sabena	Module : LWR FUS / EMPENA	A/C Reg :	Check :	
B707	Oper. : RT–MP LC			
	Type : MEC–INSP	Issuer : A59513	Cert.St.: 45379	21F2000506
	Spec. : MECH. INSP	Release Date: 11.09.2008		Page 1 of 6

LH RVSM CRITICAL AREA INSP

MAINT	RII/INSP

Execution / Start Date:	
End Date:	

LH RVSM CRITICAL AREA INSP

LH RVSM CRITICAL AREA INSP

	MAINT	RII/INSP

Nr.	Hardtime	Task	Spec.	Related Documents
1.		E3	INS	MMS–328 510500 00100 rev 14/01/08 SRM 53–2–1 rev (Ref. MP)

Check: C

Zones: 113

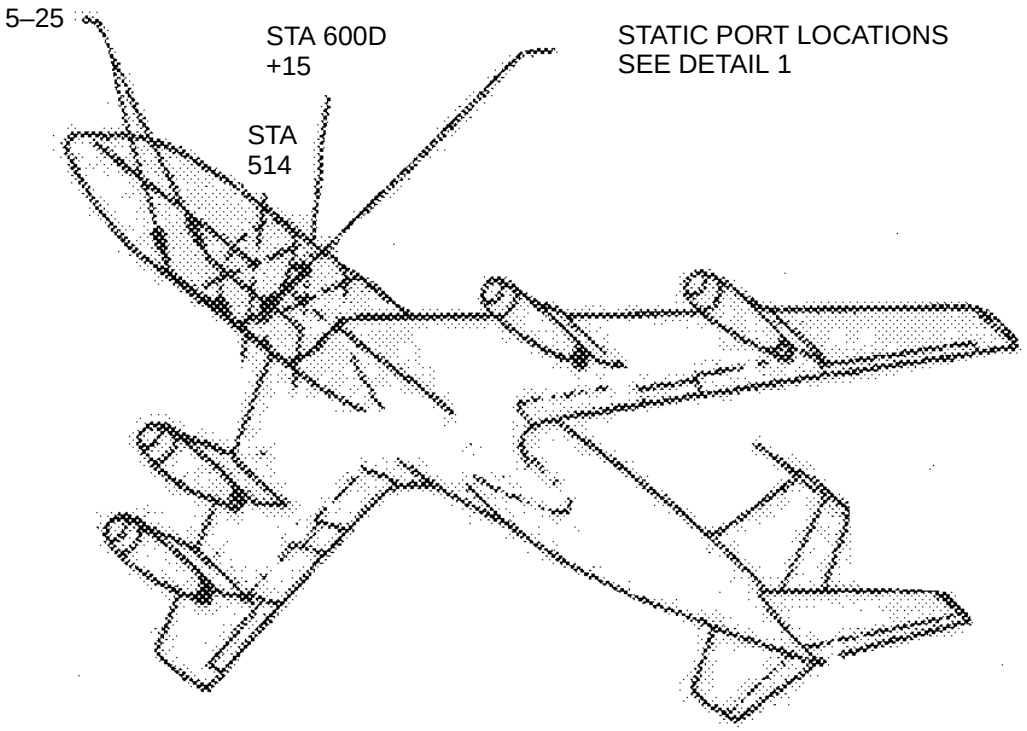
Access:

NRC YES ❍ NO ❍ IF YES, NUMBER(S):

LH RVSM CRITICAL AREA

Thorough Visual Detailed Examination:
LH RVSM critical area, airspeed system flush static ports BS 514.
The area has to be checked for: – creases, dents or bulges in the skin
– non–flush or missing fasteners
– deformed/elongated or obstructed static orifices
– non–flush application of aerodynamic sealant.

If any damage or irregularity is identified it has to be corrected. All corrective action must be in accordance with SRM 53–2–1 fig. 3A through 3D.



RVSM STATIC PORT CRITICAL ZONES DETERMINATION & DAMAGE LIMITATIONS

LH RVSM CRITICAL AREA INSP

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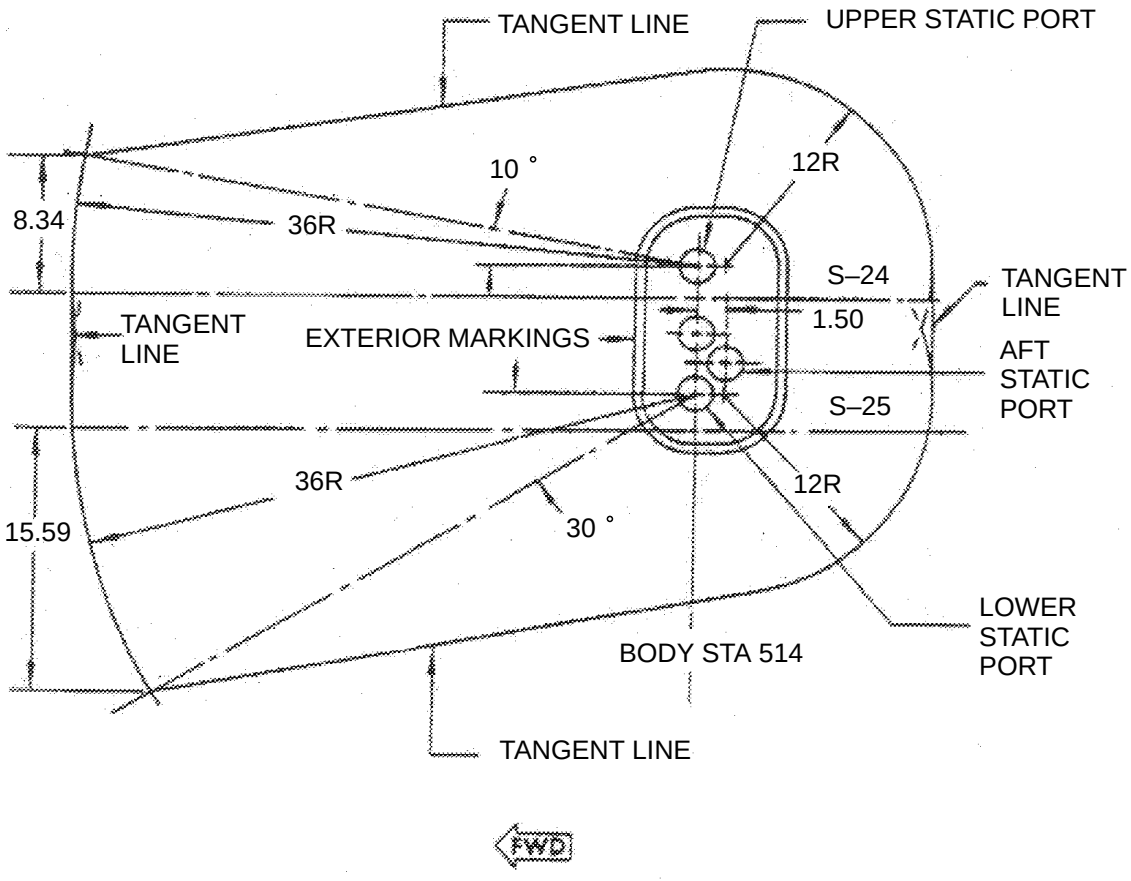
– For installation or replacement of static ports see MM 34–2–31.

– See details for typical static port installations. Install flush skin repairs per 53–3–2 fig. 2,4 or 6 as applicable, wherever practical. The exterior surface of static port within a 3–inch radius of port shall be flush within +0.009 to –0.006 inch maximum measured as a clearance between this surface & the edge of a 6 inch straight edge placed horizontally against the surface & centered on the port centerline. This measurement shall be taken across the center of the port & 1 inch above & below the port. All rivets within a 3–inch radius of each port shall be flush with the skin within 0.005 inch maximum.

– Where such flush skin installations are impractical, noneflush patches are permissible provided the following limitations are not exceeded:
  – any edge or corner of a protruding patch must not be located within the critical area shown in detail 1.
  – patch materials gage must not exceed 0.080 inch
  – patch edges must be beveled per 53–3–2 fig 1



DETAIL 1 : CRITICAL AREA FOR 4 PORT INSTALLATION

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Irregularity Determination

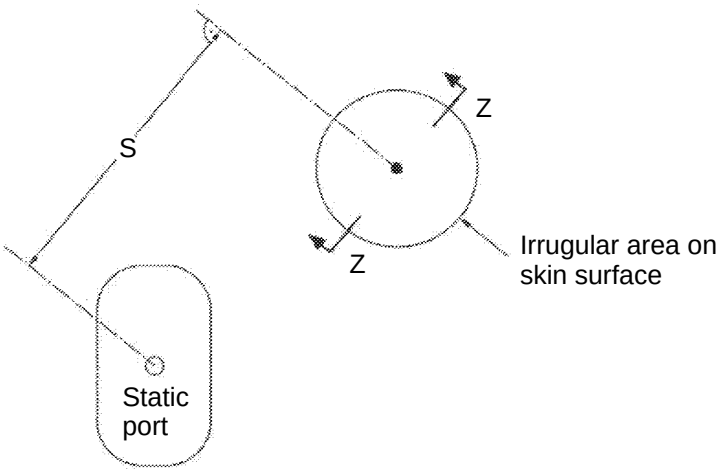
A. The following features of the irregularity are to be identified:

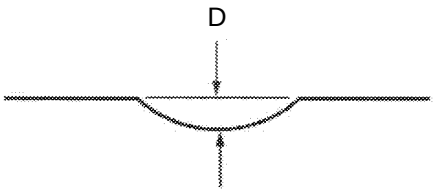
1. The kind of shape, such as
   a) A round contour with a roughty maximum around its center point, or
   b) An oval contour

For case a)

2. The hight (/depth) of the maximum,

3. The distance between the maximum point & static port





SECTION Z – Z

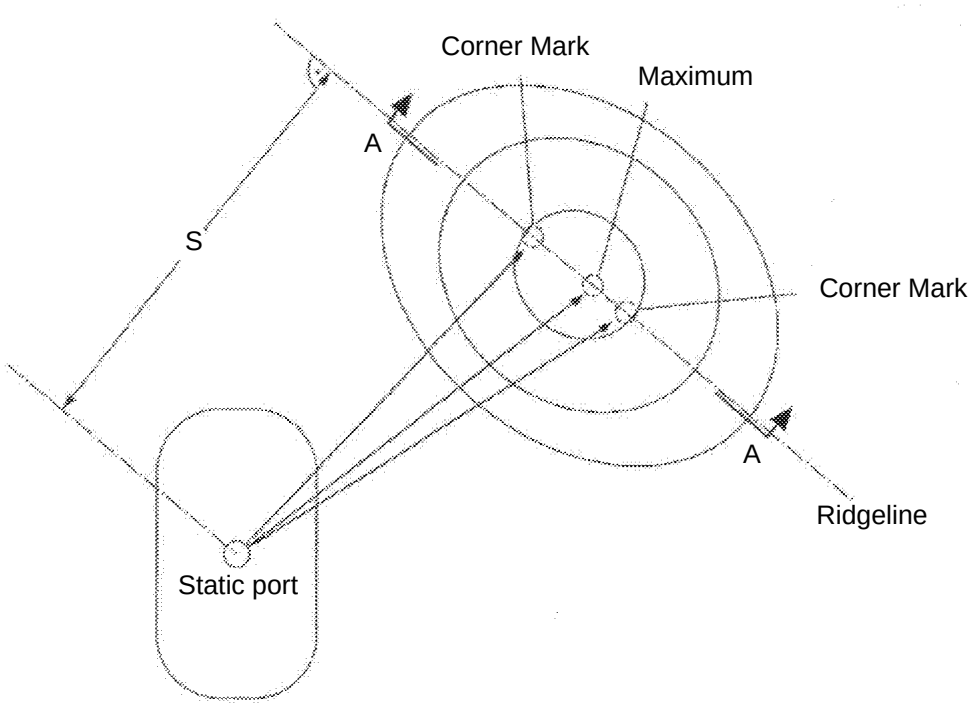
D = Maximum depth or height of irregularity
S = Minimal acceptance distance from static pressure port to nearest edge of irregularity (i.e. to point where deviation from the normal contour begins)

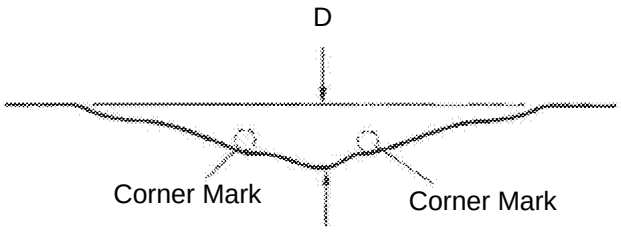
MAINT	RII/INSP

For case b)

2. The hight / depth values of some prominent points on the irregularities ridge/groove line must be plottet on limit chart.
   – point with maximum of the height/depth irregularities (Dimension D),
   – the ends of the longish structure (corner marks)
   – the nearest ridge (or groove) point (dimension S)

3. The distance between the static port & the points specified immediately above.





SECTION A – A

D = Maximum depth or height of irregularity
S = Minimal acceptance distance from static pressure port to nearest edge of irregularity (i.e. to point where deviation from the normal contour begins)

LH RVSM CRITICAL AREA INSP

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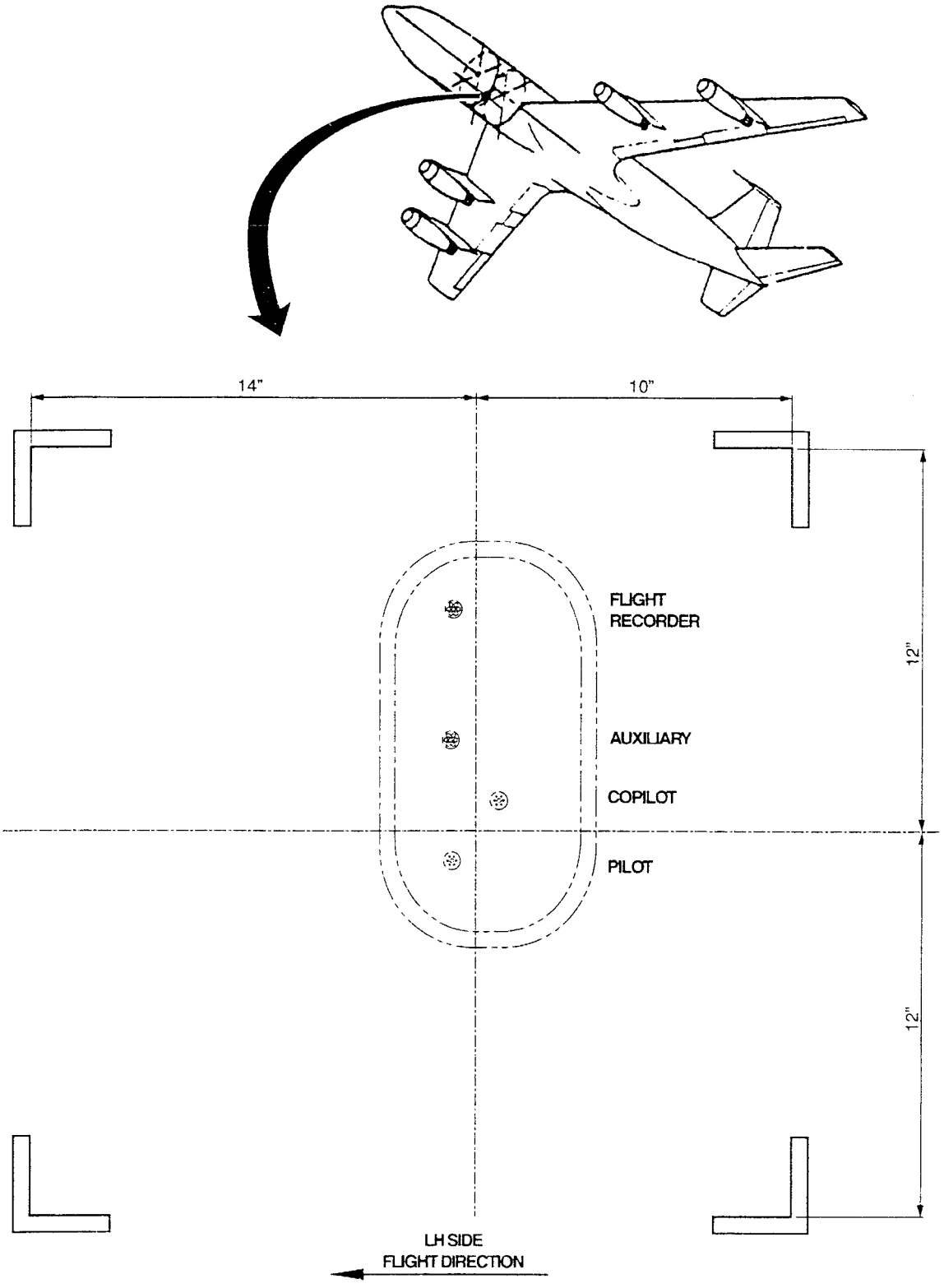

RVSM Critical Area (LH Side Shown)
Fig. 1