ND322	1
ND401	1
ND891	1
ND895	1
NE001 - NE008	1
NE011 - NE088	1
NE091 - NE094	1
NE141 - NE150	1
NE161 - NE177	1
NE201 - NE204	1
NE301 - NE302	1
NE311 - NE325	1
NJ001 - NJ004	1
NJ031 - NJ032	1
NJ551 - NJ555	1
NL001 - NL002	1
NL006 - NL017	1
NL101 - NL109	1
NL141	1
NL601 - NL616	1
NN001 - NN002	1
NN051 - NN052	1
NP901 - NP904	1
NS601 - NS616	1

Variable Number	Group
NT001 - NT009	1
NT201 - NT202	1
NT231 - NT234	1
NT237 - NT240	1
NT242	1
NT245 - NT248	1
NT281 - NT289	1
NT341 - NT347	1
NT351 - NT360	1
NT371 - NT373	1
NT375 - NT379	1
NT381 - NT386	1
NT401 - NT409	1
NT411 - NT412	1
NT426 - NT427	1
NT431 - NT432	1
NT436 - NT438	1
NT441 - NT442	1
NT446	1
NT701 - NT769	1
NT791 - NT796	1
NT861 - NT862	1
NT881 - NT885	1
NT901 - NT916	1
NT971 - NT985	1
NU031 - NU038	1
NU701 - NU705	1
NU721 - NU728	1
NU731 - NU732	1

B. Spares Affected
None.

2. CONCURRENT REQUIREMENTS

None.

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3. COMPLIANCE

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to Requirements Bulletin 757-57A0075 RB. The Airworthiness Directive will make the compliance tasks and times given in Requirements Bulletin 757-57A0075 RB mandatory.

Accomplish the required actions, based on the applicable conditions in Table 1, Table 2 and Table 3 in accordance with Accomplishment Instructions.

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

Table 1: External or Internal Inspections of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	OPTION 1: Do an external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack.	Before 25,000 total flight cycles.	Within 4,000 flight cycles after the original issue date of Requirements Bulletin 757-57A0075 RB.	-
	OPTION 2: Do an internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack.			

Table 1: External or Internal Inspections of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 1: ANY CRACK FOUND DURING OPTION 1 INSPECTION.	CONDITION 1 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 1 ACTION 2 (OPTION 1): Repeat external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack at the unrepaired areas.(a)(b)	-	4,000 flight cycles.
	CONDITION 1 ACTION 2 (OPTION 2): Do an internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack at the unrepaired areas.(a)(b)	Within 4,000 flight cycles after the most recent OPTION 1 inspection was done.	-
CONDITION 2: NO CRACK FOUND DURING OPTION 1 INSPECTION.	CONDITION 2 (OPTION 1): Repeat external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack.(a)(b)	-	4,000 flight cycles.
	CONDITION 2 (OPTION 2): Do an internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack.(a)(b)	Within 4,000 flight cycles after the most recent OPTION 1 inspection was done.	-

Table 1: External or Internal Inspections of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 3: ANY CRACK FOUND DURING OPTION 2 INSPECTION.	CONDITION 3 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 3 ACTION 2 (OPTION 1): Do an external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack at the unrepaired areas.(a)(b)	Within 6,000 flight cycles after the most recent OPTION 2 inspection was done.	-
	CONDITION 3 ACTION 2 (OPTION 2): Repeat internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack at the unrepaired areas.(a)(b)	-	6,000 flight cycles.
CONDITION 4: NO CRACK FOUND DURING OPTION 2 INSPECTION.	CONDITION 4 (OPTION 1): Do an external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack.(a)(b)	Within 6,000 flight cycles after the most recent OPTION 2 inspection was done.	-
	CONDITION 4 (OPTION 2): Repeat internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack.(a)(b)	-	6,000 flight cycles.
(a) After the accomplishment of this OPTION, it is acceptable to change the repeat action from this OPTION to any other OPTION under this CONDITION.			

Table 1: External or Internal Inspections of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(b) It is not required to do the inspection in areas where a repair covers the affected inspection area if the repair meets the conditions that follow: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 757-57A0075 RB and installed after the original issue date of Requirements Bulletin 757-57A0075 RB. 2. The installed repair was approved by the Boeing Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Table 2: Internal Ultrasonic Inspection of the Center Wing Box Lower Chord and Detailed Inspection of the Lower Skin at the Rear Spar

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
All Airplanes.	Do an internal ultrasonic inspection of the center wing box lower chord and detailed inspection of the lower skin at the rear spar for any crack.	The compliance times given in 1., 2., and 3., whichever occurs first: 1. Before 120,000 total flight hours. 2. Before 50,000 total flight cycles. 3. Before the result of $80000 - (0.5 \times \text{TFC}) - \text{TFC}$ is less than or equal to zero. TFC = Total Flight Cycles TFH = Total Flight Hours	Within 4,000 flight cycles after the original issue date of Requirements Bulletin 757-57A0075 RB. -

Table 2: Internal Ultrasonic Inspection of the Center Wing Box Lower Chord and Detailed Inspection of the Lower Skin at the Rear Spar

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 5: ANY CRACK FOUND.	CONDITION 5 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 5 (ACTION 2): Repeat internal ultrasonic inspection of the center wing box lower chord and detailed inspection of the lower skin at the rear spar for any crack at the unrepaired areas.(a)	-	12,000 flight cycles.
CONDITION 6: NO CRACK FOUND.	CONDITION 2: Repeat internal ultrasonic inspection of the center wing box lower chord and detailed inspection of the lower skin at the rear spar for any crack.(a)	-	12,000 flight cycles.
(a) It is not required to do the inspection in areas where a repair covers the affected inspection area if the repair meets the conditions that follow: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 757-57A0075 RB and installed after the original issue date of Requirements Bulletin 757-57A0075 RB. 2. The installed repair was approved by the Boeing Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Table 3: Internal Detailed Inspection of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	Do an internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack.	Before 50,000 total flight cycles.	Within 4,000 flight cycles after the original issue date of Requirements Bulletin 757-57A0075 RB.	-

Table 3: Internal Detailed Inspection of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
CONDITION 7: ANY CRACK FOUND.	CONDITION 7 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-
	CONDITION 7 (ACTION 2): Repeat internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack at the unrepaired areas.(a)	-	12,000 flight cycles.
CONDITION 8: NO CRACK FOUND.	CONDITION 2: Repeat internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack.(a)	-	12,000 flight cycles.
(a) It is not required to do the inspection in areas where a repair covers the affected inspection area if the repair meets the conditions that follow: 1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 757-57A0075 RB and installed after the original issue date of Requirements Bulletin 757-57A0075 RB. 2. The installed repair was approved by the Boeing Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

4. APPROVAL

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

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

5. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

- NOTE:**
1. This is an Enhanced Required for Compliance document. There will be a separate Service Bulletin (SB) and a separate Requirements Bulletin (RB). If an RB is mandated by an Airworthiness Directive (AD), then all applicable requirements specified in the RB must be done. For the related SB, some locations are marked RC Start and RC End to identify the requirements that are restated from the RB. For the related SB, the areas between RC Start and RC End, including sub-steps and any figures identified between RC Start and RC End, must be done to comply with the AD. Therefore, an Alternative Method of Compliance (AMOC) is required for any deviations to steps between RC Start and RC End, including substeps and identified figures. For the related SB, the steps not between RC Start and RC End may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC; this is provided that the steps between RC Start and RC End, including sub-steps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition. Figures not required for compliance are omitted from the RB.
 2. This is an Enhanced Required for Compliance document. The Boeing processes used to create the Service Bulletin (SB) and the Requirements Bulletin (RB) ensure that the information between "RC Start" and "RC End" in the SB are identical to the information in the same sections (Compliance, Work Instructions...) of the RB which the SB refers to as the related document.
 3. The compliance times for the actions in WORK INSTRUCTIONS are in Compliance.
 4. Boeing Service Letter 757-SL-51-022, Damage Reporting and Repair Plan/Design Guidelines, is an acceptable procedure to request information from Boeing for additional structural repair instructions. The Service Letter describes what information must be provided to Boeing before a structural repair can be provided.
 5. Unless shown differently, these dimensions and tolerances are used:
 - Linear dimensions are in inches
 - Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch
 - Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
 - Angular tolerance is plus or minus 2 degrees
 - Hole dimensions for standard solid rivets and fasteners are in Structural Repair Manual (SRM) Chapter 51
 - Torque Values:
 - Values for structural fasteners are given in 757 Structural Repair Manual, Chapter 51.
 - Values for airframe maintenance tasks are included in Chapter 20 of 757 Aircraft Maintenance Manual (AMM).
 - Values for electrical maintenance tasks are included in Chapter 20 of Standard Wiring Practices Manual (SWPM).
 - Values for engine maintenance tasks are included in Chapter 70 of 757 Aircraft Maintenance Manual (AMM).

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

6. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.
7. Where the work instructions include installation of a kept part, a new or serviceable part with the same part number can be installed as an alternative to the kept part.
8. If it is necessary to remove more parts for access, you can remove those parts. If you can get access without removing identified parts, it is not necessary to remove all of the identified parts. Jacking and shoring limitations must be observed.
9. Use the approved fastener, process and material substitutions in accordance with SRM Chapter 51.
10. A Detailed Inspection is defined as: An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. This could include tactile assessment in which a component or assembly can be checked for tightness/security. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors and magnifying lenses may be necessary. Surface cleaning and elaborate access procedures may be required.
11. When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION or an OPTION, do all of the ACTION numbers for that CONDITION or OPTION.

B. WORK INSTRUCTIONS

1. Requirements.

Table 1: External or Internal Inspections of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 757-57A0075 Original Issue or later approved revisions as an accepted procedure
All airplanes.	OPTION 1: Do an external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack.	-	Do PART 1: GET ACCESS FOR EXTERNAL INSPECTION.
		FIGURE 1	-
	OPTION 2: Do an internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack.	-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 2	-
CONDITION 1: ANY CRACK FOUND DURING OPTION 1 INSPECTION.	CONDITION 1 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 3: CLOSE ACCESS FOR EXTERNAL INSPECTION.
	CONDITION 1 (ACTION 2) (OPTION 1): Repeat external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack at unrepaired areas.(a)(b)	-	Do PART 1: GET ACCESS FOR EXTERNAL INSPECTION.
		FIGURE 1	-
	CONDITION 1 (ACTION 2) (OPTION 2): Do an internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack at the unrepaired areas.(a)(b)	-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 2	-

Table 1: External or Internal Inspections of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 757-57A0075 Original Issue or later approved revisions as an accepted procedure
CONDITION 2: NO CRACK FOUND DURING OPTION 1 INSPECTION.	CONDITION 2 (OPTION 1): Repeat external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack.(a)(b)	-	Do PART 3: CLOSE ACCESS FOR EXTERNAL INSPECTION.
		-	Do PART 1: GET ACCESS FOR EXTERNAL INSPECTION.
		FIGURE 1	-
	CONDITION 2 (OPTION 2): Do an internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack.(a)(b)	-	Do PART 3: CLOSE ACCESS FOR EXTERNAL INSPECTION.
		-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 2	-
CONDITION 3: ANY CRACK FOUND DURING OPTION 2 INSPECTION.	CONDITION 3 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	Do PART 4: CLOSE ACCESS FOR INTERNAL INSPECTION.
	CONDITION 3 (ACTION 2) (OPTION 1): Do an external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack at unrepaired areas.(a)(b)	-	Do PART 1: GET ACCESS FOR EXTERNAL INSPECTION.
		FIGURE 1	-
	CONDITION 3 (ACTION 2) (OPTION 2): Repeat internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack at the unrepaired areas.(a)(b)	-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 2	-

Table 1: External or Internal Inspections of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 757-57A0075 Original Issue or later approved revisions as an accepted procedure
CONDITION 4: NO CRACK FOUND DURING OPTION 2 INSPECTION.	CONDITION 4 (OPTION 1): Do an external High Frequency Eddy Current (HFEC) inspection of the center wing box lower skin and rear spar lower chord for any crack.(a)(b)	-	Do PART 4: CLOSE ACCESS FOR INTERNAL INSPECTION.
		-	Do PART 1: GET ACCESS FOR EXTERNAL INSPECTION.
		FIGURE 1	-
	CONDITION 4 (OPTION 2): Repeat internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack.(a)(b)	-	Do PART 4: CLOSE ACCESS FOR INTERNAL INSPECTION.
		-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 2	-
(a) After the accomplishment of this OPTION, it is acceptable to change the repeat action from this OPTION to any other OPTION under this CONDITION.			
(b) It is not required to do the inspection in areas where a repair covers the affected inspection area if the repair meets the conditions that follow:			
1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 757-57A0075 RB and installed after the original issue date of Requirements Bulletin 757-57A0075 RB.			
2. The installed repair was approved by the Boeing Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Table 2: Internal Ultrasonic Inspections of the Center Wing Box Lower Chord and Detailed Inspection of the Lower Skin at the Rear Spar

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 757-57A0075 Original Issue or later approved revisions as an accepted procedure
All airplanes.	Do an internal ultrasonic inspection of the center wing box lower chord and detailed inspection of the lower skin at the rear spar for any crack.	-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 3	-

Table 2: Internal Ultrasonic Inspections of the Center Wing Box Lower Chord and Detailed Inspection of the Lower Skin at the Rear Spar

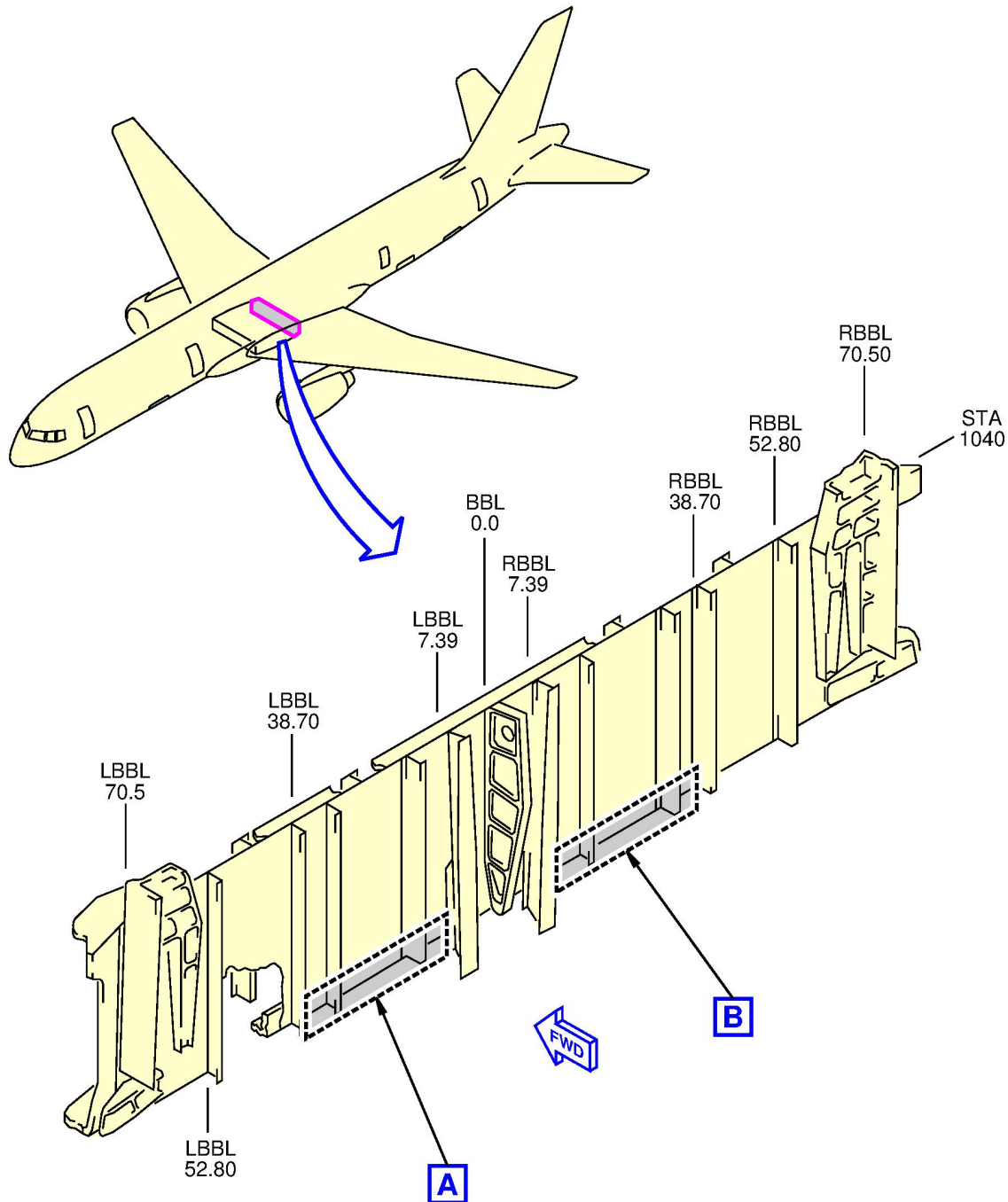
Condition	Action	Method of Compliance	Refer to the listed procedures in SB 757-57A0075 Original Issue or later approved revisions as an accepted procedure
CONDITION 5: ANY CRACK FOUND.	CONDITION 5 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS FOR INTERNAL INSPECTION.
	CONDITION 5 (ACTION 2): Repeat internal ultrasonic inspection of the center wing box lower chord and detailed inspection of the lower skin at the rear spar for any crack at the unrepaired areas.(a)	-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 3	-
CONDITION 6: NO CRACK FOUND.	Repeat internal ultrasonic inspection of the center wing box lower chord and detailed inspection of the lower skin at the rear spar for any crack. (a)	-	Do PART 4: CLOSE ACCESS FOR INTERNAL INSPECTION
		-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 3	-
(a) It is not required to do the inspection in areas where a repair covers the affected inspection area if the repair meets the conditions that follow:			
1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 757-57A0075 RB and installed after the original issue date of Requirements Bulletin 757-57A0075 RB.			
2. The installed repair was approved by the Boeing Organization Designation Authorization (ODA) via a FAA Form 8100-9.			

Table 3: Internal Detailed Inspection of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 757-57A0075 Original Issue or later approved revisions as an accepted procedure
All airplanes.	Do an internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack.	-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 4	-

Table 3: Internal Detailed Inspection of the Center Wing Box Lower Skin and Rear Spar Lower Chord

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 757-57A0075 Original Issue or later approved revisions as an accepted procedure
CONDITION 7: ANY CRACK FOUND.	CONDITION 7 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	-	-
		-	Do PART 4: CLOSE ACCESS FOR INTERNAL INSPECTION.
	CONDITION 7 (ACTION 2): Repeat internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack at unrepaired areas.(a)	-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 4	-
CONDITION 8: NO CRACK FOUND.	Repeat internal detailed inspection of the center wing box lower skin and rear spar lower chord for any crack. (a)	-	Do PART 4: CLOSE ACCESS FOR INTERNAL INSPECTION.
		-	Do PART 2: GET ACCESS FOR INTERNAL INSPECTION.
		FIGURE 4	-
(a) It is not required to do the inspection in areas where a repair covers the affected inspection area if the repair meets the conditions that follow:			
1. The repair is the corrective action to the crack condition identified in Requirements Bulletin 757-57A0075 RB and installed after the original issue date of Requirements Bulletin 757-57A0075 RB.			
2. The installed repair was approved by the Boeing Organization Designation Authorization (ODA) via a FAA Form 8100-9.			



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FIGURE 1: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - OPTION 1 SURFACE HFEC INSPECTION (SHEET 1 OF 3)

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ALERT

ALERT

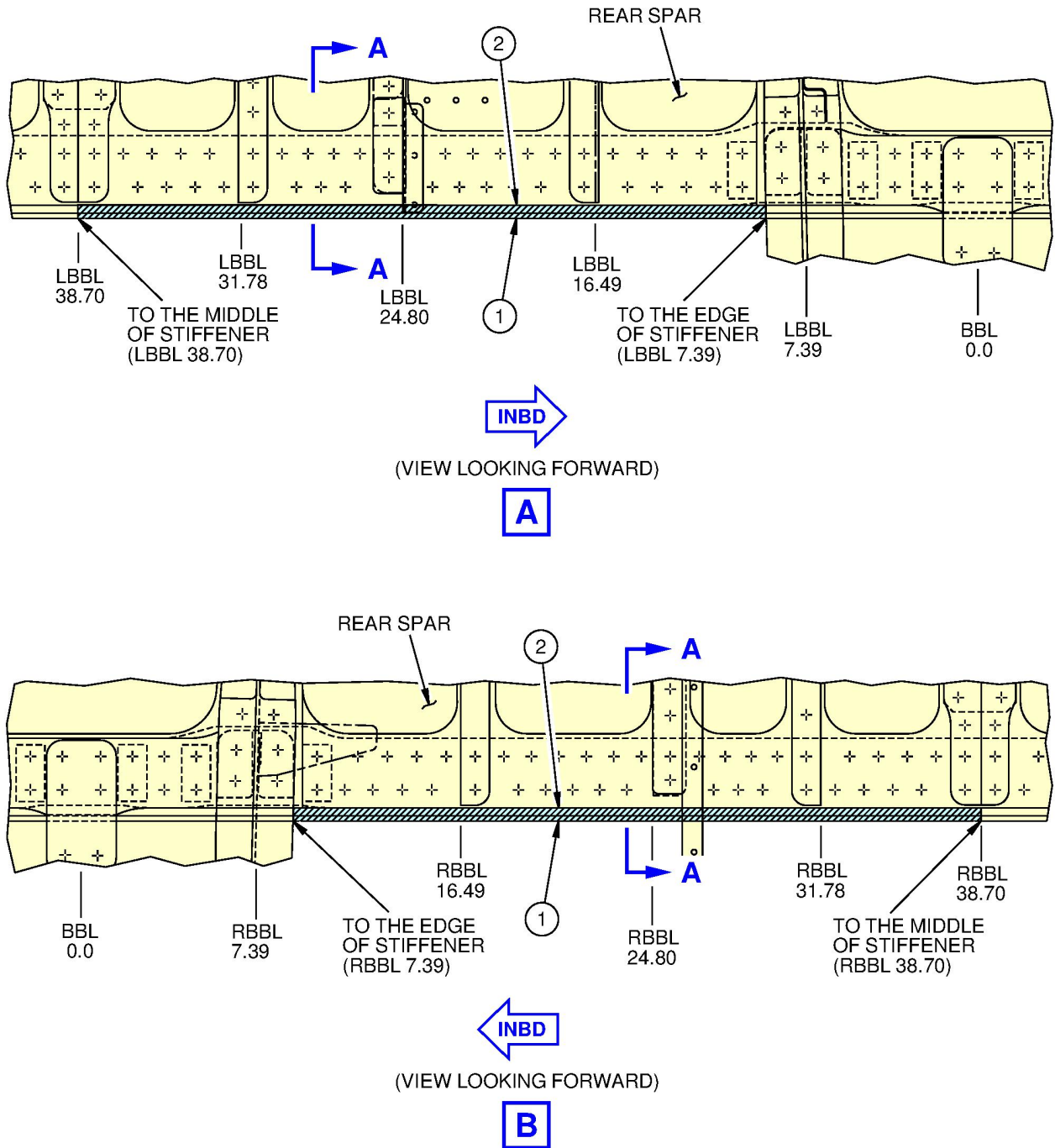
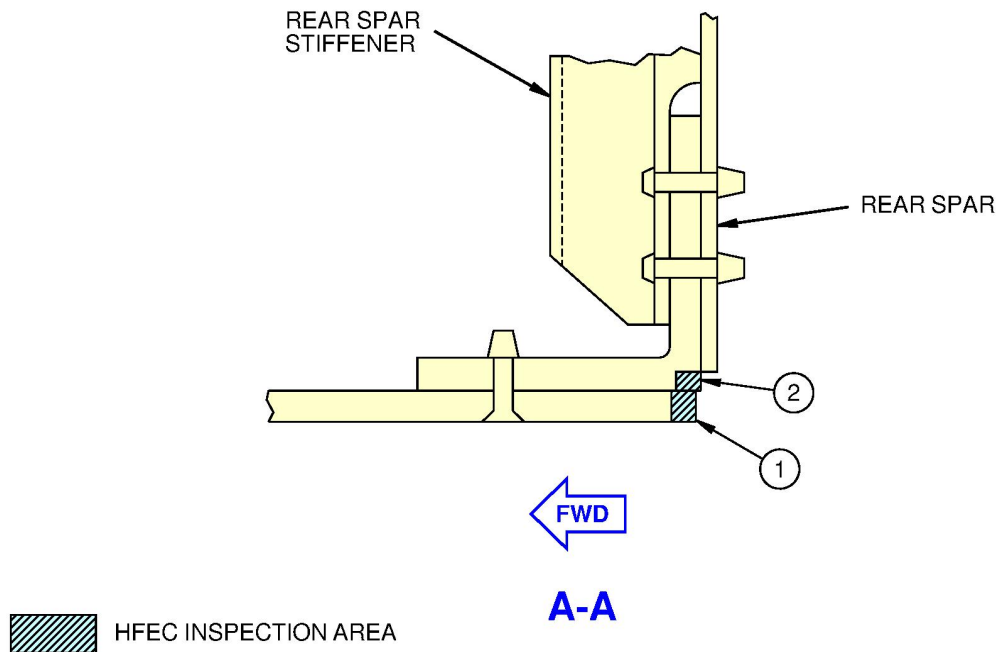


FIGURE 1: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - OPTION 1 SURFACE HFEC INSPECTION (SHEET 2 OF 3)

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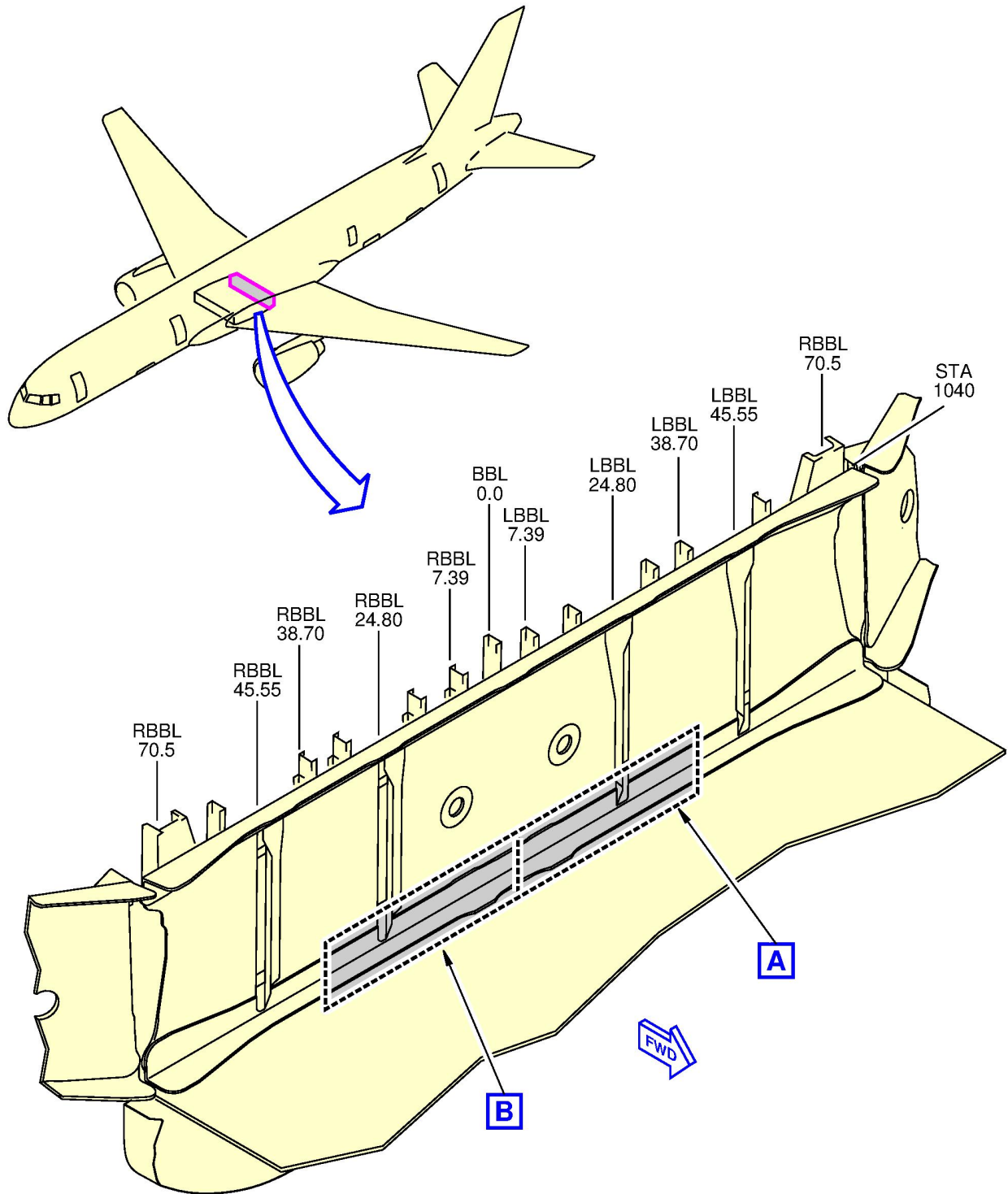
2958326

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	LOWER SKIN	-	1	(a)
2	Inspect	LOWER CHORD	-	1	(b)
(a) Do an external surface HFEC inspection on the edge of lower skin at the rear spar for any crack in accordance with 757 NDT Manual Part 6, 51-00-01 or 757 NDT Manual Part 6, 51-00-19.					
(b) Do an external surface HFEC inspection on the edge of the rear spar lower chord for any crack in accordance with 757 NDT Manual Part 6, 51-00-01 or 757 NDT Manual Part 6, 51-00-19 as an accepted procedure.					

FIGURE 1: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - OPTION 1 SURFACE HFEC INSPECTION (SHEET 3 OF 3)

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**FIGURE 2: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - OPTION 2 DETAILED INSPECTION
(SHEET 1 OF 3)**

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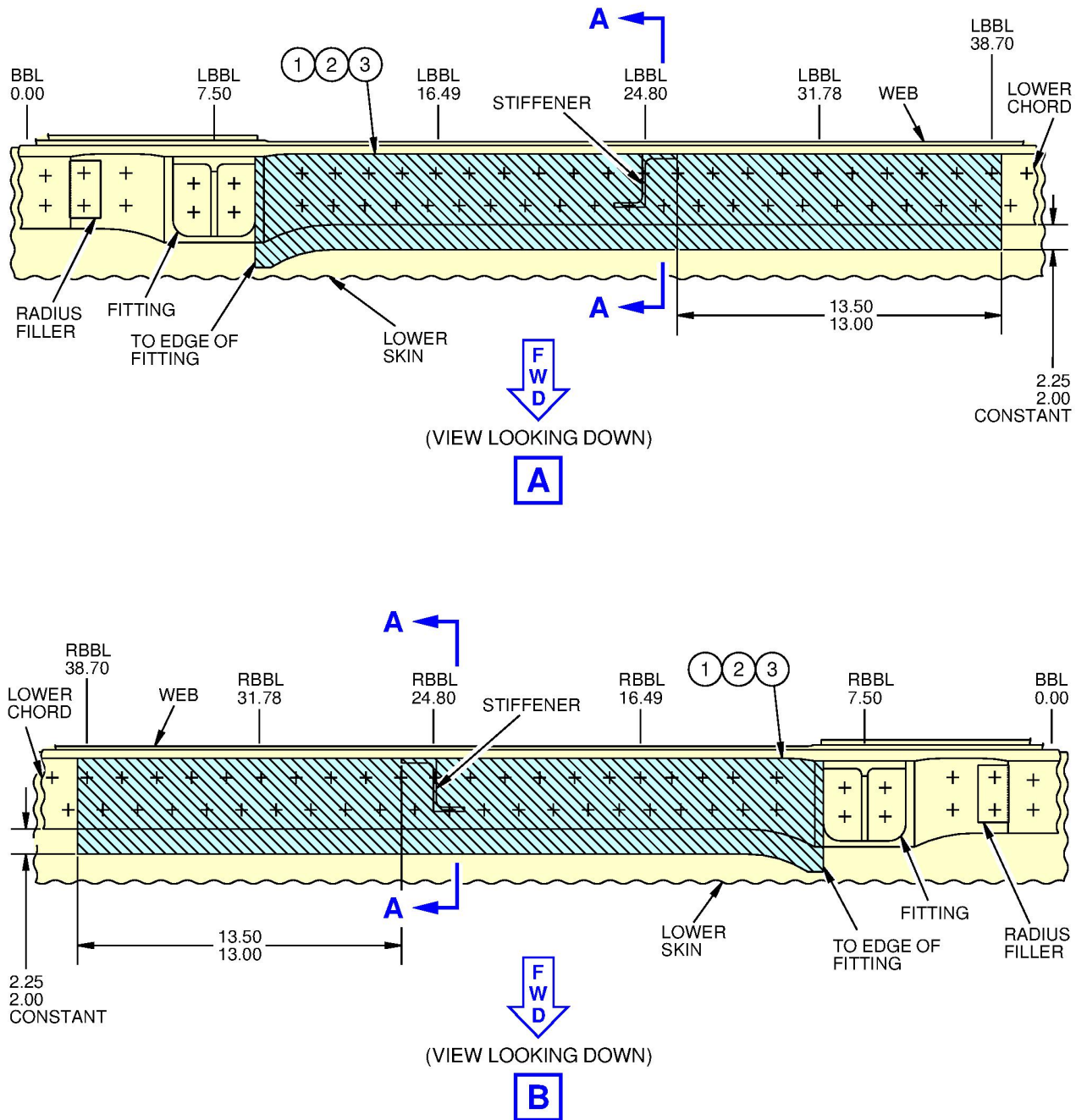
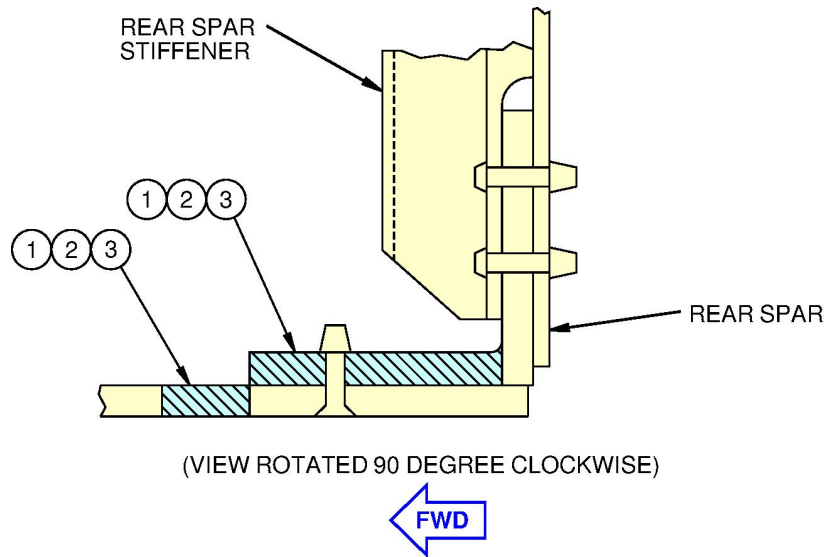


FIGURE 2: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - OPTION 2 DETAILED INSPECTION (SHEET 2 OF 3)

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DETAILED INSPECTION AREA

A-A

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

Step	Task	Name	Identification	Qty	More Data
1	Remove	SEALANT	-	-	(a)
2	Inspect	LOWER SKIN	-	1	(b)
	Inspect	LOWER CHORD	-	1	(c)
3	Apply	FUEL TANK SEALANT	BMS 5-45	-	(d)
	Apply	FAST CURE FUEL TANK SEALANT	BMS 5-168	-	(d)

(a) Remove any sealant from the lower skin or lower chord inspection area. Refer to 757-200 SRM 51-80-01, 757-200PF SRM 51-80-01, 757-200CB SRM 51-80-01 or 757-300 SRM 51-80-01 as an accepted procedure.

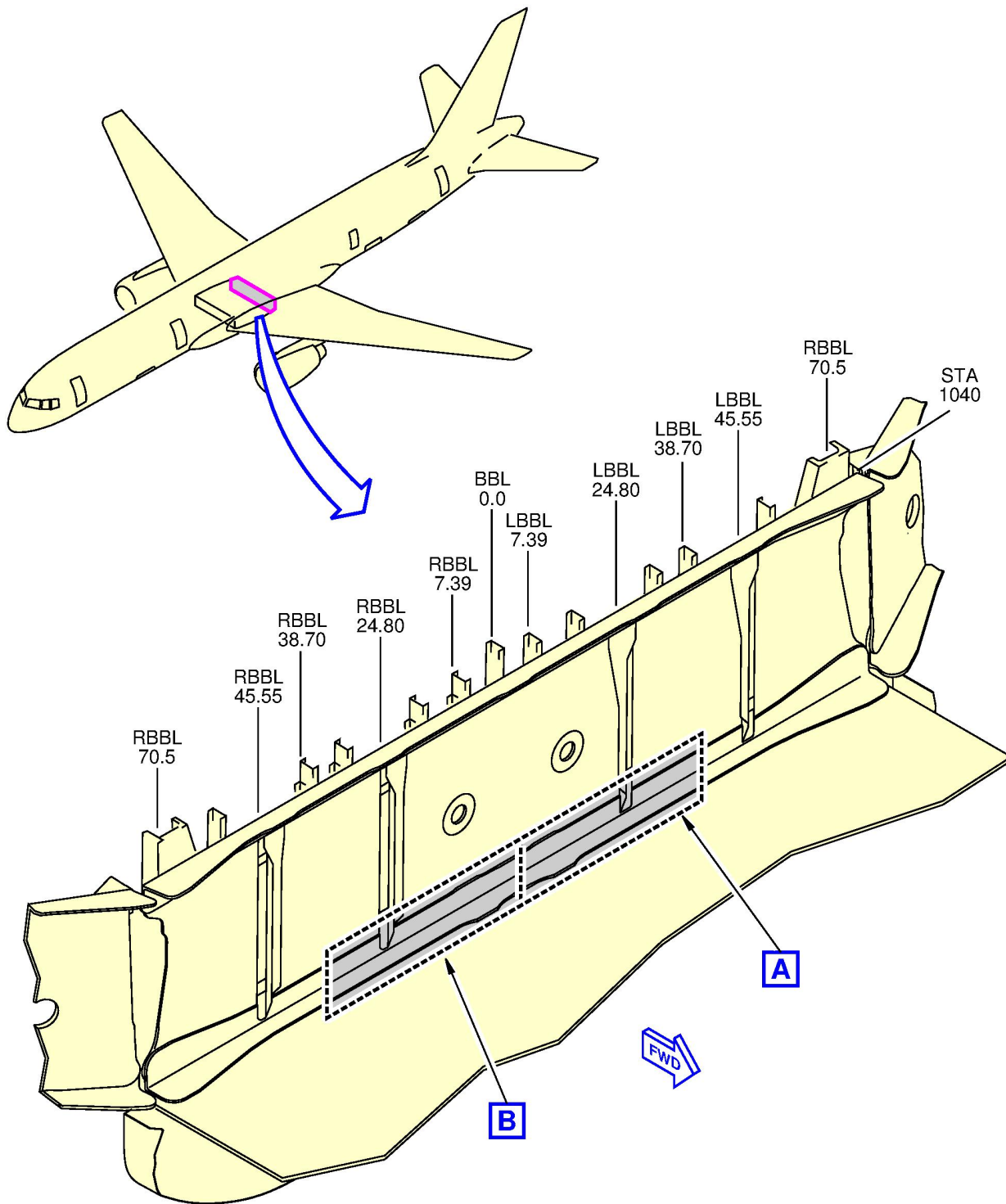
(b) Do an internal detailed inspection of lower skin at the rear spar for any crack.

(c) Do an internal detailed inspection of the rear spar lower chord for any crack.

(d) In areas where the sealant was removed, apply sealant in accordance with 757-200 SRM 51-80-01, 757-200PF SRM 51-80-01, 757-200CB SRM 51-80-01 or 757-300 SRM 51-80-01.

**FIGURE 2: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - OPTION 2 DETAILED INSPECTION
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**FIGURE 3: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - INTERNAL
ULTRASONIC AND DETAIL INSPECTION
(SHEET 1 OF 4)**

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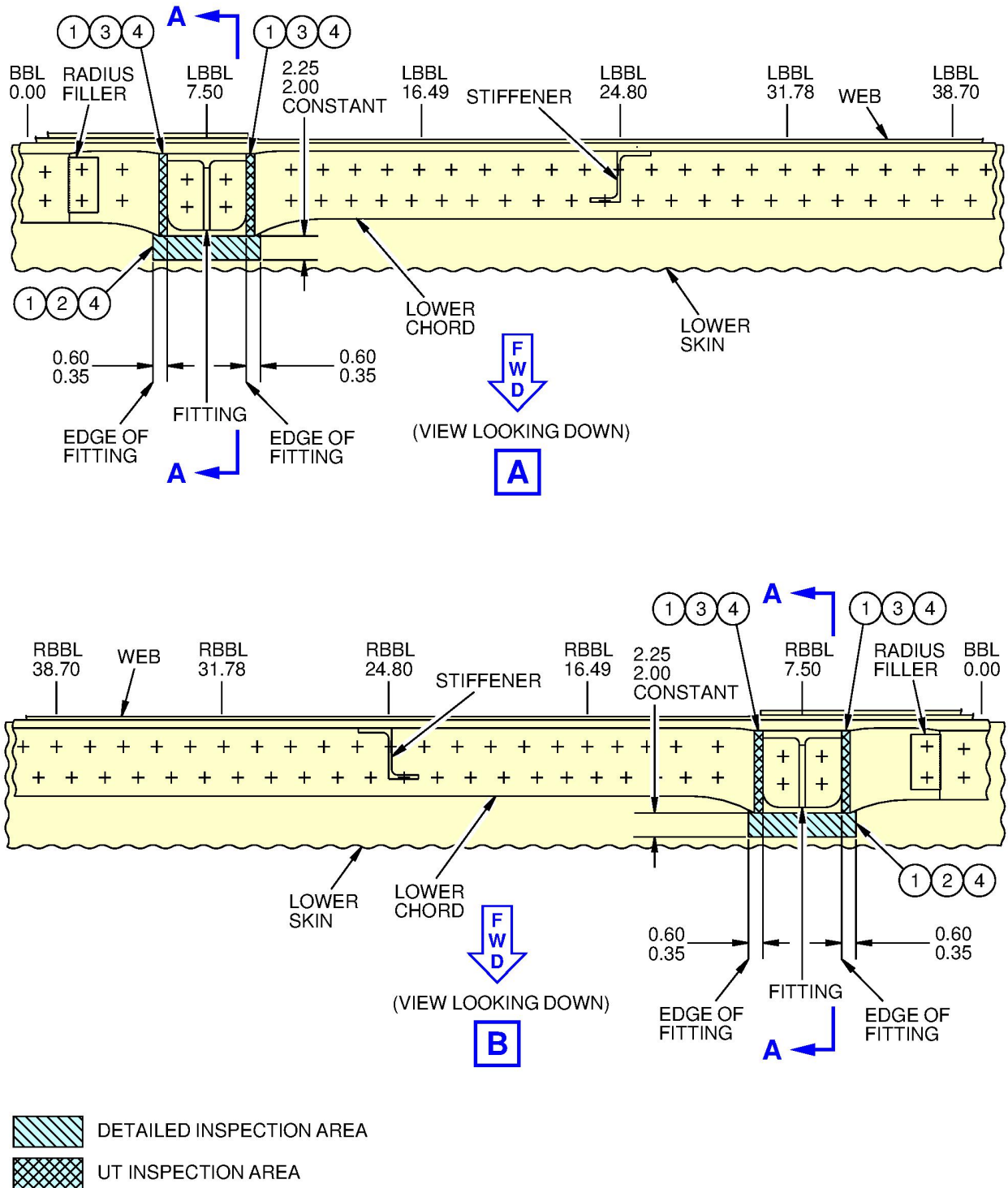


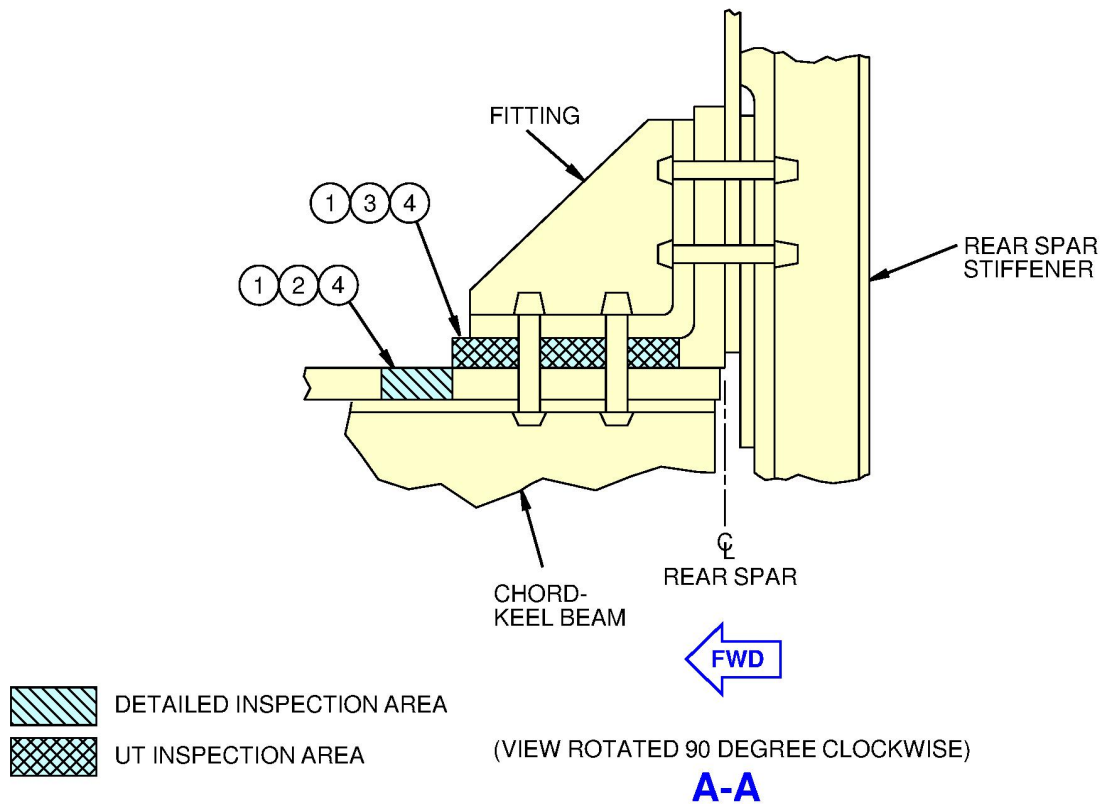
FIGURE 3: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - INTERNAL ULTRASONIC AND DETAIL INSPECTION (SHEET 2 OF 4)

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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	Remove	SEALANT	-	-	(a)
2	Inspect	LOWER SKIN	-	1	(b)
3	Inspect	LOWER CHORD	-	1	(c)
4	Apply	FUEL TANK SEALANT	BMS 5-45	-	(d)
	Apply	FAST CURE FUEL TANK SEALANT	BMS 5-168	-	(d)
(a) Remove any sealant from the lower skin or lower chord inspection area. Refer to 757-200 SRM 51-80-01, 757-200PF SRM 51-80-01, 757-200CB SRM 51-80-01 or 757-300 SRM 51-80-01 as an accepted procedure.					
(b) Do an internal detailed inspection of the lower skin at the rear spar for any crack.					

FIGURE 3: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - INTERNAL ULTRASONIC AND DETAIL INSPECTION (SHEET 3 OF 4)

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REQUIREMENTS BULLETIN 757-57A0075**ALERT****ALERT**

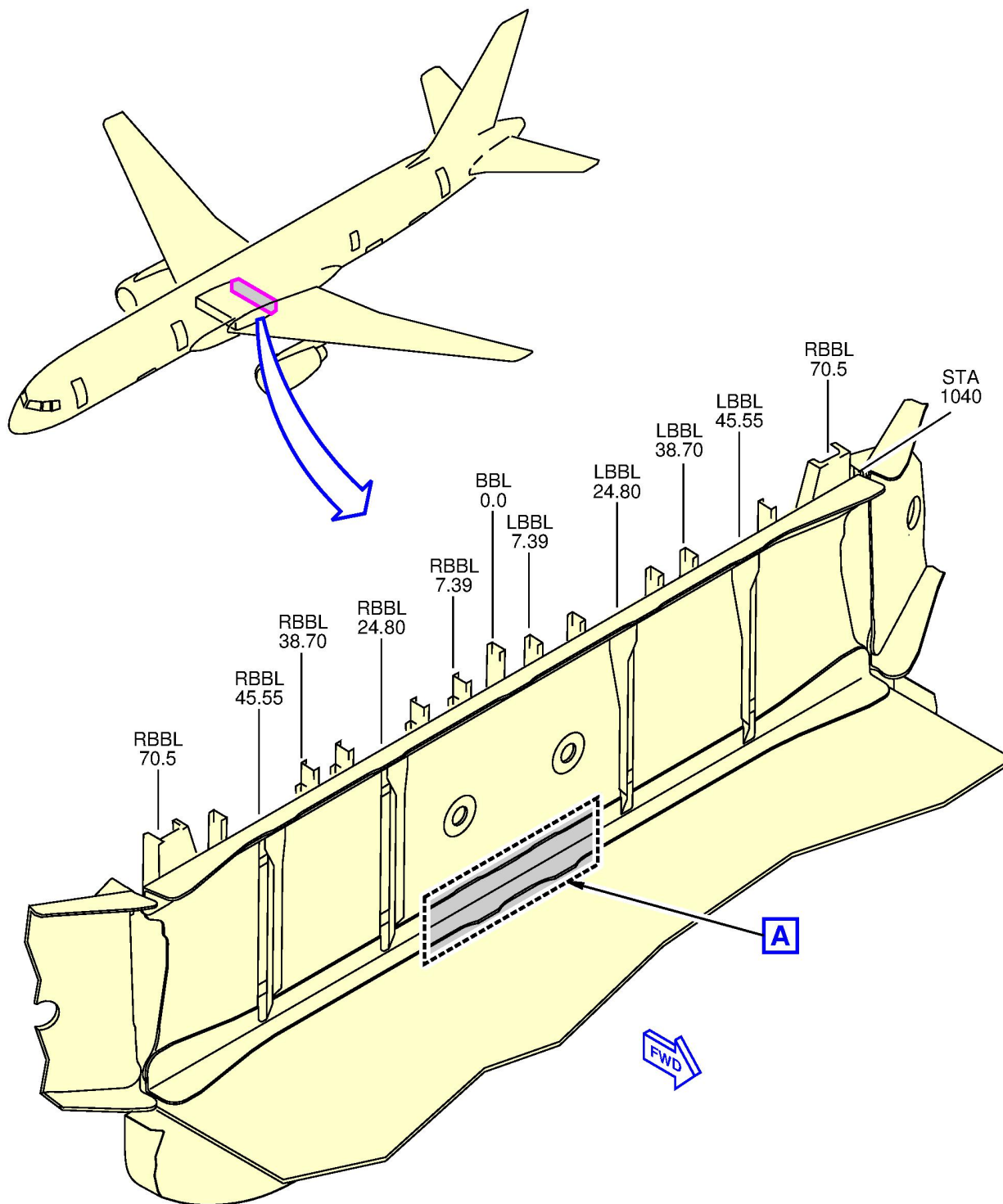
Step	Task	Name	Identification	Qty	More Data
(c)	Do an internal ultrasonic inspection of the center wing box rear spar lower chord for any crack in accordance with 757 NDT Manual Part 4 57-10-01.				
(d)	In areas where the sealant was removed, apply sealant in accordance with 757-200 SRM 51-80-01, 757-200PF SRM 51-80-01, 757-200CB SRM 51-80-01 or 757-300 SRM 51-80-01.				

**FIGURE 3: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - INTERNAL
ULTRASONIC AND DETAIL INSPECTION
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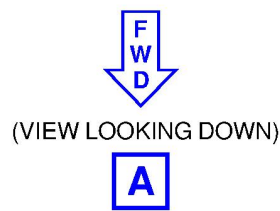
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FIGURE 4: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - INTERNAL DETAILED INSPECTION (SHEET 1 OF 3)

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

Step	Task	Name	Identification	Qty	More Data
1	Remove	SEALANT	-	-	(a)
2	Inspect	LOWER SKIN	-	1	(b)
	Inspect	LOWER CHORD	-	1	(c)
3	Apply	FUEL TANK SEALANT	BMS 5-45	-	(d)
	Apply	FAST CURE FUEL TANK SEALANT	BMS 5-168	-	(d)
(a) Remove any sealant from the lower skin or lower chord inspection area. Refer to 757-200 SRM 51-80-01, 757-200PF SRM 51-80-01, 757-200CB SRM 51-80-01 or 757-300 SRM 51-80-01 as an accepted procedure.					
(b) Do an internal detailed inspection of lower skin at the rear spar for any crack.					
(c) Do an internal detailed inspection of the rear spar lower chord for any crack.					
(d) In areas where the sealant was removed, apply sealant in accordance with 757-200 SRM 51-80-01, 757-200PF SRM 51-80-01, 757-200CB SRM 51-80-01 or 757-300 SRM 51-80-01.					

**FIGURE 4: CENTER WING BOX - REAR SPAR, LOWER SKIN AND LOWER CHORD - INTERNAL DETAILED INSPECTION
(SHEET 3 OF 3)**

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