



sabena [®] B707	Module: LWR FUS / EMPENA	A/C Reg :	Check :	 21F2000507
	Oper. : RT-MP LC			
	Type : MEC-INSP	Issuer : A59513	Cert.St.: 45379	Page 1 of 6
Spec. : MECH. INSP	Release Date: 11.09.2008			

RH RVSM CRITICAL AREA INSP

Execution / Start Date:	
End Date:	

MAINT	RII/INSP

sabena B707	Module: LWR FUS / EMPENA	A/C Reg :	Check :	 21F2000507 Page 2 of 6
	Oper. : RT-MP LC	Issuer : A59513	Cert.St.: 45379	
	Type : MEC-INSP	Release Date: 11.09.2008		
Spec. : MECH. INSP				

RH RVSM CRITICAL AREA INSP

					MAINT	RII/INSP
Nr.	Hardtime	Task	Spec.	Related Documents		
1.		E3	INS	MMS-328 510500 00200 rev 14/01/08 SRM 53-2-1 rev (Ref. MP)		
Check: C						
Zones: 113						
Access:						
NRC YES <input type="radio"/> NO <input type="radio"/> IF YES, NUMBER(S):						

RH RVSM CRITICAL AREA

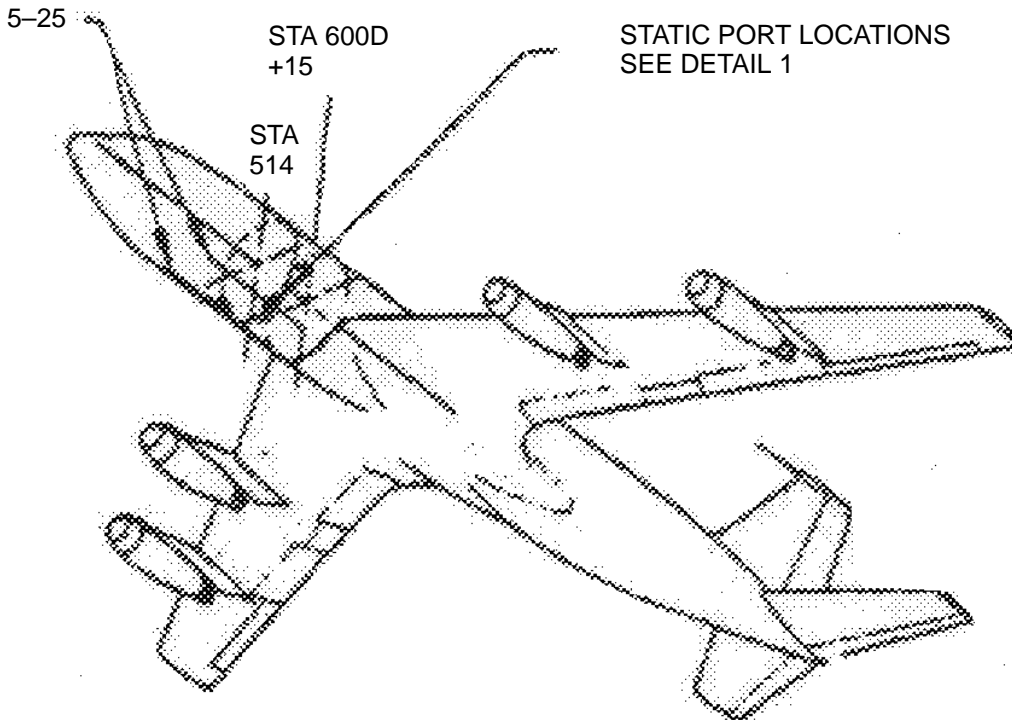
Thorough Visual Detailed Examination:

RH 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.

NOTE: For LX-20000 & LX-20199 only protruding head rivets currently installed on fuselage skin lap joints at S25 RH side in the static port critical area are allowed & not a cause for flight rejection.



RVSM STATIC PORT CRITICAL ZONES DETERMINATION & DAMAGE LIMITATIONS

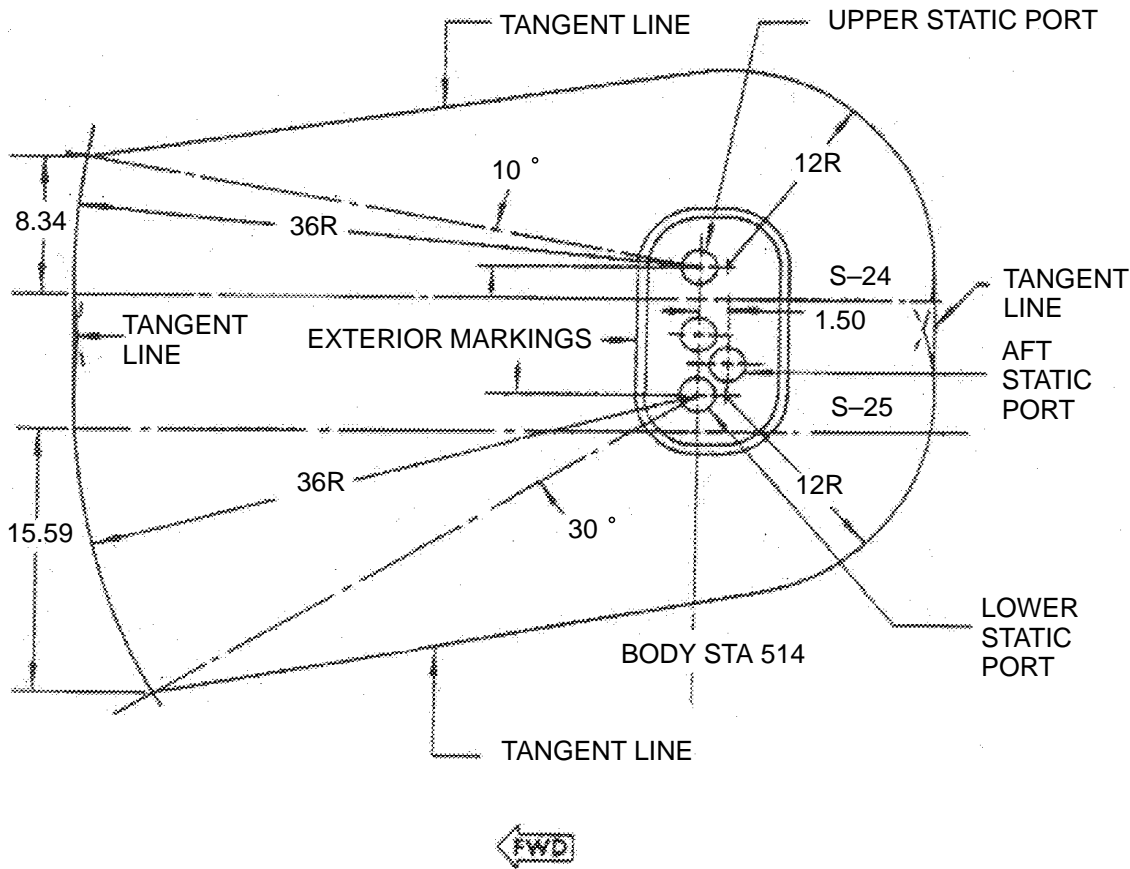
RH RVSM CRITICAL AREA INSP

sabena B707	Module: LWR FUS / EMPENA	A/C Reg :	Check :	 21F2000507 Page 3 of 6
	Oper. : RT-MP LC	Issuer : A59513	Cert.St.: 45379	
	Type : MEC-INSP	Release Date: 11.09.2008		
Spec. : MECH. INSP				


RH RVSM CRITICAL AREA INSP

- 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, nonflush 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

MAINT RII/INSP



DETAIL 1 : CRITICAL AREA FOR 4 PORT INSTALLATION

sabena B707	Module: LWR FUS / EMPENA	A/C Reg :	Check :	 21F2000507
	Oper. : RT-MP LC			
	Type : MEC-INSP	Issuer : A59513	Cert.St.: 45379	
Spec. : MECH. INSP	Release Date: 11.09.2008			

RH RVSM CRITICAL AREA INSP

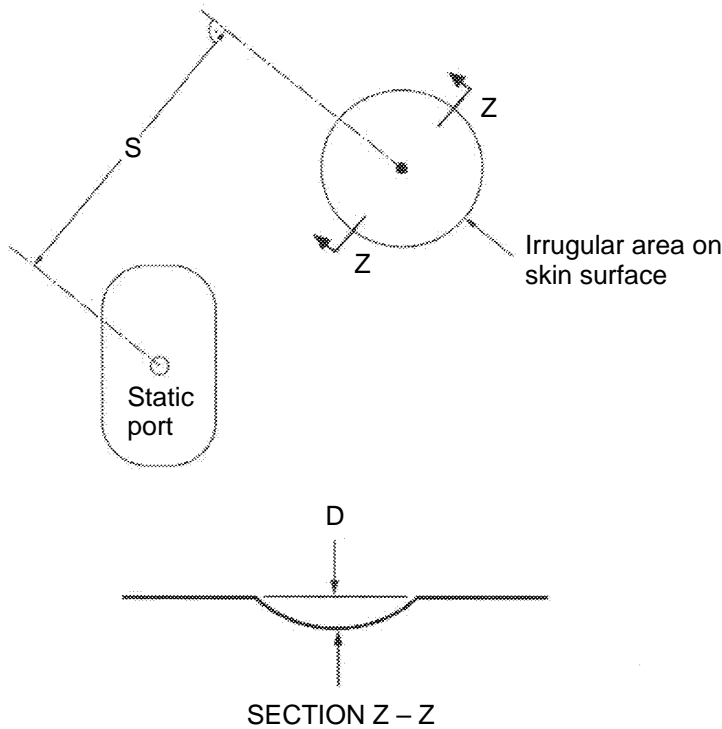
Irregularity Determination

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

1. The kind of shape, such as
 - a) A round contour with a roughy 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



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**

sabena B707	Module: LWR FUS / EMPENA	A/C Reg :	Check :	
	Oper. : RT-MP LC			
	Type : MEC-INSP	Issuer : A59513	Cert.St.: 45379	21F2000507
	Spec. : MECH. INSP	Release Date: 11.09.2008		Page 5 of 6

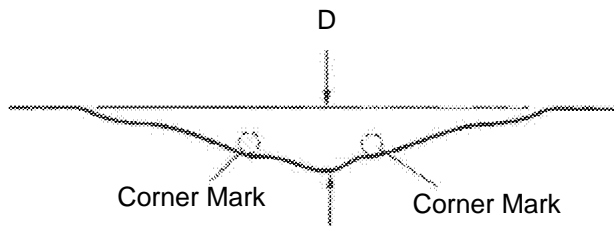
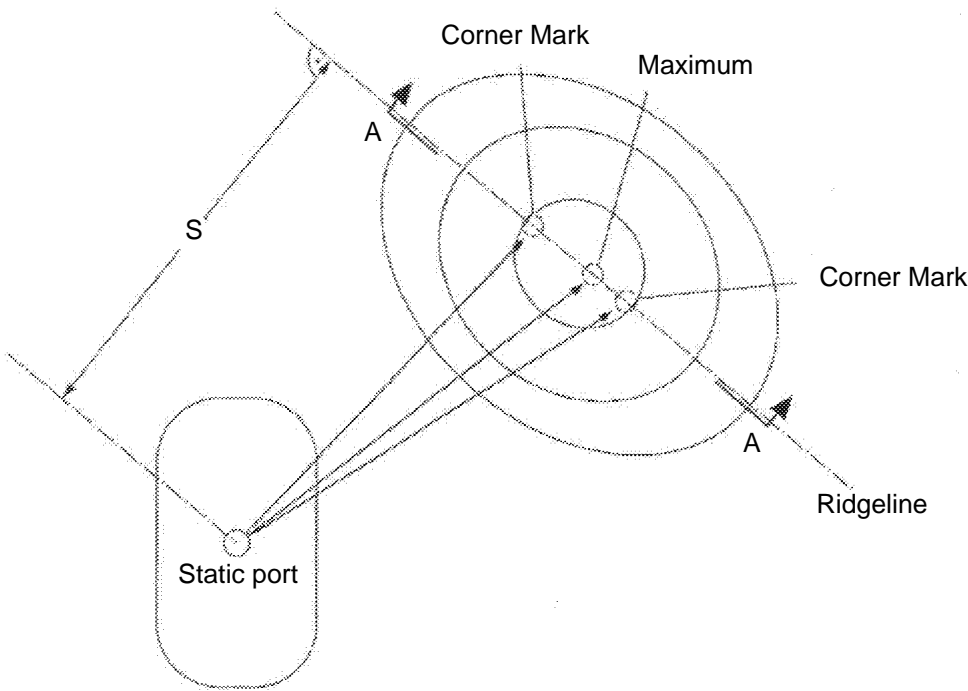
RH RVSM CRITICAL AREA INSP

For case b)

2. The high / depth values of some prominent points on the irregularities ridge/groove line must be plotted 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.



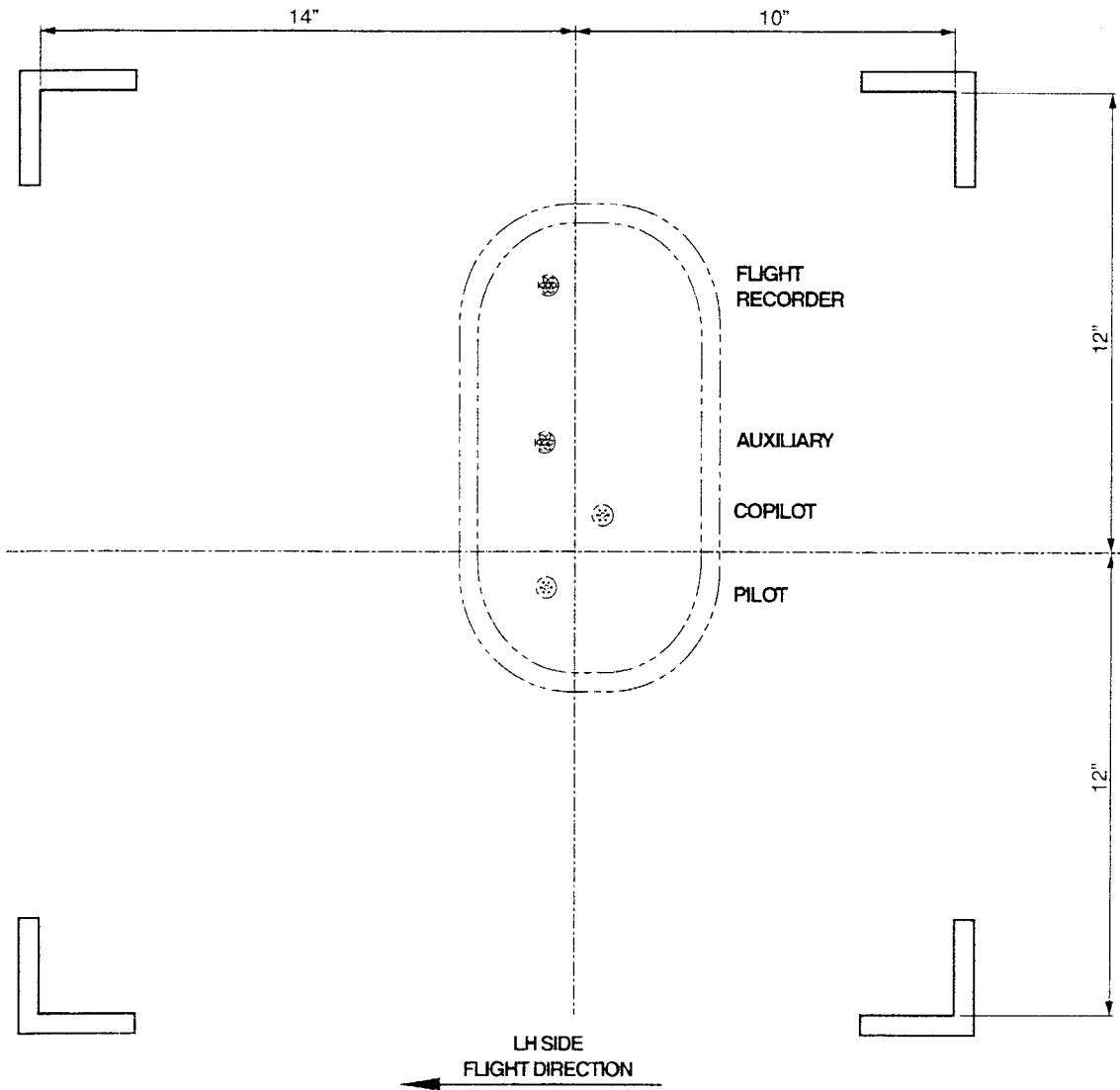
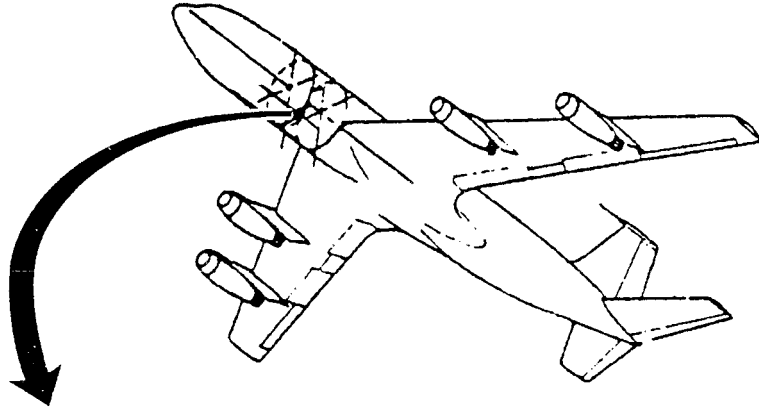
D = Maximum depth or height of irregularity

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**

sabena B707	Module: LWR FUS / EMPENA	A/C Reg :	Check :	
	Oper. : RT-MP LC			
	Type : MEC-INSP	Issuer : A59513	Cert.St.: 45379	21F2000507
	Spec. : MECH. INSP	Release Date: 11.09.2008		Page 6 of 6

RH RVSM CRITICAL AREA INSP



RVSM Critical Area (LH Side Shown)
Fig. 1

MAINT	RII/INSP

RH RVSM CRITICAL AREA INSP