



Commercial
Airplanes

757

Service Bulletin

ALERT

Number: 757-53A0103

Original Issue: June 22, 2016

ATA System: 5333 5363

SUBJECT: FUSELAGE - Section 43 and Section 46 - Structure - Inspection and Modification of
Open Holes on Frame Webs Between Stringers S-20 and S-25

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Summary

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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.

CONCURRENT REQUIREMENTS

None.

BACKGROUND

This service bulletin is sent to inspect the frame webs for any open coordinating holes, tooling holes and insulation blanket attachment holes. The affected frame webs are between stringers S-20 and S-25 on the left side and right side, from STA 440 to STA 820 and from STA 1300 to STA 1701. Do an open hole eddy current inspection of all open coordinating holes, tooling holes and insulation blanket attachment holes found during the general visual inspection. If this service bulletin is not done, fatigue cracking could adversely affect the structural integrity of the airplane.

Boeing found that 757 airplanes, line number 1 through 174, have open coordinating holes, tooling holes and insulation blanket attachment holes in the frame webs which were not filled during production. A Widespread Fatigue Damage (WFD) analysis on the open holes identified a need for inspections at these locations.

There have been no reports of frame web cracking at open hole locations from operators. Cracking was found on a fatigue test article, where WFD analysis identified the need for the inspection.

Boeing Fleet Team Digest (FTD) 757 FTD 53-15004 is related to this service bulletin.

The frame webs have been determined to be structure that is susceptible to Widespread Fatigue Damage (WFD).

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	Paragraph 1.H., Weight and Balance Changes
Electrical Load Changed	No	Paragraph 1.I., Electrical Load Data
Publications Affected	No	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	No	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

ACTION

Do an Inspection of the frame webs for any open coordinating holes, tooling holes and insulation blanket attachment holes. Do an open hole eddy current inspection for any crack on all open coordinating holes, tooling holes and insulation blanket attachment holes between stringers S-20 and S-25 on the left side and right side, from STA 440 to STA 820 and from STA 1300 to STA 1701. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, repeat the inspections and do the preventative modification at the compliance time given in Paragraph 1.E., Compliance.

EFFECTIVITY

757-200/200PF Airplanes. Refer to Paragraph 1.A.1., Airplanes, for the list of affected airplanes.

COMPLIANCE

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Refer to Paragraph 1.E., Compliance.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are not available for the inspection and modification given in this service bulletin.

MANPOWER

Refer to Paragraph 1.G., Manpower.

MATERIAL INFORMATION

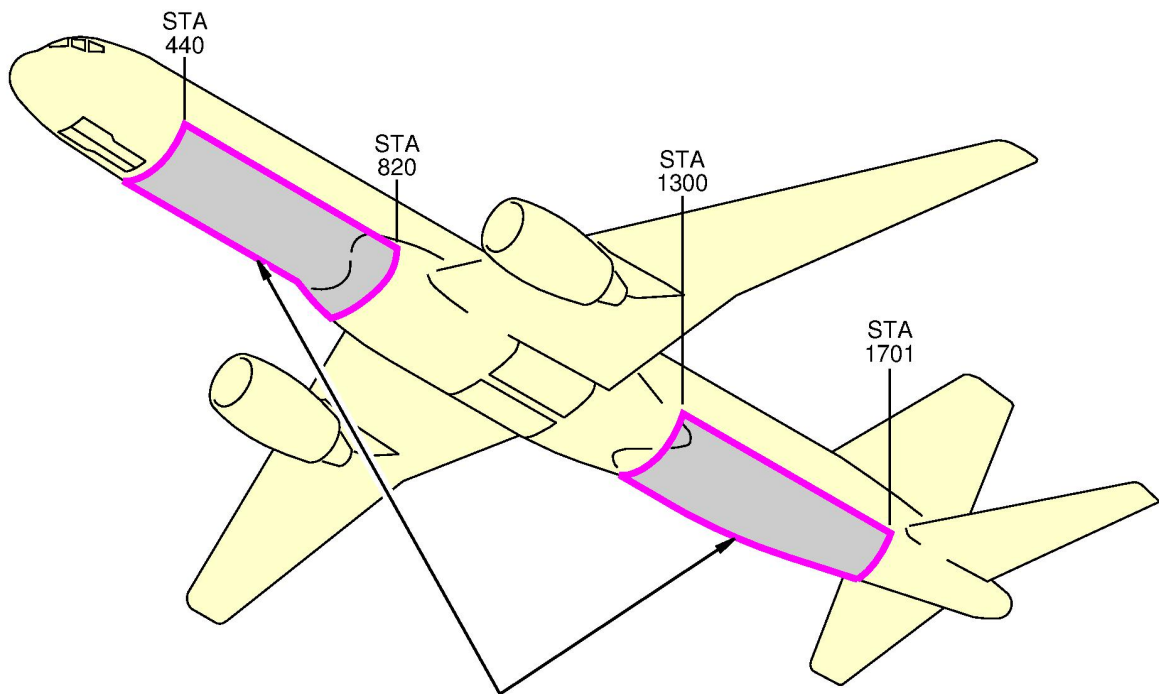
Operator Supplied Parts/Materials.

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

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BETWEEN STRINGERS S-20 TO S-25, FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701, INSPECT THE FRAME WEBS FOR ANY OPEN COORDINATING HOLES, TOOLING HOLES AND INSULATION BLANKET ATTACHMENT HOLES. DO AN OPEN HOLE HIGH FREQUENCY EDDY CURRENT INSPECTION OF ALL OPEN HOLES FOR ANY CRACK.

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1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

Refer to Service Bulletin Index D624N001 Part 3 for Airplane Variable Number, Line Number, and Serial Number data.

This service bulletin is applicable to 757-200/-200PF Airplanes, line numbers 1 - 174 in 2 Groups. The Variable Numbers and Group Information for the applicable airplanes is given below.

GROUP	CONFIGURATION	DESCRIPTION
1	-	Airplane line numbers 1 through 174 without a number 3 cargo door.
2	-	Airplane line numbers 1 through 174 with a number 3 cargo door.

Airplane Models:

757-200, 757-200PF

Variable Number	Group
NA001 - NA028	1
NA191 - NA197	1
NA201 - NA231	2
NA391 - NA394	2
NA401 - NA408	1

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Variable Number	Group
NA441 - NA443	1
NA501 - NA537	1
NB001 - NB004	1
NB021 - NB023	1
NB036 - NB038	1
NB051 - NB053	1
NB061 - NB063	1
NB071 - NB072	1
NC001 - NC028	1
NC041 - NC042	1
NC901 - NC905	1
ND001 - ND002	1
ND891	1

2. Spares Affected

None.

B. Concurrent Requirements

None.

C. Reason

This service bulletin is sent to inspect the frame webs for any open coordinating holes, tooling holes and insulation blanket attachment holes. The affected frame webs are between stringers S-20 and S-25 on the left side and right side, from STA 440 to STA 820 and from STA 1300 to STA 1701. Do an open hole eddy current inspection of all open coordinating holes, tooling holes and insulation blanket attachment holes found during the general visual inspection. If this service bulletin is not done, fatigue cracking could adversely affect the structural integrity of the airplane.

Boeing found that 757 airplanes, line number 1 through 174, have open coordinating holes, tooling holes and insulation blanket attachment holes in the frame webs which were not filled during production. A Widespread Fatigue Damage (WFD) analysis on the open holes identified a need for inspections at these locations.

There have been no reports of frame web cracking at open hole locations from operators. Cracking was found on a fatigue test article, where WFD analysis identified the need for the inspection.

Boeing Fleet Team Digest (FTD) 757 FTD 53-15004 is related to this service bulletin.

The frame webs have been determined to be structure that is susceptible to Widespread Fatigue Damage (WFD).

D. Description

Do an Inspection of the frame webs for any open coordinating holes, tooling holes and insulation blanket attachment holes. Do an open hole eddy current inspection for any crack on all open coordinating holes, tooling holes and insulation blanket attachment holes between stringers S-20 and S-25 on the left side and right side, from STA 440 to STA 820 and from STA 1300 to STA 1701. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, repeat the inspections and do the preventative modification at the compliance time given in Paragraph 1.E., Compliance.

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

Group 1:

Affected Maintenance Zones	
Model	Zone
757-200, 757-200PF	119, 121, 122, 153, 154, 161, 162, 165, 166

Group 2:

Affected Maintenance Zones	
Model	Zone
757-200	119, 121, 122, 153, 154, 161, 162, 165, 166

E. Compliance

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

A logic diagram showing compliance tasks and compliance times is included as an aid in APPENDIX A.

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.

Table 1: Inspection and Modification of Open Holes on Frame Webs Between Stringers S-20 and S-25

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All Airplanes.	Do PART 2: INSPECTION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 for any crack. (a)	Before 28,000 total flight cycles.	Within 3,000 flight cycles after the original issue date of this service bulletin.	-
CONDITION 1: ANY CRACK FOUND.	CONDITION 1 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.	Before further flight.	-	-
	CONDITION 1 (ACTION 2): Repeat PART 2: INSPECTION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 at all unrepaired locations. (a)	-	-	12,000 flight cycles. (b)
	CONDITION 1 (ACTION 3): Do PART 3: MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 at all unrepaired locations. (b)	Before 59,000 total flight cycles.	-	-
CONDITION 2: NO CRACK FOUND.	CONDITION 2 (ACTION 1): Repeat PART 2: INSPECTION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 at all open hole locations. (a)	-	-	12,000 flight cycles. (b)
	CONDITION 2 (ACTION 2): Do PART 3: MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 at all open hole locations. (b)	Before 59,000 total flight cycles.	-	-
(a) It is not necessary to do inspections in accordance with this service bulletin at any coordinating holes, tooling holes, and insulation blanket holes that have been filled with an aluminum rivet, filled in accordance with 757-200 SRM 53-00-07 Repair 5 or 757-200PF SRM 53-00-07 Repair 5, or have been used as part of a Boeing Company approved repair via FAA form 8100-9 or 8110-3.				

Table 1: Inspection and Modification of Open Holes on Frame Webs Between Stringers S-20 and S-25

Condition	Action	Compliance Time (Whichever Occurs Later)	Repeat Interval (Not to Exceed)
(b) Accomplishment of PART 3: MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 is terminating action to the repeat inspections at modified locations only.			

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 table below shows an estimate of the task hours necessary to do this inspection and modification 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.

Group 1:

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	2	32.30	16.15
FIGURE 1	1	2.75	2.75
FIGURE 3	1	0.10 (a)	0.10 (a)
Close Access	2	32.30	16.15
TOTAL FOR EACH AIRPLANE		67.35	35.05
(a) Estimate given is per hole and not included in total shown. Multiply the number of holes that require the work in figure 3 by the estimate given and add to total shown to arrive at a revised total required.			

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Group 2:

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	2	32.30	16.15
FIGURE 2	1	2.60	2.60
FIGURE 4	1	0.10 (a)	0.10 (a)
Close Access	2	32.30	16.15
TOTAL FOR EACH AIRPLANE		67.20	34.90
(a) Estimate given is per hole and not included in total shown. Multiply the number of holes that require the work in figure 4 by the estimate given and add to total shown to arrive at a revised total required.			

H. Weight and Balance Changes

Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
Group 1	+1.4	+1,433.2
Group 2	+1.3	+1,355.7

I. Electrical Load Data

Not changed.

J. References

1. Existing Data:

- a. Service Bulletin Index D624N001
- b. Standard Overhaul Practices Manual (SOPM) 20-50-01
- c. 757 Aircraft Maintenance Manual (AMM) 25-50-02, 25-50-03, 25-50-07, 52-34-00
- d. 757 Fleet Team Digest (FTD) 53-15004
- e. 757 Non-Destructive Testing (NDT) Manual Part 6, 51-00-16
- f. 757-200 Structural Repair Manual (SRM) 51-30-01, 51-40-02, 53-00-07
- g. 757-200PF Structural Repair Manual (SRM) 51-30-01, 51-40-02, 53-00-07

2. Data Supplied with this Service Bulletin:

None.

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

Drawing Number	Title
140N1530	STRINGER DIAGRAM BODY MODEL 757
143N0001	BODY SECTION 43, TOP ASSEMBLY (a)
146N0001	BODY SECTION 46, TOP ASSEMBLY (b)
657N0082	CARGO DOOR STRUCTURES MAJOR MODEL MANAGEMENT, COLLECTOR, MOD (c)
146N0200	FIRST STAGE, LOWER LOBE ASSY - SECT 46 (d)
146N0300	NO. 4 PASSENGER DOOR, PANEL ASSEMBLY - STA 1621-1720. (e)
(a) Used for Frame Installation drawings from Station 440 to Station 820 for 757-200 airplanes without Special Freighter modification.	
(b) Used for Frame Installation drawings from Station 1300 to Station 1701, except the door cutout frames.	
(c) Used for Frame Installation drawings from Station 440 to Station 820 for 757-200 Special Freighter modification	
(d) Used for Number 3 Cargo door cutout frames.	
(e) Used for Number 2 Cargo door cutout frames.	

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:

None.

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 but no new DTIs are necessary.

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**

None.

B. Industry Support Information

Boeing warranty remedies are not available for the inspection and modification given in this service bulletin.

C. Parts Necessary for Each Airplane**1. Kits/Parts**

None.

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
BACR15FT7AD()	300	RIVET, MODIFIED UNIVERSAL HEAD, CLOSE TOLERANCE SHANK	(a) (b)
BACR15FT8AD()	300	RIVET, MODIFIED UNIVERSAL HEAD, CLOSE TOLERANCE SHANK	(a) (b)
BACR15FT10AD()	100	RIVET, MODIFIED UNIVERSAL HEAD, CLOSE TOLERANCE SHANK	(a) (b)
BACR15FT11AD()	100	RIVET, MODIFIED UNIVERSAL HEAD, CLOSE TOLERANCE SHANK	(a) (b)
(a) Refer to 757 Structural Repair Manual Chapter 51 for alternate fasteners.			
(b) Quantity shown is recommended amount to stock for each aircraft to do the modification. Use as required. Typical grip lengths from BACR15FT()AD3R5 to BACR15FT()AD7.			

3. Parts Modified and Reidentified

None.

4. Parts Removed and Not Replaced

None.

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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.

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 757 Structural Repair Manual, Chapter 51.
 - Values for airframe maintenance tasks are included in Chapter 20 of 757 Aircraft Maintenance Manual (AMM).
 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. 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. 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.

8. Refer to APPENDIX A for a logic diagram. The Logic diagram 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.
9. 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.
10. Use of colors in Figures is based on guidance from the ATA e-Business Program (ATA) iSpec 2200.
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 number or an OPTION number, do all of the ACTION numbers for that CONDITION number or OPTION number.
12. The compliance times for the actions in Paragraph 3.B., WORK INSTRUCTIONS are in Paragraph 1.E., Compliance.
13. 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. Do PART 1: OPEN ACCESS OF FORWARD AND AFT CARGO COMPARTMENTS.
2. RC - Do PART 2: INSPECTION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 for any crack.

NOTE: It is not necessary to do inspections in accordance with this service bulletin at any coordinating holes, tooling holes, and insulation blanket holes that have been filled with an aluminum rivet, filled in accordance with 757-200 SRM 53-00-07 Repair 5 or 757-200PF SRM 53-00-07 Repair 5, or have been used as part of a Boeing Company approved repair via FAA form 8100-9 or 8110-3.

- a. CONDITION 1: ANY CRACK FOUND.
 - (1) CONDITION 1 (ACTION 1): Contact The Boeing Company for repair instructions and do the repair.
 - (2) CONDITION 1 (ACTION 2): Repeat PART 2: INSPECTION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 at all unrepaired locations at the time specified in Paragraph 1.E., Compliance.

NOTE: It is not necessary to do inspections in accordance with this service bulletin at any coordinating holes, tooling holes, and insulation blanket holes that have been filled with an aluminum rivet, filled in accordance with 757-200 SRM 53-00-07 Repair 5 or 757-200PF SRM 53-00-07 Repair 5, or have been used as part of a Boeing Company approved repair via FAA form 8100-9 or 8110-3.

NOTE: Accomplishment of PART 3: MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 is terminating action for the repetitive inspection requirements at modified locations only.

- (3) CONDITION 1 (ACTION 3): Do PART 3: MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 at all unrepaired locations at the time specified in Paragraph 1.E., Compliance

b. CONDITION 2: NO CRACK FOUND.

- (1) CONDITION 2 (ACTION 1): Repeat PART 2: INSPECTION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 at all open hole locations at the time specified in Paragraph 1.E., Compliance.

NOTE: It is not necessary to do inspections in accordance with this service bulletin at any coordinating holes, tooling holes, and insulation blanket holes that have been filled with an aluminum rivet, filled in accordance with 757-200 SRM 53-00-07 Repair 5 or 757-200PF SRM 53-00-07 Repair 5, or have been used as part of a Boeing Company approved repair via FAA form 8100-9 or 8110-3.

NOTE: Accomplishment of PART 3: MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 is terminating action for the repetitive inspection requirements at modified locations only.

- (2) CONDITION 2 (ACTION 2): Do PART 3: MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 at all open hole locations at the time specified in Paragraph 1.E., Compliance.

3. Do PART 4: CLOSE ACCESS OF FORWARD AND AFT CARGO COMPARTMENTS.

4. Put the airplane back to a serviceable condition.

PART 1: OPEN ACCESS OF FORWARD AND AFT CARGO COMPARTMENTS

1. Open the cargo doors to get access to the forward cargo compartment and the aft cargo compartment. Refer to 757 AMM 52-34-00 as an accepted procedure.
2. Remove and keep all forward and aft cargo compartment sidewall linings. Refer to 757 AMM 25-50-02 as an accepted procedure.
3. Remove and keep the forward bulkhead lining for the forward cargo compartment and remove and keep the aft bulkhead lining for the bulk cargo compartment. Refer to 757 AMM 25-50-03 as an accepted procedure.
4. Remove and keep the insulation blankets at the forward and aft cargo compartment sidewalls. Refer to 757 AMM 25-50-07 as an accepted procedure.

PART 2: INSPECTION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25**1. Group 1:**

Inspect the frame webs for any open coordinating holes, tooling holes, and insulation blanket holes between S-20 and S-25 on the left side from STA 440 to STA 820 and from STA 1300 to STA 1701; and on the right side from STA 440 to STA 540, from STA 640 to STA 820, from STA 1300 to STA 1360, and from STA 1460 to STA 1701. Do an open hole high frequency eddy current inspection (HFEC) for any crack in the open coordinating holes, tooling holes, and insulation attachment blanket holes in accordance with FIGURE 1.

Group 2:

Inspect the frame webs for any open coordinating holes, tooling holes, and insulation blanket holes between S-20 and S-25 on the left side from STA 440 to STA 820 and from STA 1300 to STA 1701; and on the right side from STA 440 to STA 540, from STA 640 to STA 820, from STA 1300 to STA 1360, from STA 1460 to STA 1520, and from STA 1620 to STA 1701. Do an open hole high frequency eddy current inspection (HFEC) for any crack in the open coordinating holes, tooling holes, and insulation attachment blanket holes in accordance with FIGURE 2.

PART 3: MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25**1. Group 1:**

Inspect the frame webs for any open coordinating holes, tooling holes, and insulation blanket holes between S-20 and S-25 on the left side from STA 440 to STA 820 and from STA 1300 to STA 1701; and on the right side from STA 440 to STA 540, from STA 640 to STA 820, from STA 1300 to STA 1360, and from STA 1460 to STA 1701. Do an open hole high frequency eddy current inspection (HFEC) for any crack in the open coordinating holes, tooling holes, and insulation attachment blanket holes in accordance with FIGURE 1.

Group 2:

Inspect the frame webs for any open coordinating holes, tooling holes, and insulation blanket holes between S-20 and S-25 on the left side from STA 440 to STA 820 and from STA 1300 to STA 1701; and on the right side from STA 440 to STA 540, from STA 640 to STA 820, from STA 1300 to STA 1360, from STA 1460 to STA 1520, and from STA 1620 to STA 1701. Do an open hole high frequency eddy current inspection (HFEC) for any crack in the open coordinating holes, tooling holes, and insulation attachment blanket holes in accordance with FIGURE 2.

a. Based on inspection results, do the following:

- (1) If any crack is found at an open hole, contact The Boeing Company for repair instructions and do the repair.

- (2) **Group 1:**

If no crack is found at an open hole modify all open hole locations in accordance with FIGURE 3.

Group 2:

If no crack is found at an open hole modify all open hole locations in accordance with FIGURE 4.

PART 4: CLOSE ACCESS OF FORWARD AND AFT CARGO COMPARTMENTS

1. Install the kept forward and aft cargo compartment sidewall insulation blankets. Refer to 757 AMM 25-50-07 as an accepted procedure.

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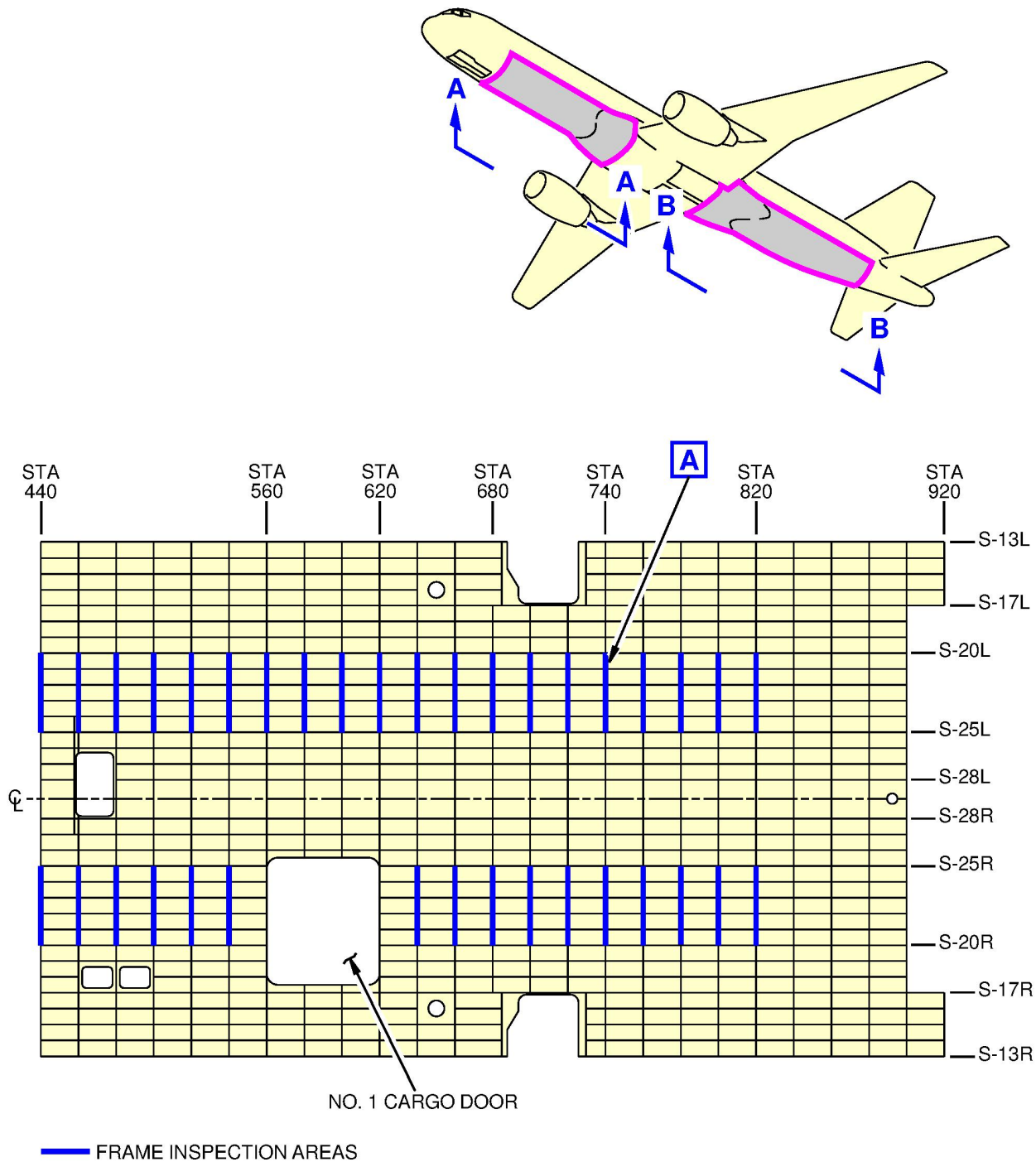
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2. Install the kept forward bulkhead lining for the forward cargo compartment and install the kept aft bulkhead lining for the bulk cargo compartment. Refer to 757 AMM 25-50-03 as an accepted procedure.
3. Install the kept forward and aft cargo compartment sidewall linings. Refer to 757 AMM 25-50-02 as an accepted procedure.
4. Close all cargo doors. Refer to 757 AMM 52-34-00 as an accepted procedure.

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This Figure applies only to: Group 1.



A-A

2465125

FIGURE 1: OPEN HOLE HIGH FREQUENCY EDDY CURRENT INSPECTIONS BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701 (SHEET 1 OF 4)

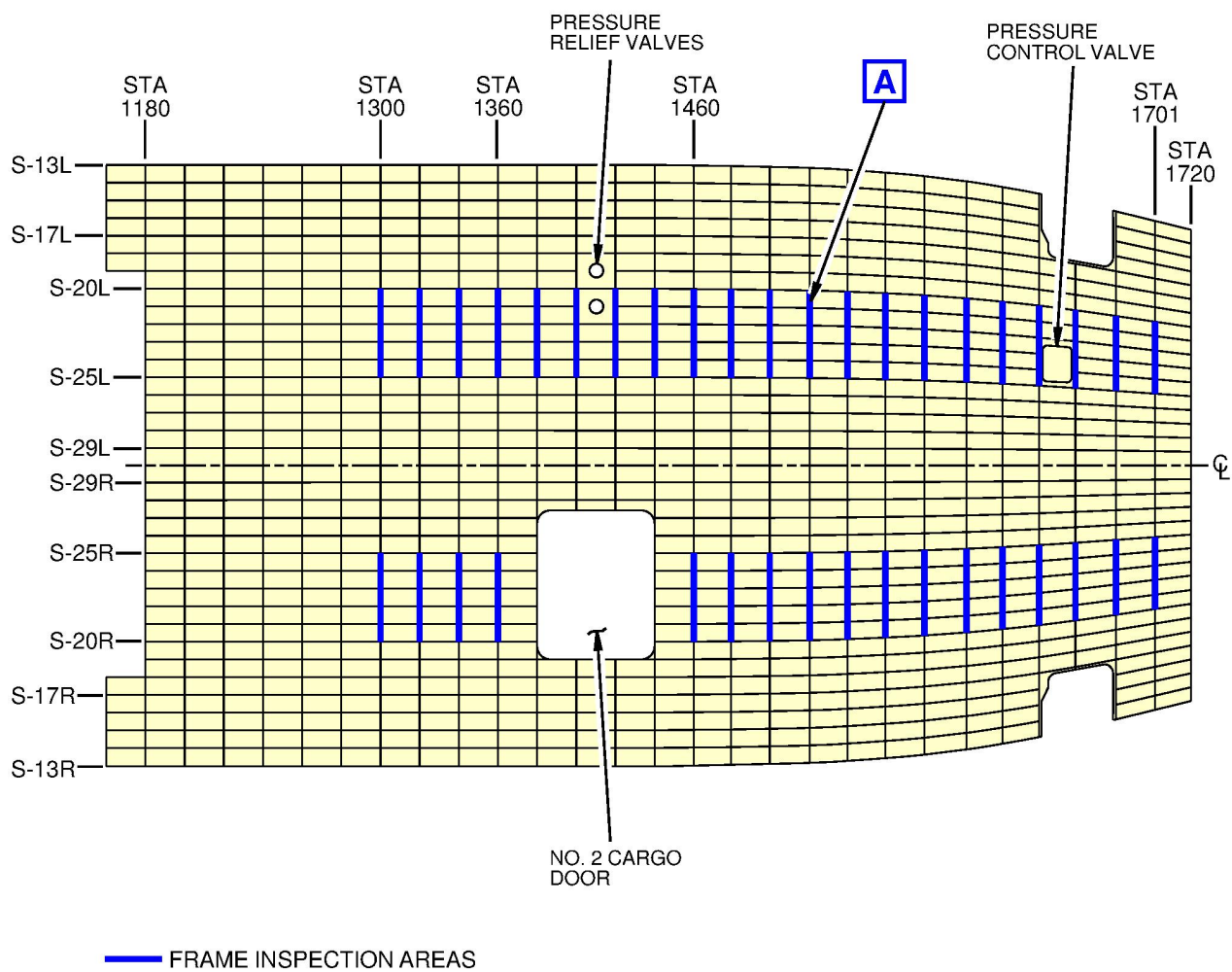
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**B-B**

2469912

FIGURE 1: OPEN HOLE HIGH FREQUENCY EDDY CURRENT INSPECTIONS BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701 (SHEET 2 OF 4)

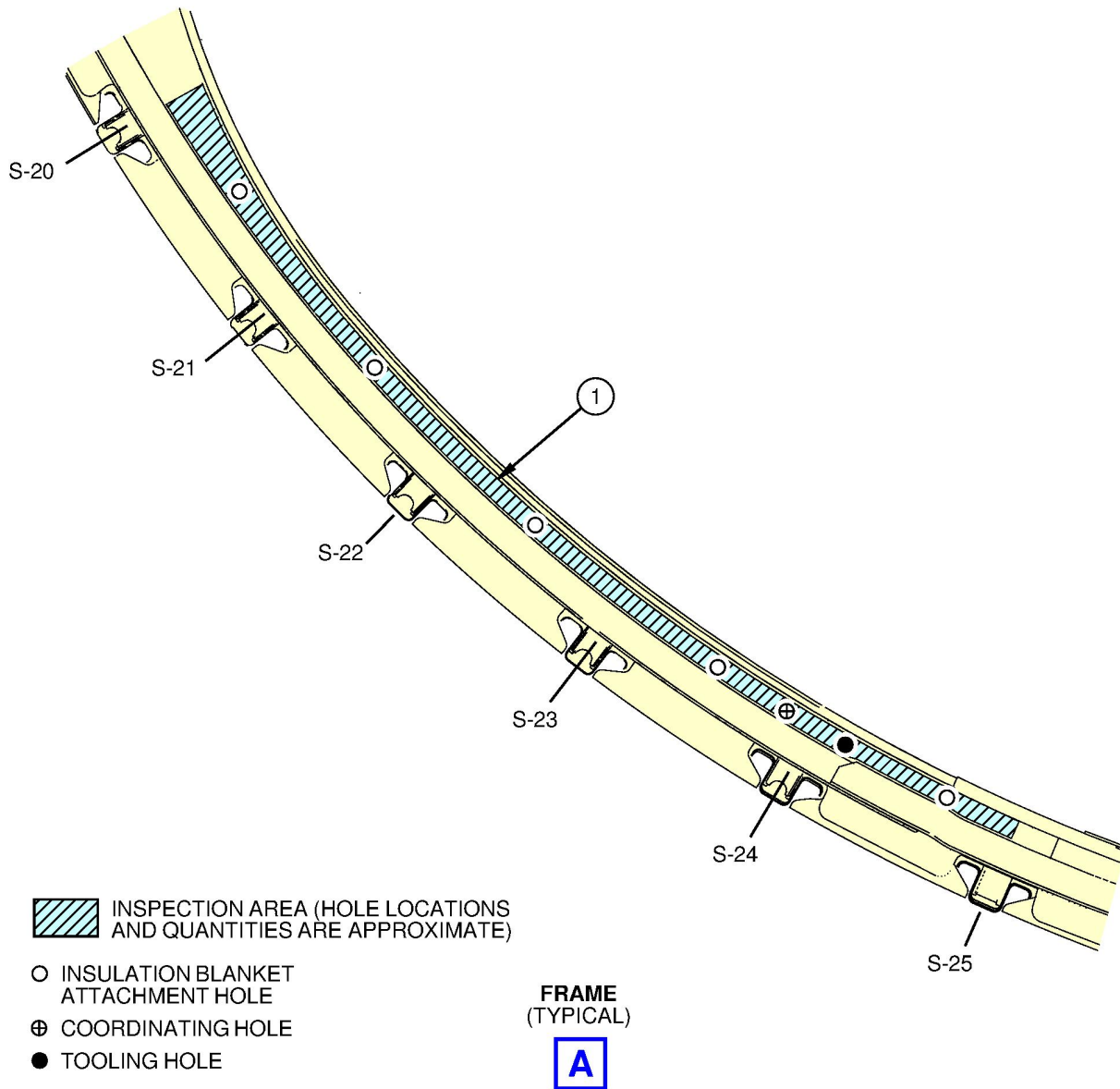
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2485255

FIGURE 1: OPEN HOLE HIGH FREQUENCY EDDY CURRENT INSPECTIONS BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701 (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 frame inspection areas necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	FRAME WEB	S-20L TO S-25L, STA 440 TO STA 820	20	(a) (b)
	Inspect	FRAME WEB	S-20R TO S-25R, STA 440 TO STA 540	6	(a) (b)
	Inspect	FRAME WEB	S-20R TO S-25R, STA 640 TO STA 820	10	(a) (b)
	Inspect	FRAME WEB	S-20L TO S-25L, STA 1300 TO STA 1701	21	(a) (b)
	Inspect	FRAME WEB	S-20R TO S-25R, STA 1300 TO STA 1360	4	(a) (b)
	Inspect	FRAME WEB	S-20R TO S-25R, STA 1460 TO STA 1701	13	(a) (b)
(a) In the inspection area, inspect for any open coordinating holes, tooling holes, and insulation blanket attachment holes. A typical coordinating hole has 0.278 - 0.291 inch diameter. A typical tooling hole has a 0.247 - 0.260 inch diameter. A typical insulation blanket attachment hole has a 0.154 - 0.166 inch diameter or 0.180 - 0.192 inch diameter.					
(b) Do an open hole high frequency eddy current (HFEC) inspection of all open coordinating holes, tooling holes and insulation blanket attachment holes for any crack in accordance with 757 NDT Manual Part 6, 51-00-16.					

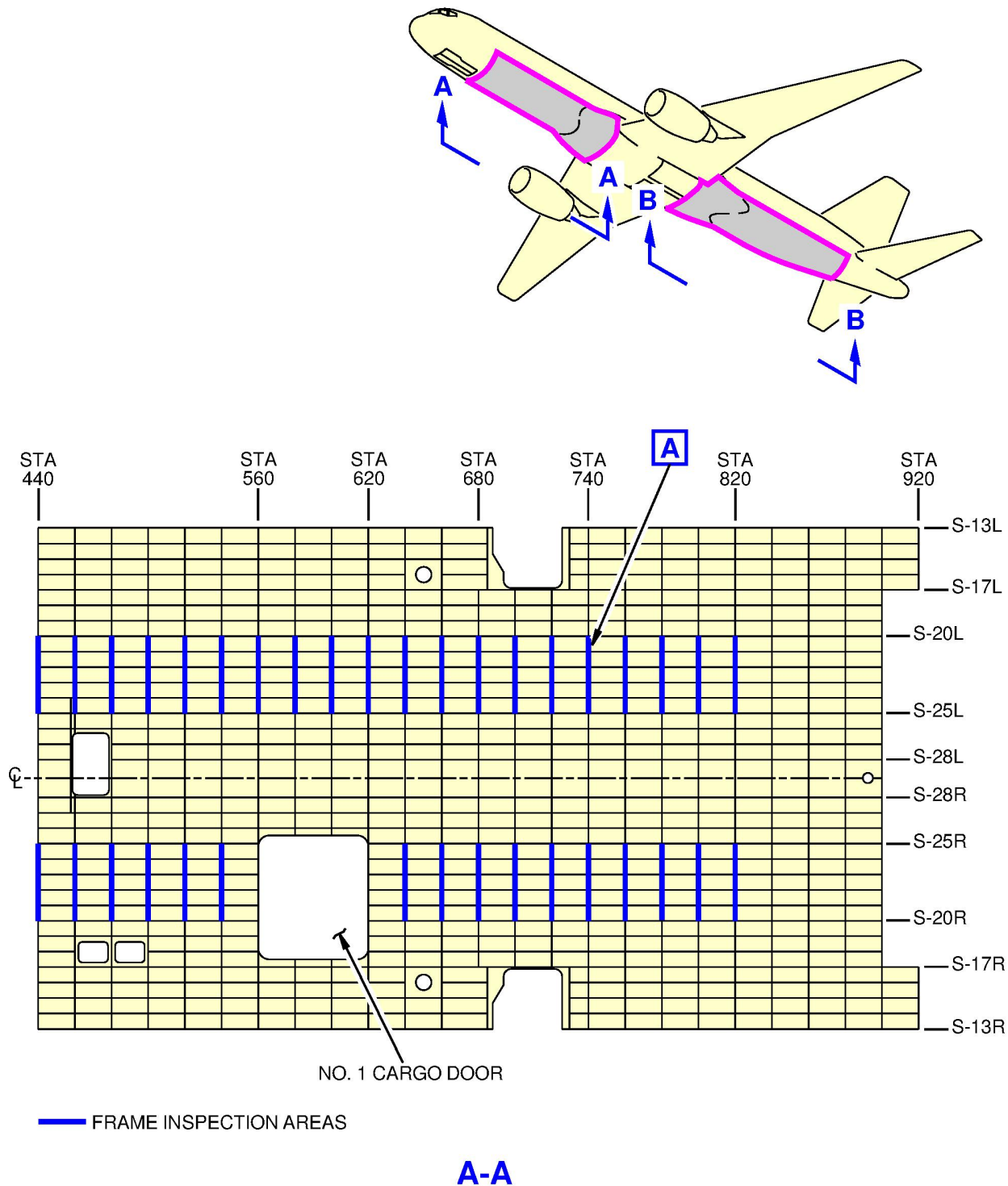
**FIGURE 1: OPEN HOLE HIGH FREQUENCY EDDY CURRENT INSPECTIONS BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
(SHEET 4 OF 4)**

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This Figure applies only to: Group 2.



2484360

FIGURE 2: OPEN HOLE HIGH FREQUENCY EDDY CURRENT INSPECTIONS BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701 (SHEET 1 OF 4)

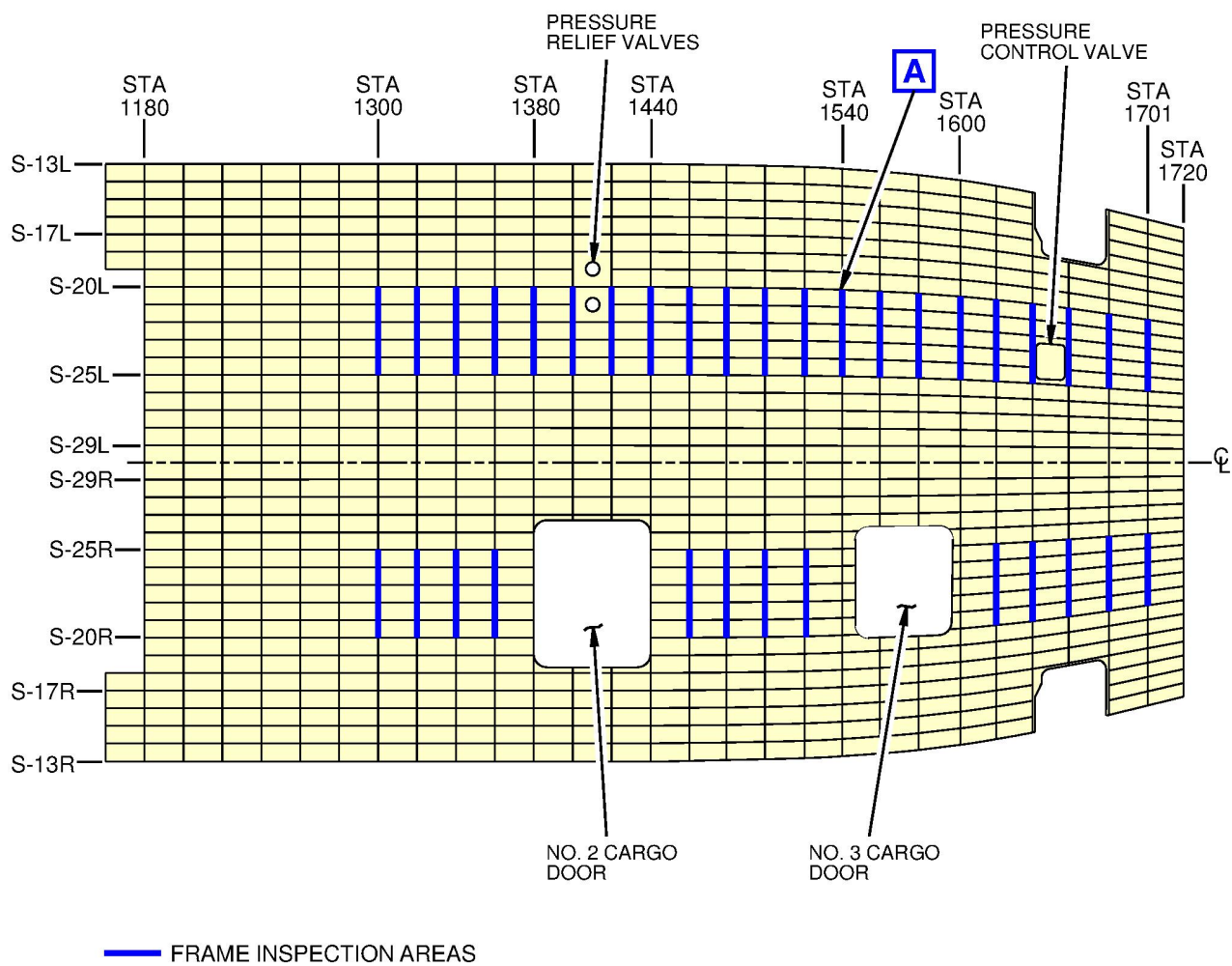
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**B-B**

2485251

FIGURE 2: OPEN HOLE HIGH FREQUENCY EDDY CURRENT INSPECTIONS BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701 (SHEET 2 OF 4)

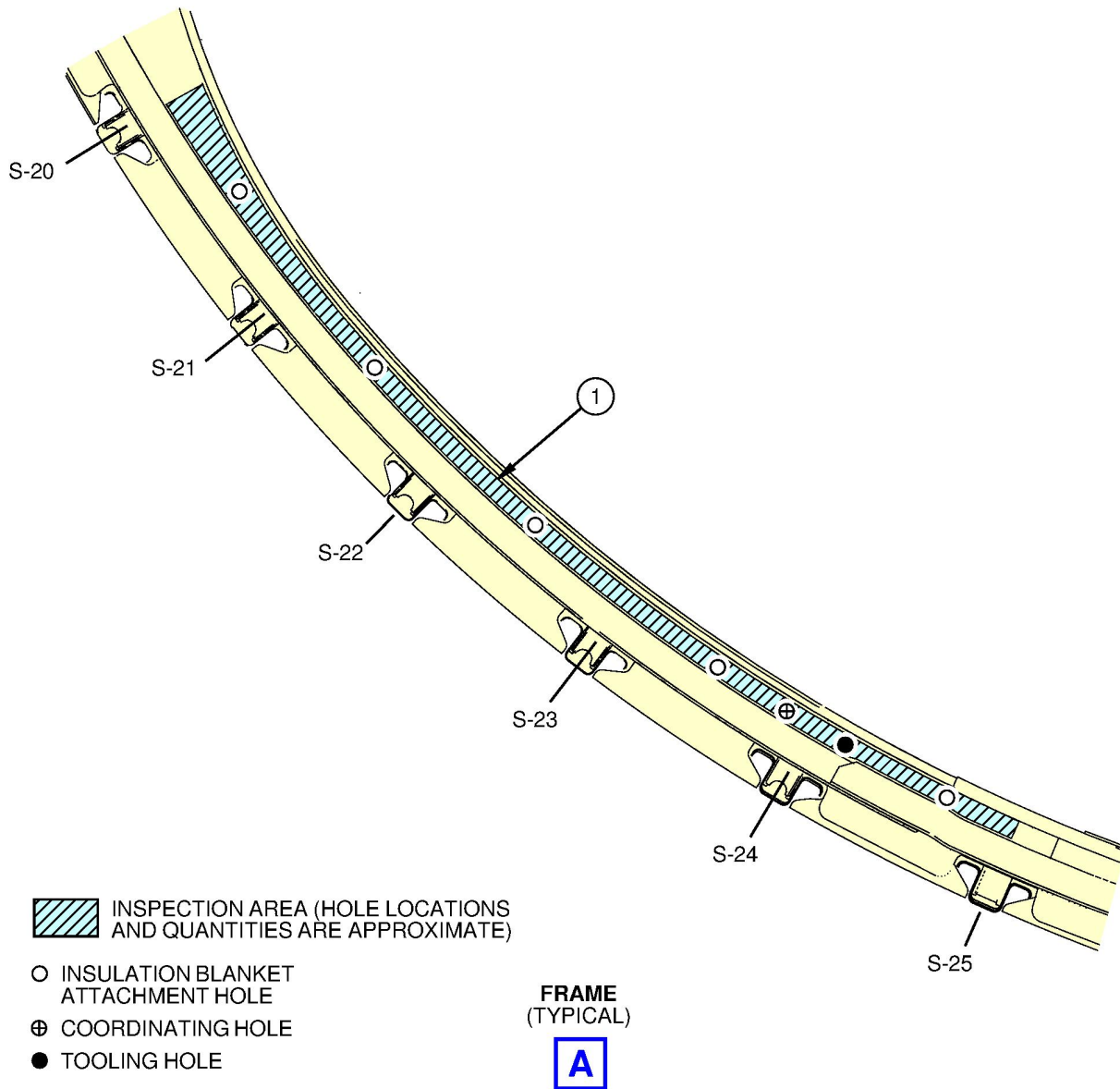
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**FIGURE 2: OPEN HOLE HIGH FREQUENCY EDDY CURRENT INSPECTIONS BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
(SHEET 3 OF 4)**

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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 frame inspection areas necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	FRAME WEB	S-20L TO S-25L, STA 440 TO STA 820	20	(a) (b)
	Inspect	FRAME WEB	S-20R TO S-25R, STA 440 TO STA 540	6	(a) (b)
	Inspect	FRAME WEB	S-20R TO S-25R, STA 640 TO STA 820	10	(a) (b)
	Inspect	FRAME WEB	S-20L TO S-25L, STA 1300 TO STA 1701	21	(a) (b)
	Inspect	FRAME WEB	S-20R TO S-25R, STA 1300 TO STA 1360	4	(a) (b)
	Inspect	FRAME WEB	S-20R TO S-25R, STA 1460 TO STA 1520	4	(a) (b)
	Inspect	FRAME WEB	S-20R TO S-25R, STA 1620 TO STA 1701	5	(a) (b)
(a) In the inspection area, inspect for any open coordinating holes, tooling holes, and insulation blanket attachment holes. A typical coordinating hole has 0.278 - 0.291 inch diameter. A typical tooling hole has a 0.247 - 0.260 inch diameter. A typical insulation blanket attachment hole has a 0.154 - 0.166 inch diameter or 0.180 - 0.192 inch diameter.					
(b) Do an open hole high frequency eddy current (HFEC) inspection of all open coordinating holes, tooling holes and insulation blanket attachment holes for any crack in accordance with 757 NDT Manual Part 6, 51-00-16.					

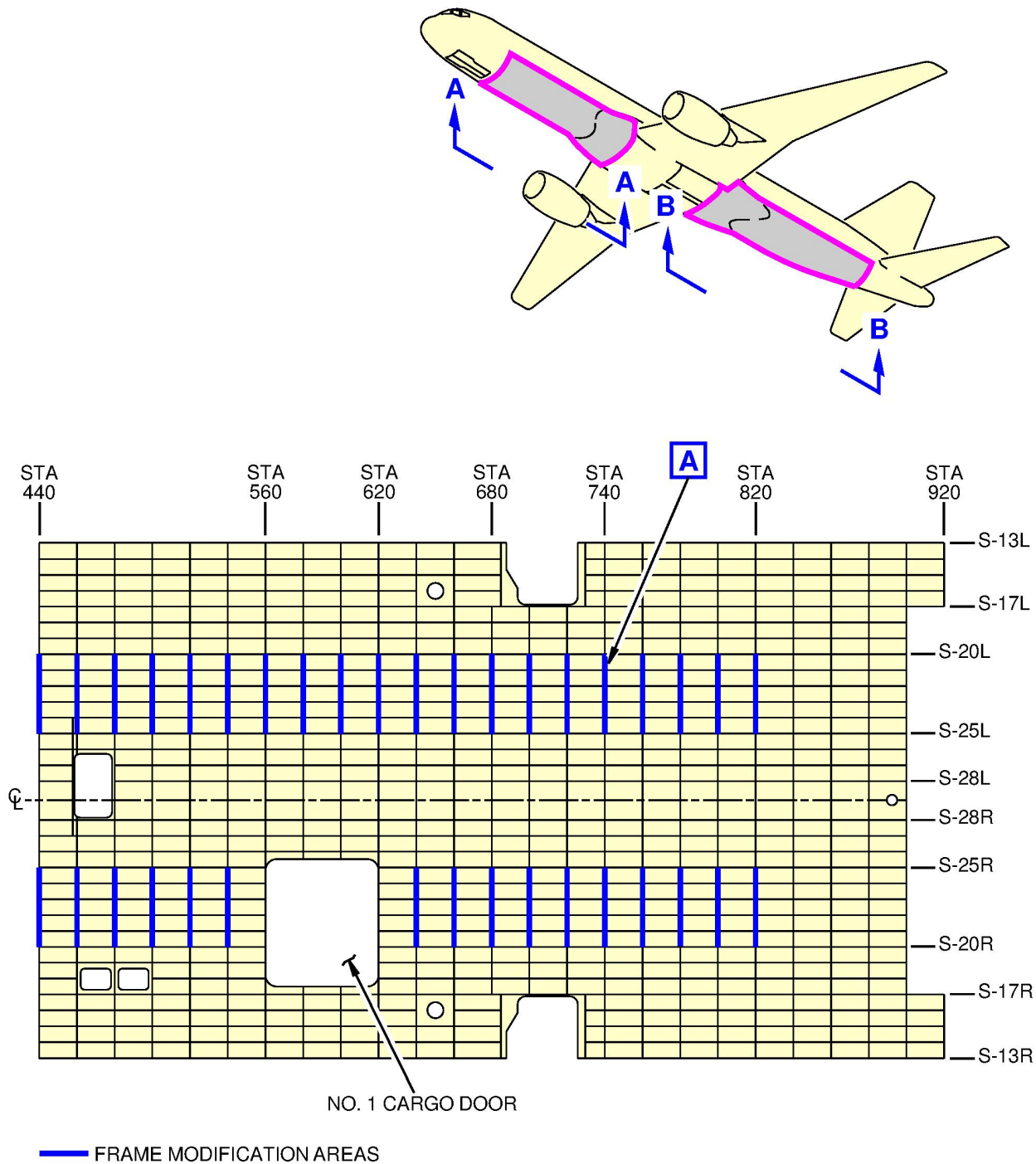
**FIGURE 2: OPEN HOLE HIGH FREQUENCY EDDY CURRENT INSPECTIONS BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
(SHEET 4 OF 4)**

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This Figure applies only to: Group 1.



A-A

2484730

**FIGURE 3: MODIFICATION OF FRAME WEB BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
(SHEET 1 OF 4)**

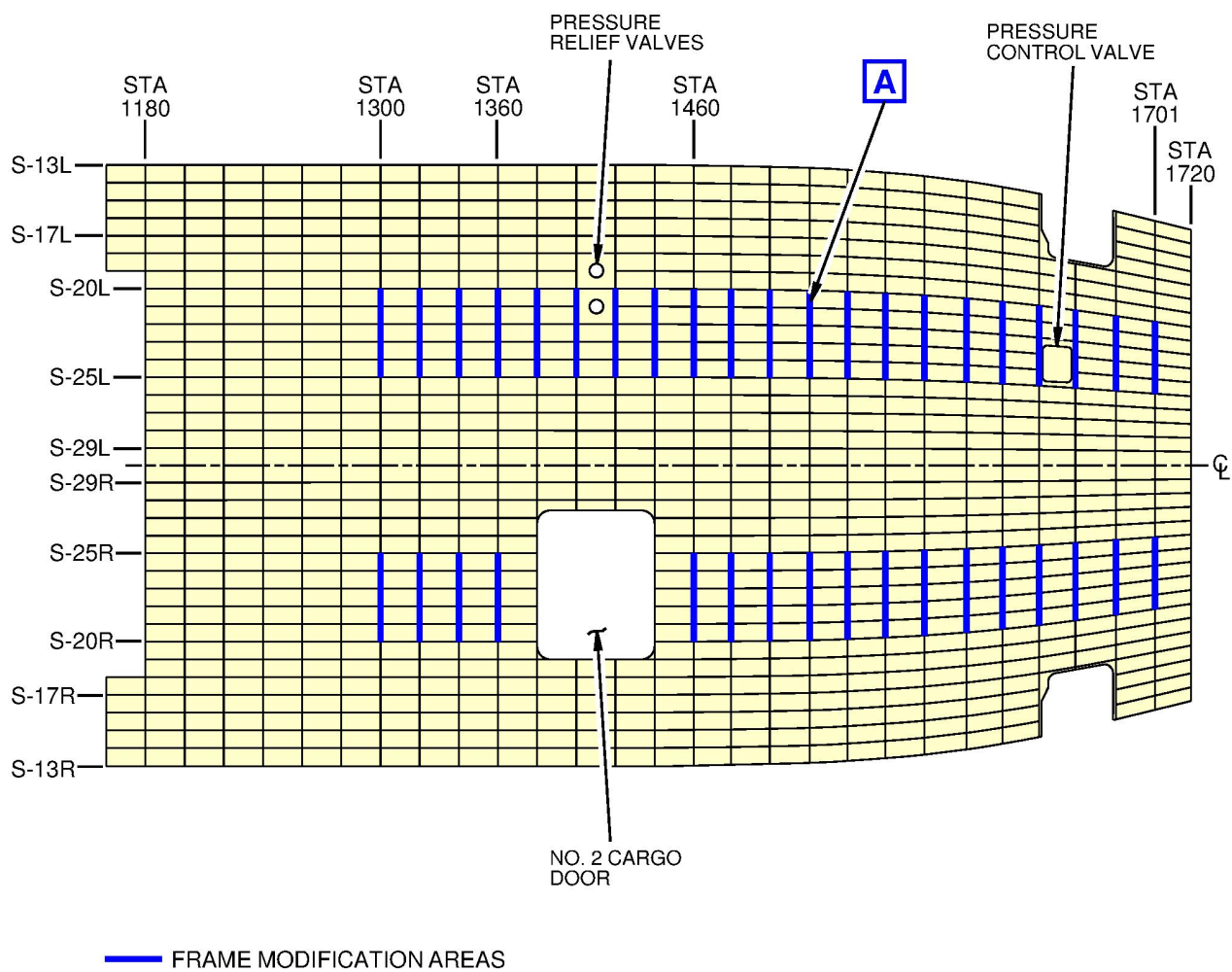
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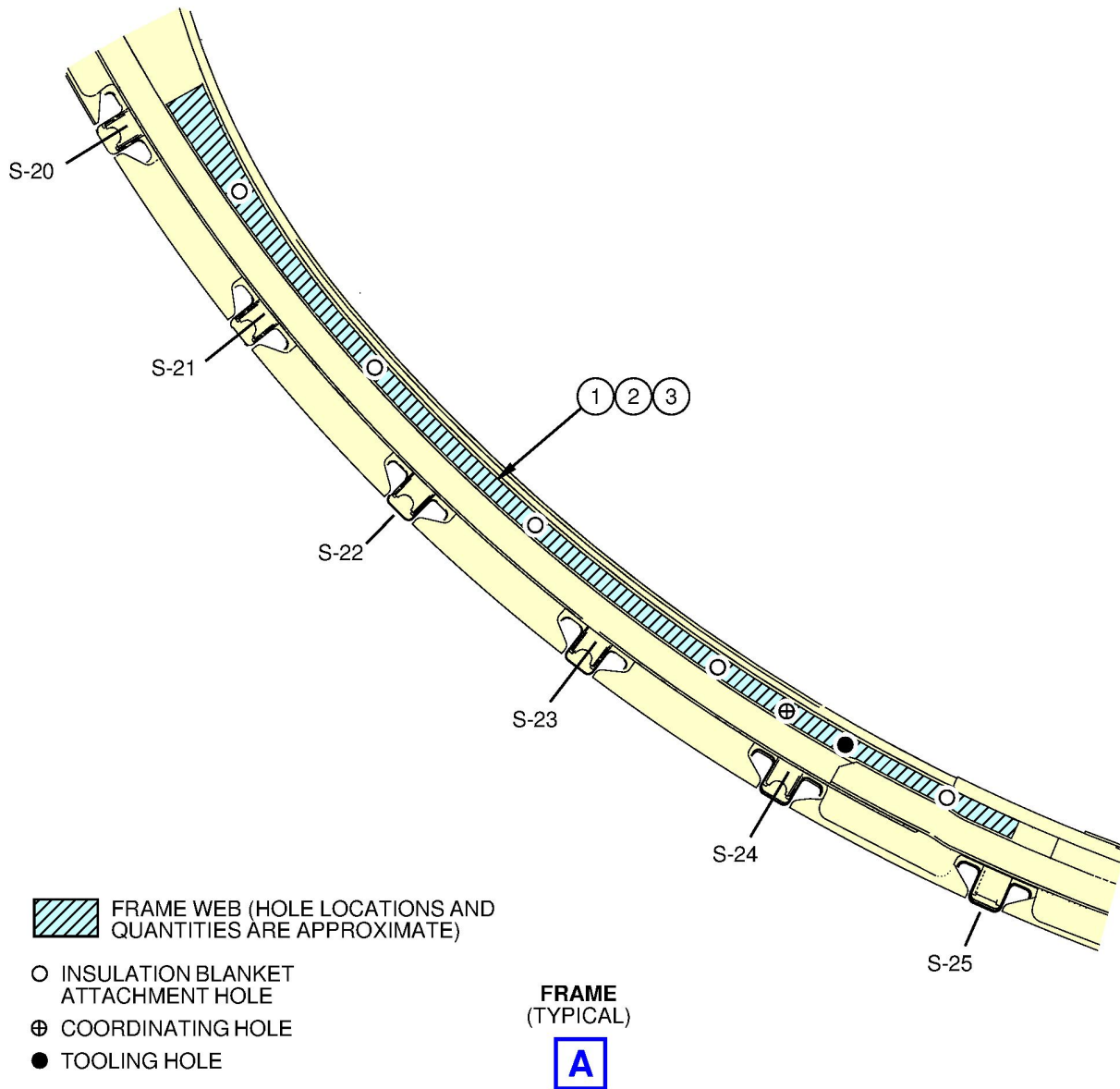
2484361

**FIGURE 3: MODIFICATION OF FRAME WEB BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
(SHEET 2 OF 4)**

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**FIGURE 3: MODIFICATION OF FRAME WEB BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
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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 frame inspection areas necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Ream	OPEN HOLES	-	-	(a) (b)
2	Deburr	OPEN HOLES	-	-	(c)
3	Install (New)	RIVET	-	-	(d) (e)
(a) A typical coordinating hole has 0.278 - 0.291 inch diameter. A typical tooling hole has a 0.247 - 0.260 inch diameter. A typical insulation blanket attachment hole has a 0.154 - 0.166 inch diameter or 0.180 - 0.192 inch diameter.					
(b) Increase the diameter of each open hole to the next nominal fastener size. Refer to 757-200 SRM 51-30-01 or 757-200PF SRM 51-30-01 as an accepted procedure.					
Hole diameter of 0.154 to 0.166 inch increases to 0.225 to 0.231 inch to install 7/32 diameter rivet.					
Hole diameter of 0.180 to 0.192 inch increases to 0.253 to 0.259 inch to install 8/32 diameter rivet.					
Hole diameter of 0.247 to 0.260 inch increases to 0.316 to 0.322 inch to install 10/32 diameter rivet.					
Hole diameter of 0.278 to 0.291 inch increases to 0.348 to 0.358 inch to install 11/32 diameter rivet.					
(c) Remove all sharp edges.					
(d) Refer to Fastener Table for type of rivet.					
(e) Install rivets in all open hole locations. Refer to 757-200 SRM 51-40-02 or 757-200PF SRM 51-40-02 as an accepted procedure.					

Fastener Table

Name	Identification	Qty	Hole Dia	More Data
RIVET	BACR15FT7AD()	-	0.225 to 0.231	(a)
RIVET	BACR15FT8AD()	-	0.253 to 0.259	(a)
RIVET	BACR15FT10AD()	-	0.316 to 0.322	(a)
RIVET	BACR15FT11AD()	-	0.348 to 0.358	(a)
(a) Multiple gauges are used in frame web construction. Measure the web for fastener grip length. Refer to 757-200 SRM 51-40-02 or 757-200PF SRM 51-40-02 as an accepted procedure.				

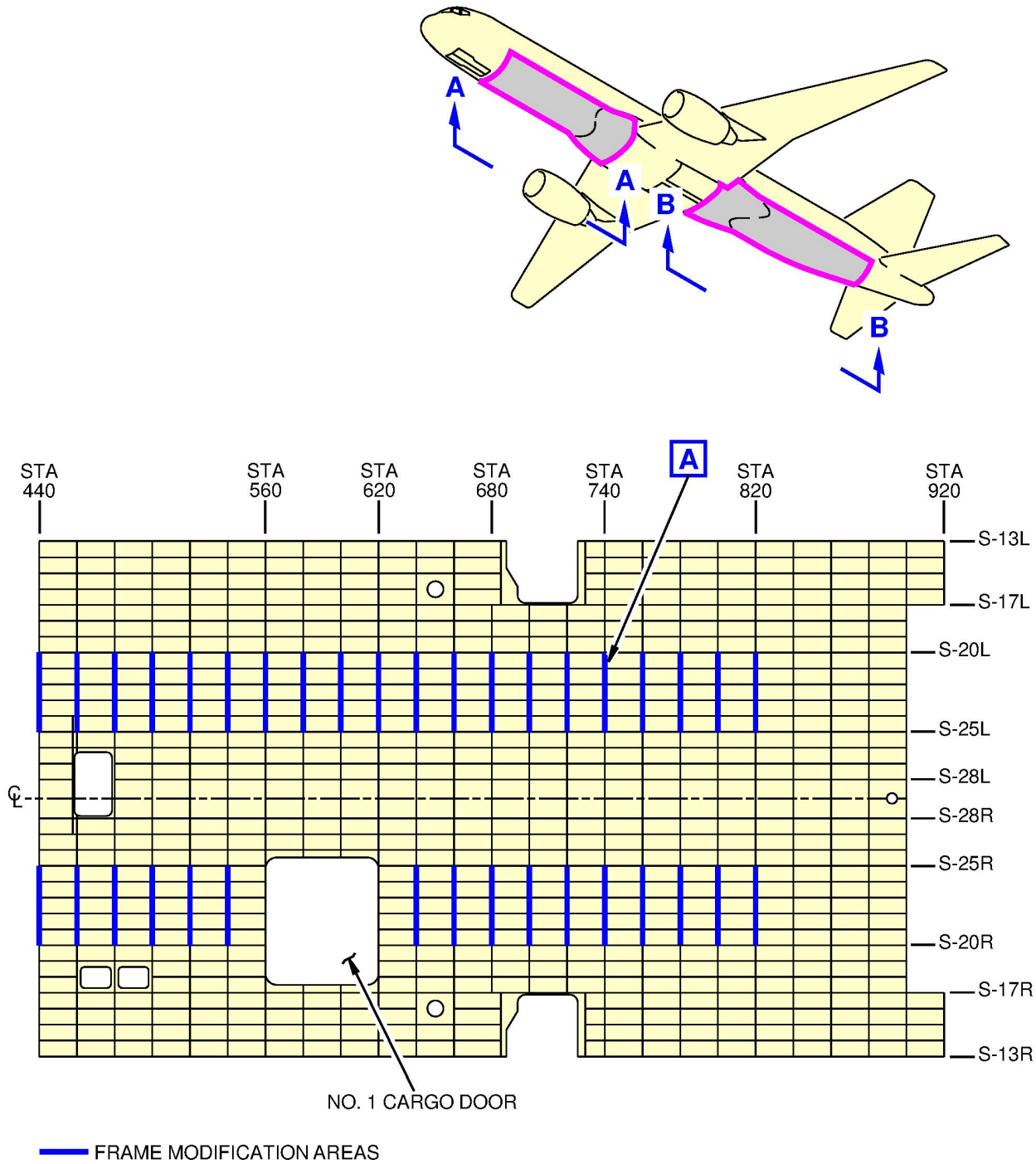
**FIGURE 3: MODIFICATION OF FRAME WEB BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
(SHEET 4 OF 4)**

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This Figure applies only to: Group 2.



A-A

2485268

**FIGURE 4: MODIFICATION OF FRAME WEB BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
(SHEET 1 OF 4)**

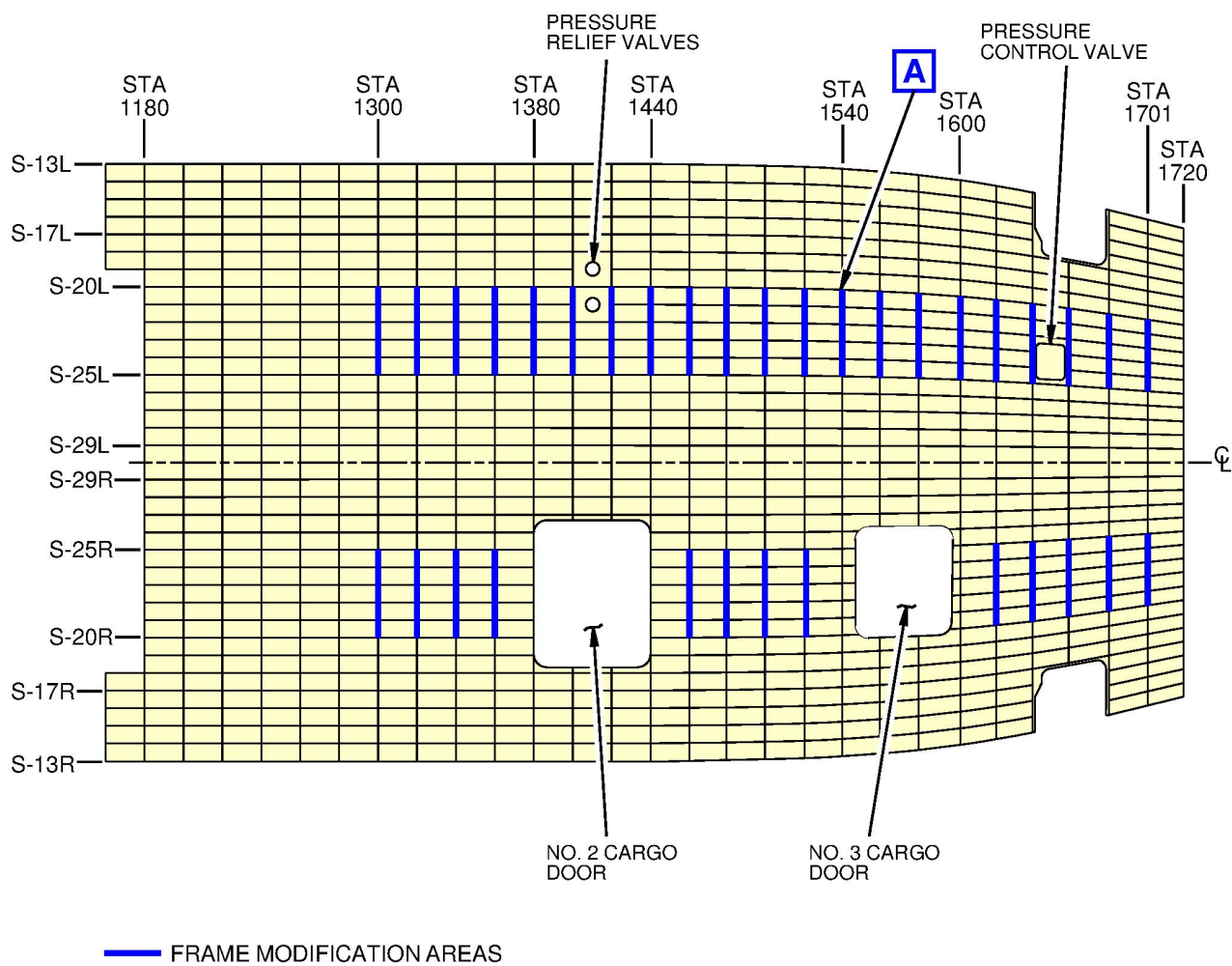
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**B-B**

2485269

**FIGURE 4: MODIFICATION OF FRAME WEB BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
(SHEET 2 OF 4)**

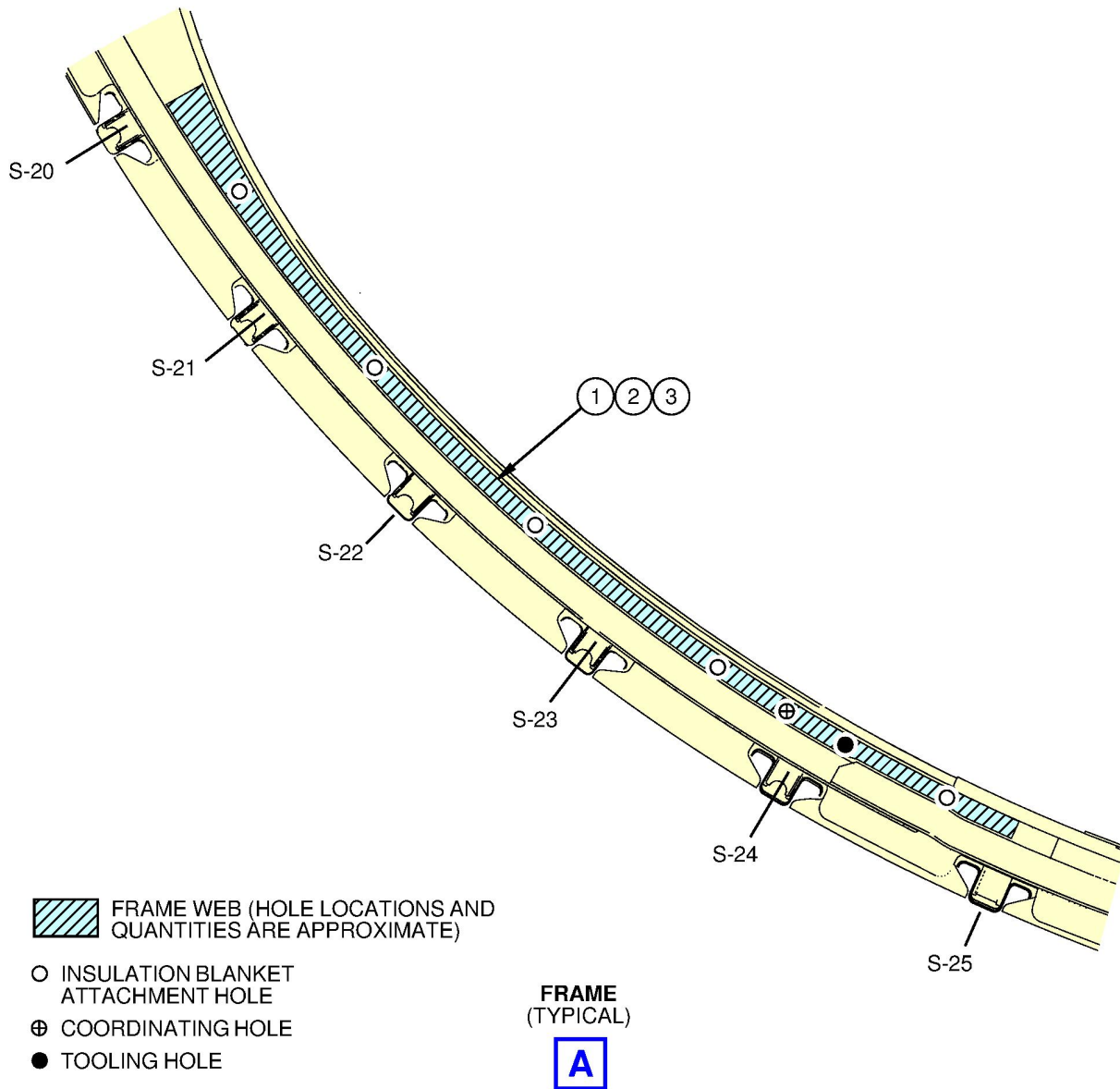
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**FIGURE 4: MODIFICATION OF FRAME WEB BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of frame inspection areas necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Ream	OPEN HOLES	-	-	(a) (b)
2	Deburr	OPEN HOLES	-	-	(c)
3	Install (New)	RIVET	-	-	(d) (e)
(a) A typical coordinating hole has 0.278 - 0.291 inch diameter. A typical tooling hole has a 0.247 - 0.260 inch diameter. A typical insulation blanket attachment hole has a 0.154 - 0.166 inch diameter or 0.180 - 0.192 inch diameter.					
(b) Increase the diameter of each open hole to the next nominal fastener size. Refer to 757-200 SRM 51-30-01 or 757-200PF SRM 51-30-01 as an accepted procedure.					
Hole diameter of 0.154 to 0.166 inch increases to 0.225 to 0.231 inch to install 7/32 diameter rivet.					
Hole diameter of 0.180 to 0.192 inch increases to 0.253 to 0.259 inch to install 8/32 diameter rivet.					
Hole diameter of 0.247 to 0.260 inch increases to 0.316 to 0.322 inch to install 10/32 diameter rivet.					
Hole diameter of 0.278 to 0.291 inch increases to 0.348 to 0.358 inch to install 11/32 diameter rivet.					
(c) Remove all sharp edges.					
(d) Refer to Fastener Table for type of rivet.					
(e) Install rivets in all open hole locations. Refer to 757-200 SRM 51-40-02 or 757-200PF SRM 51-40-02 as an accepted procedure.					

Fastener Table

Name	Identification	Qty	Hole Dia	More Data
RIVET	BACR15FT7AD()	-	0.225 to 0.231	(a)
RIVET	BACR15FT8AD()	-	0.253 to 0.259	(a)
RIVET	BACR15FT10AD()	-	0.316 to 0.322	(a)
RIVET	BACR15FT11AD()	-	0.348 to 0.358	(a)
(a) Multiple gauges are used in frame web construction. Measure the web for fastener grip length. Refer to 757-200 SRM 51-40-02 or 757-200PF SRM 51-40-02 as an accepted procedure.				

**FIGURE 4: MODIFICATION OF FRAME WEB BETWEEN STRINGERS S-20 AND S-25 FROM STA 440 TO STA 820 AND FROM STA 1300 TO STA 1701
(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.

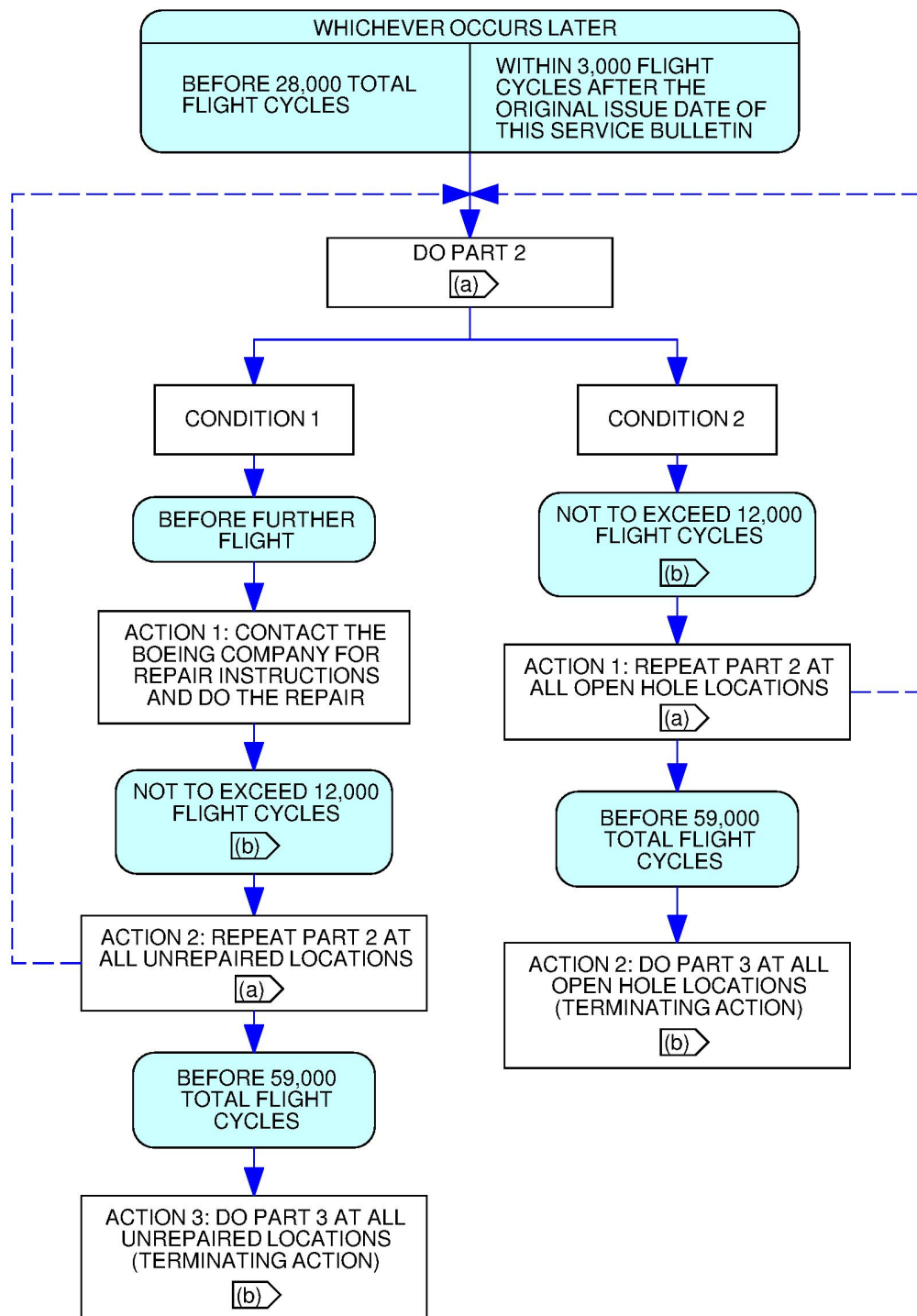
Title	Description
PART 2	INSPECTION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25
PART 3	MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25
CONDITION 1	ANY CRACK FOUND
CONDITION 2	NO CRACK FOUND

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

Flag Note Letter	Description
(a)	It is not necessary to do inspections in accordance with this service bulletin at any coordinating holes, tooling holes, and insulation blanket holes that have been filled with an aluminum rivet, filled in accordance with 757-200 SRM 53-00-07 Repair 5 or 757-200PF SRM 53-00-07 Repair 5, or have been used as part of a Boeing Company approved repair via FAA form 8100-9 or 8110-3.
(b)	Accomplishment of PART 3: MODIFICATION OF THE FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 is terminating action to the repeat inspections at modified locations only.

**APPENDIX A: LOGIC DIAGRAM FOR PARAGRAPH 1.E. COMPLIANCE, TABLE 1: INSPECTION AND MODIFICATION OF OPEN HOLES ON FRAME WEBS BETWEEN STRINGERS S-20 AND S-25
(SHEET 1 OF 2)**

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APPENDIX A: LOGIC DIAGRAM FOR PARAGRAPH 1.E. COMPLIANCE, TABLE 1: INSPECTION AND MODIFICATION OF OPEN HOLES ON FRAME WEBS BETWEEN STRINGERS S-20 AND S-25 (SHEET 2 OF 2)

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