



sabena [®] B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G2000003
	Oper. : NRT			
	Type : MODIF	Issuer : A59513	Cert.St.: 46928	
Spec. : MECH. INSP	Release Date: 18.12.2007		Page 1 of 27	

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COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

		MAINT	RII/INSP
Execution / Start Date:			
End Date:			

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DFW 56-002 rev 23/11/2007 COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

					MAINT	RII/INSP
Nr.	Hardtime	Task	Spec.	Related Documents		
1.			INS	DFW B707-56-002 rev 23/11/2007		
Check:						
Zones:						
Access:						
NRC YES <input type="radio"/> NO <input type="radio"/>		IF YES, NUMBER(S):				

Important notes: 1. If a window replacement is required due to inspection findings the preferred PN to be installed can be found in table below.
2. If preferred PN is not available for installation refer to IPC 56-01.

PN / SPECIFICATION	QTY	NAME	NOTES
5-89355-77	1	Windshield assembly Nr.2, Pane, LH side	(a)
5-89355-78	1	Windshield assembly Nr.2, Pane, RH side	(a)
5-89357-33	1	Window assembly Nr.4, Pane, LH side	(a)
5-89357-34	1	Window assembly Nr.4, Pane, RH side	(a)
5-89358-41	1	Window assembly Nr.5, Pane, LH side	(a)
5-89358-42	1	Window assembly Nr.5, Pane, RH side	(a)

(a) This is the preferred replacement PN fro the window pane assembly. Existing interchangeability & intermixability of window pane assemblies remain unaffected.

Perform close visual Inspection of both (LH & RH) Number 2 , number 4 & number 5 window law Section 3 – Accomplishment Instructions of Alert SB 3526.

1. Flight deck number 2 window inspection

WINDOW NR.2 LH SIDE

WINDOW NR.2 RH SIDE


WARNING: REMOVE POWER FROM THE WINDOW HEAT SYSTEM BEFORE INSPECTING THE WINDOW. IF WINDOW POWER IS ON, AN ELECTRICAL SHOCK CAN OCCUR WHEN THE WINDOW IS TOUCHED. AN ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.

- a. Make sure that power is OFF to the window heating system.
- b. Do an Internal & External Detailed Inspection of LH side & RH side flight deck number 2 window for cracking & damage as given in Figure 1.

NOTE: Color photographs of typical flight deck number 2 window damage can be found in Fleet Team Digest Article 707-FTD-56-05001. This article can be accessed through the MyBoeingFleet web-site, or you may obtain copies from your local Boeing Field Service office.

1) If any of the following conditions are found, do Alert SB 3526 Part 4 – Flight Deck Number 2 Window replacement:

- a) The window has a vinyl interlayer crack the runs along the parallel to the long edges of the metal insert.

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<p>NOTE: Cylindrical cracking in vinyl interlayer at the holes in the metal insert is acceptable & not cause for window replacement (See view B-B, Fig.1).</p> <p>b) The window has a vinyl interlayer crack in the forward upper corner that exceeds the limits in Figure 1.</p> <p>c) The window has any non-clear damage which impairs inspection of the above types of damage.</p> <p>NOTE: White or yellow discoloration & cracking of the urethane interlayer is considered to be acceptable, as long as the pilot's vision is not obscured & inspection for other damage is not impaired. This should not be confused with cracking in the vinyl interlayer.</p> <p>2. PART 2 – Flight deck number 4 window inspection</p>		
<u>WINDOW NR.4 LH SIDE</u>		
<u>WINDOW NR.4 RH SIDE</u>		
<p>WARNING: REMOVE POWER FROM THE WINDOW HEAT SYSTEM BEFORE INSPECTING THE WINDOW. IF WINDOW POWER IS ON, AN ELECTRICAL SHOCK CAN OCCUR WHEN THE WINDOW IS TOUCHED. AN ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.</p> <p>a. Make sure that power is OFF to the window heating system.</p> <p>b. Do an Internal & External Detailed Inspection of LH side & RH side flight deck number 4 window for cracking & damage as given in Figure 2.</p> <p>NOTE: Color photographs of typical flight deck number 4 window damage can be found in Fleet Team Digest Article 707-FTD-56-05001. This article can be accessed through the MyBoeingFleet web-site, or you may obtain copies from your local Boeing Field Service office.</p> <p>1) If any of the following conditions are found, do Alert SB 3526 Part 5 – Flight Deck Number 4 Window replacement:</p> <p>a) The window has a crack in any structural vinyl interlayer.</p> <p>b) The window has vinyl separation.</p> <p>c) The window has a crack in the structural inner glass pane.</p> <p>NOTE: White or yellow discoloration & cracking in this layer of the urethane interlayer is considered to be acceptable, as long as the pilot's vision is not obscured & should not be confused with cracking in the vinyl interlayer.</p> <p>d) The window has a peel type chip in the structural inner glass pane.</p> <p>e) The window shows evidence of electrical arcing.</p> <p>f) The window has any non-clear damage which impairs inspection of the above types of damage.</p> <p>NOTE: White or yellow discoloration & cracking of the urethane interlayer is considered to be acceptable, as long as the pilot's vision is not obscured & inspection for other damage is not impaired. This should not be confused with cracking in the vinyl interlayer.</p>		

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	MAINT	RII/INSP
3. PART 3 – Flight deck number 5 window inspection		
<u>WINDOW NR.5 LH SIDE</u>		
<u>WINDOW NR.5 RH SIDE</u>		
<u>WARNING:</u> REMOVE POWER FROM THE WINDOW HEAT SYSTEM BEFORE INSPECTING THE WINDOW. IF WINDOW POWER IS ON, AN ELECTRICAL SHOCK CAN OCCUR WHEN THE WINDOW IS TOUCHED. AN ELECTRICAL SHOCK CAN CAUSE INJURIES TO PERSONNEL.		
a. Make sure that power is OFF to the window heating system.		
b. Do an Internal & External Detailed Inspection of LH side & RH side flight deck number 5 window for cracking & damage as given in Figure 3.		
<u>NOTE:</u> Color photographs of typical flight deck number 5 window damage can be found in Fleet Team Digest Article 707-FTD-56-05001. This article can be accessed through the MyBoeingFleet web-site, or you may obtain copies from your local Boeing Field Service office.		
1) If any of the following conditions are found, do Alert SB 3526 Part 6 – Flight Deck Number 5 Window replacement:		
a) The window has a crack in the structural vinyl interlayer.		
b) The window has vinyl separation.		
c) The window has a chip with a depth of more than 0.015 inches on the inner surface of the structural inner glass pane.		
d) The window has a peel type chip in the structural inner glass pane.		
<u>NOTE:</u> A peel chip is found inside the window on the structural inner glass pane.		
e) The window has a V type chip on the inner surface of the structural inner glass pane.		
f) The window shows evidence of electrical arcing.		
g) The window has any non-clear damage which impairs inspection of the above types of damage.		
<u>NOTE:</u> White or yellow discoloration & cracking of the urethane interlayer is considered to be acceptable, as long as the pilot's vision is not obscured & inspection for other damage is not impaired. This should not be confused with cracking in the vinyl interlayer.		
<u>CAUTION:</u> Obey all of the warnings & cautions given in the specified manual sections.		
4. Restore power to the window heating system.		
5. Report findings for LH & RH windows number 2, number 4 & number 5.		

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COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

MAINT	RII/INSP
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FIGURE 1: FLIGHT DECK NUMBER 2 WINDOW - INTERNAL AND EXTERNAL INSPECTION

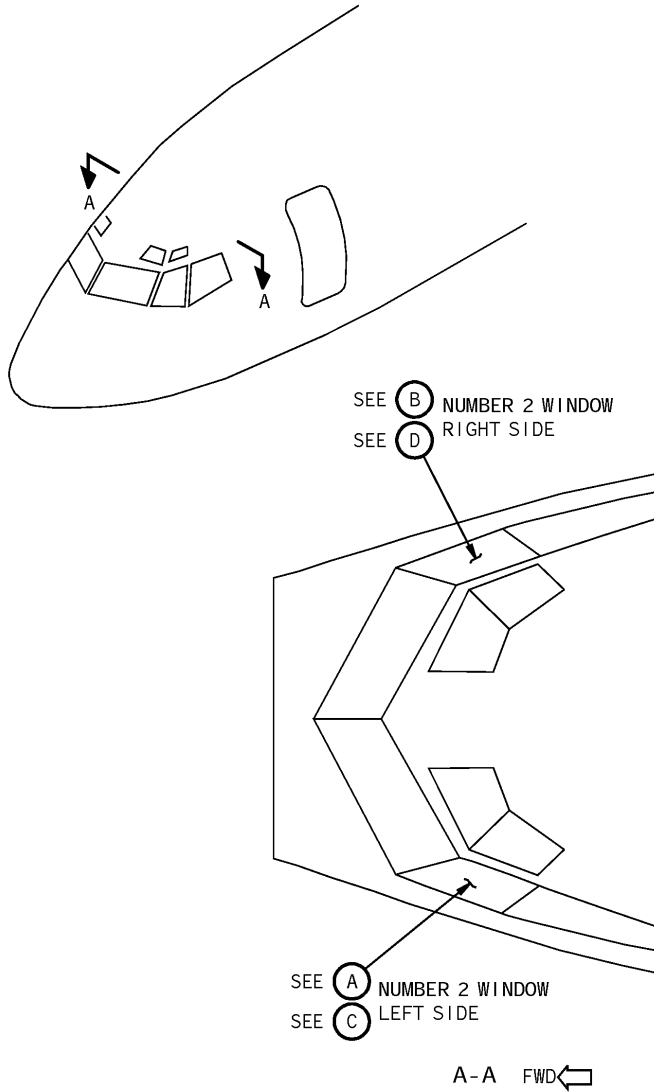



FIGURE 1: FLIGHT DECK NUMBER 2 WINDOW - INTERNAL AND EXTERNAL INSPECTION
 June 04, 2007 (SHEET 1 OF 6)

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G2000003 Page 6 of 27
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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

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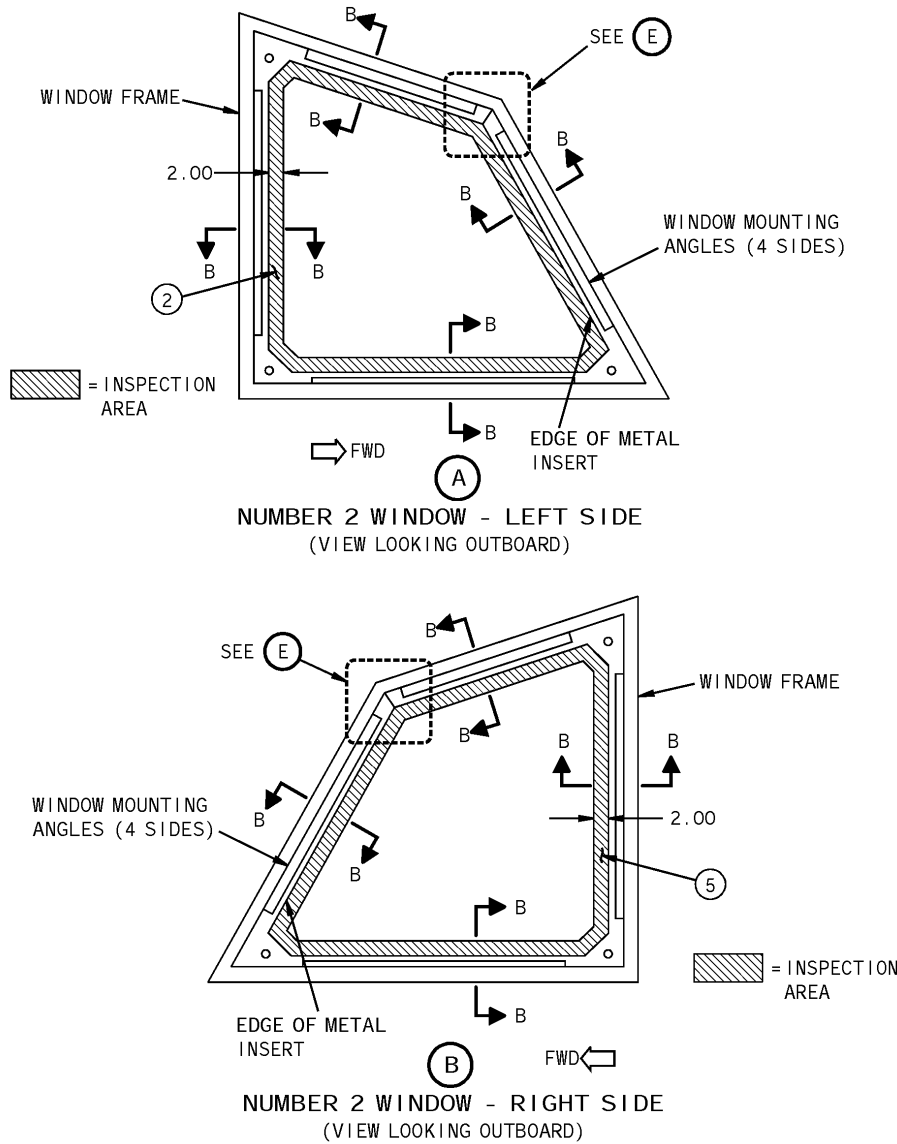



FIGURE 1: FLIGHT DECK NUMBER 2 WINDOW - INTERNAL AND EXTERNAL INSPECTION
June 04, 2007 (SHEET 2 OF 6)

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G2000003
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MAINT	RII/INSP
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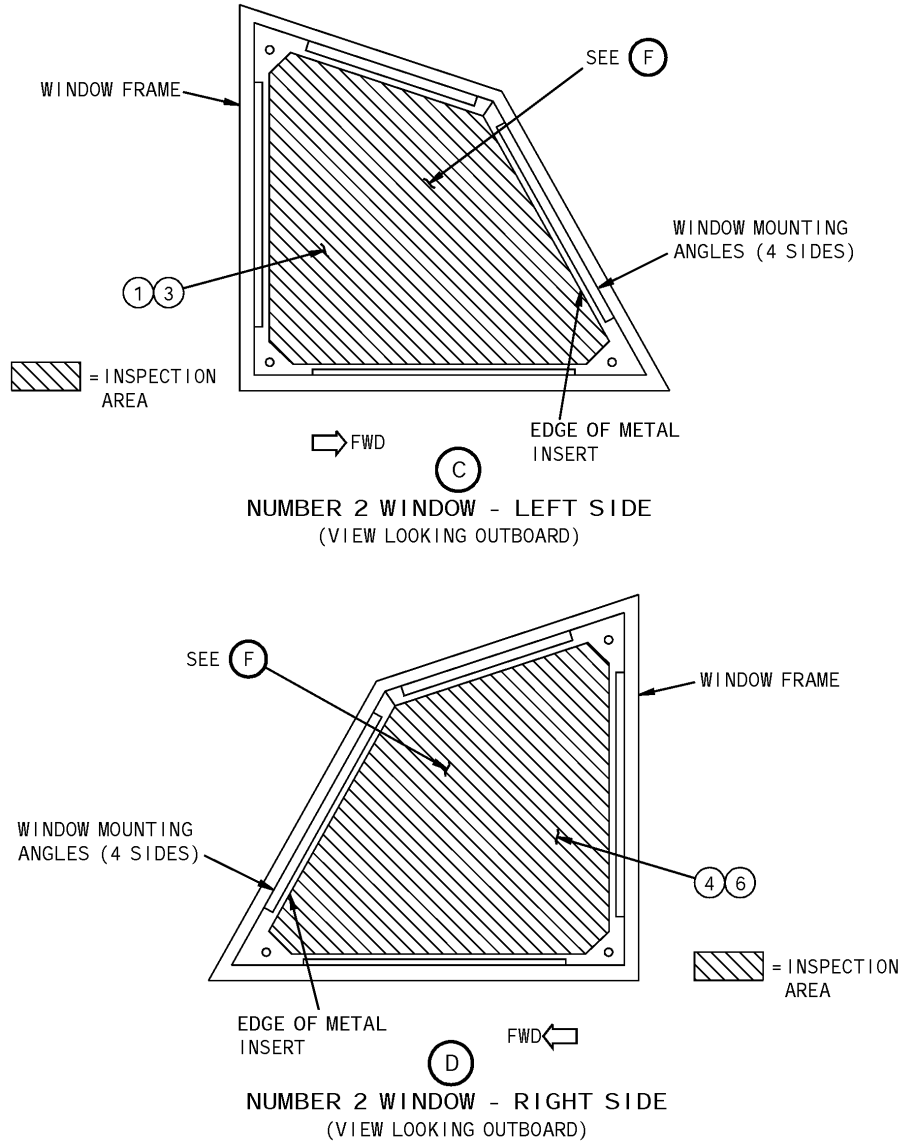

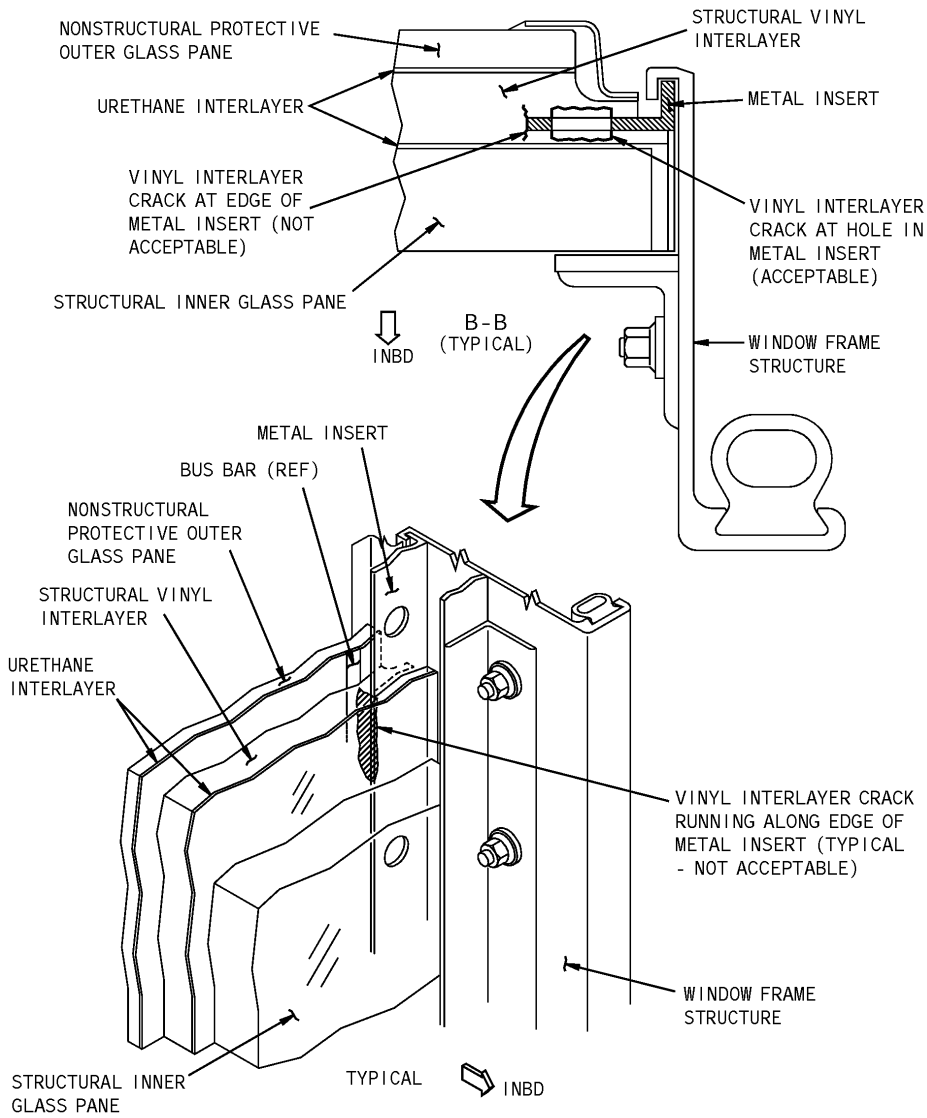


FIGURE 1: FLIGHT DECK NUMBER 2 WINDOW - INTERNAL AND EXTERNAL INSPECTION
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sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G2000003
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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION




MAINT RII/INSP

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FIGURE 1: FLIGHT DECK NUMBER 2 WINDOW - INTERNAL AND EXTERNAL INSPECTION
(SHEET 4 OF 6)

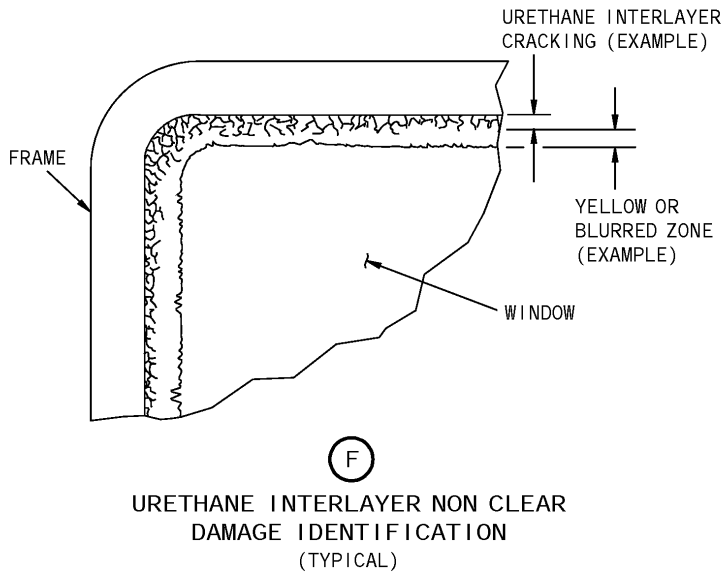
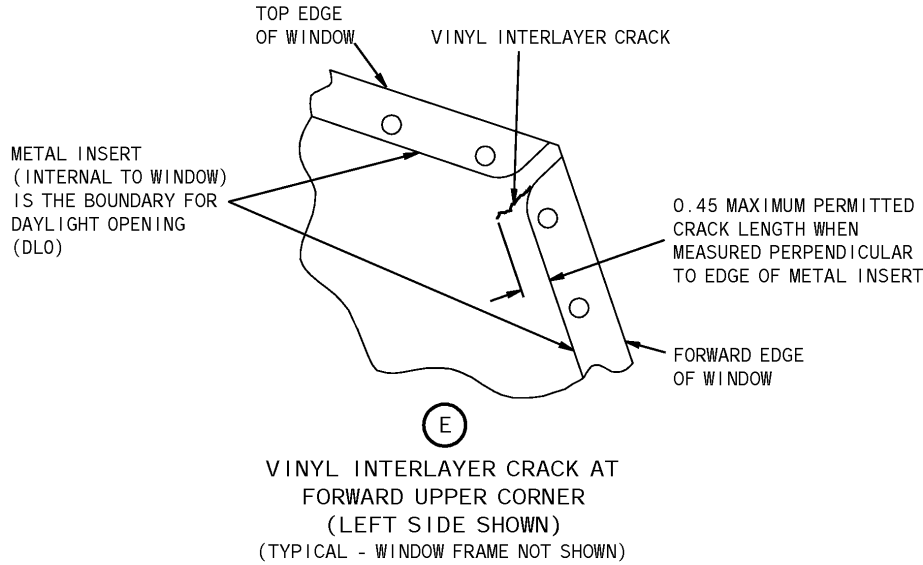
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sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003 Page 9 of 27
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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

MAINT	RII/INSP
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FIGURE 1: FLIGHT DECK NUMBER 2 WINDOW - INTERNAL AND EXTERNAL INSPECTION
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sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	
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COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	QTY	MORE DATA
1	Inspect	Non-Structural Protective Outer Glass Pane - Left Side	1	(a)
		Urethane Interlayer - Left Side	2	(a) (b)
2	Inspect	Structural Vinyl Interlayer - Left Side	1	(b) (c)
3	Inspect	Structural Vinyl Interlayer - Left Side	1	(b)
4	Inspect	Non-Structural Protective Outer Glass Pane - Right Side	1	(a)
		Urethane Interlayer - Right Side	2	(a) (b)
5	Inspect	Structural Vinyl Interlayer - Right Side	1	(b) (c)
6	Inspect	Structural Vinyl Interlayer - Right Side	1	(b)

(a) Do an Internal and External Detailed Inspection for non clear damage which prevents inspection of the vinyl interlayer for cracking.

(b) White or yellow discoloration and cracking of the urethane interlayer is considered to be acceptable, as long as the pilot's vision is not obscured and should not be confused with cracking in the vinyl interlayer.


(c) Do an Internal and External Detailed Inspection for cracking around the edge of the metal insert. Cracking usually appears as thick or broken lines perpendicular to the surface of the window panes. In severe cases the vinyl interlayer can appear to stretch or separate at a crack along the metal insert.

MAINT **RII/INSP**

FIGURE 1: FLIGHT DECK NUMBER 2 WINDOW - INTERNAL AND EXTERNAL INSPECTION

June 04, 2007

(SHEET 6 OF 6)

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G2000003
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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

MAINT	RII/INSP
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FIGURE 2: FLIGHT DECK NUMBER 4 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION

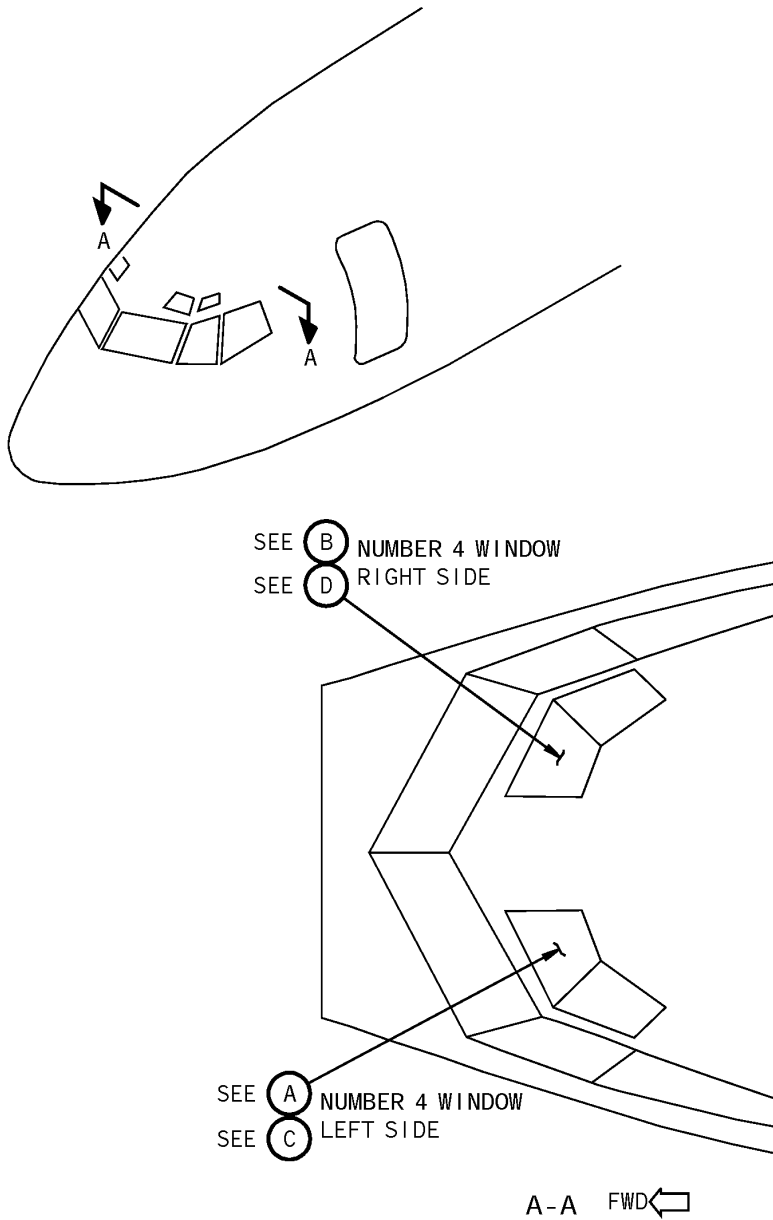



FIGURE 2: FLIGHT DECK NUMBER 4 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
 June 04, 2007 (SHEET 1 OF 7)

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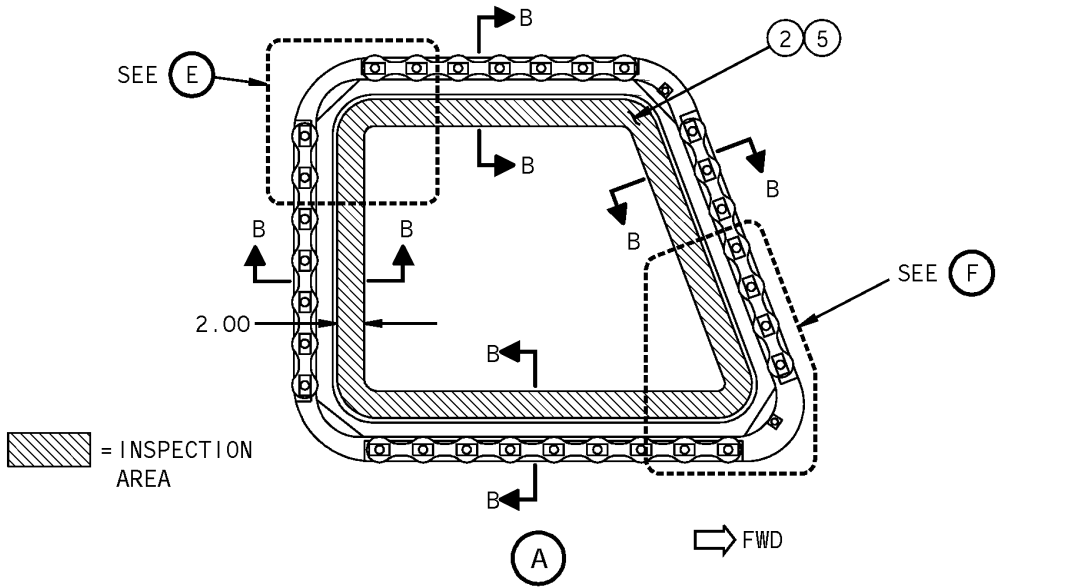
COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003 Page 12 of 27
	Oper. : NRT	Issuer : A59513	Cert.St.: 46928	
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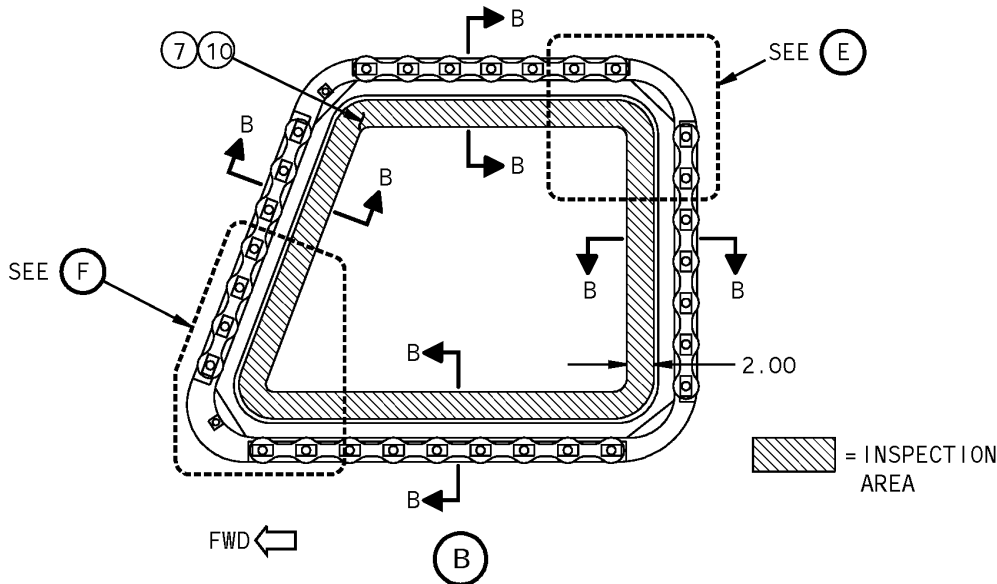
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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

MAINT	RII/INSP
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NUMBER 4 WINDOW - LEFT SIDE
(VIEW LOOKING OUTBOARD)




NUMBER 4 WINDOW - RIGHT SIDE
(VIEW LOOKING OUTBOARD)

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FIGURE 2: FLIGHT DECK NUMBER 4 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
(SHEET 2 OF 7)

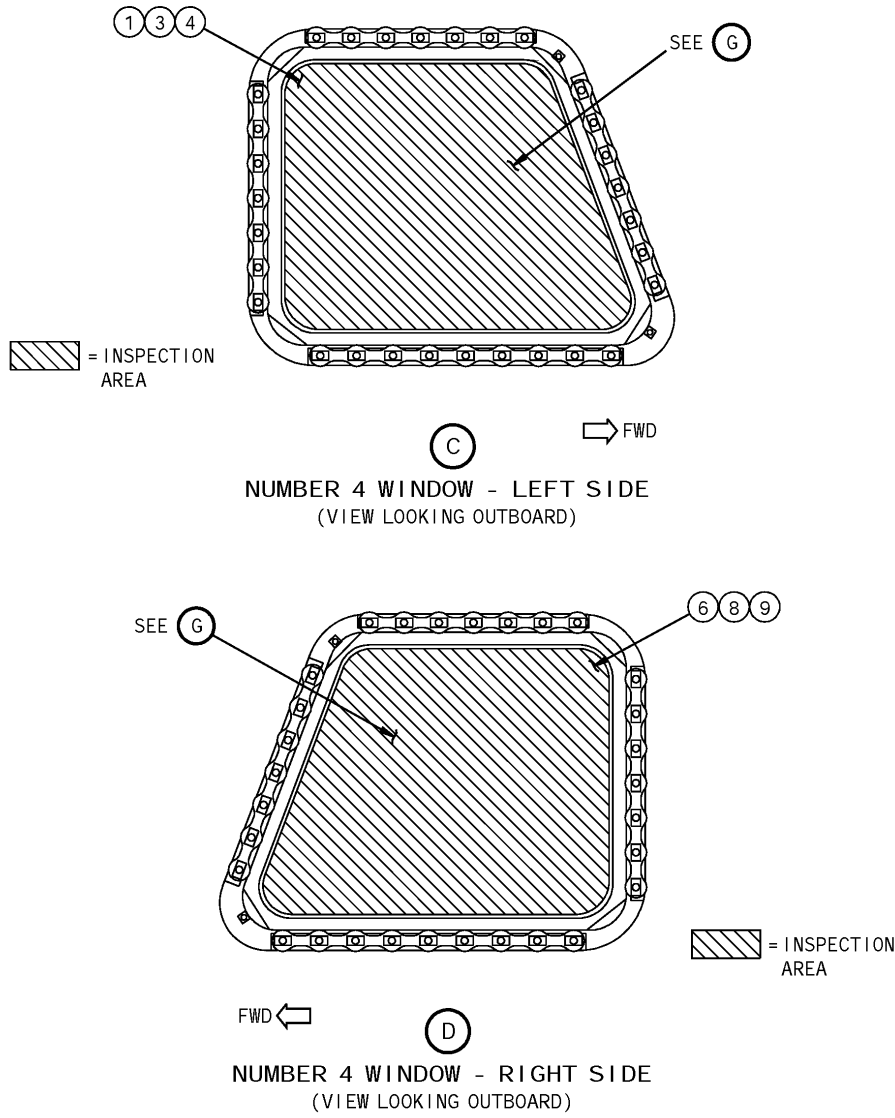
June 04, 2007

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003
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MAINT	RII/INSP
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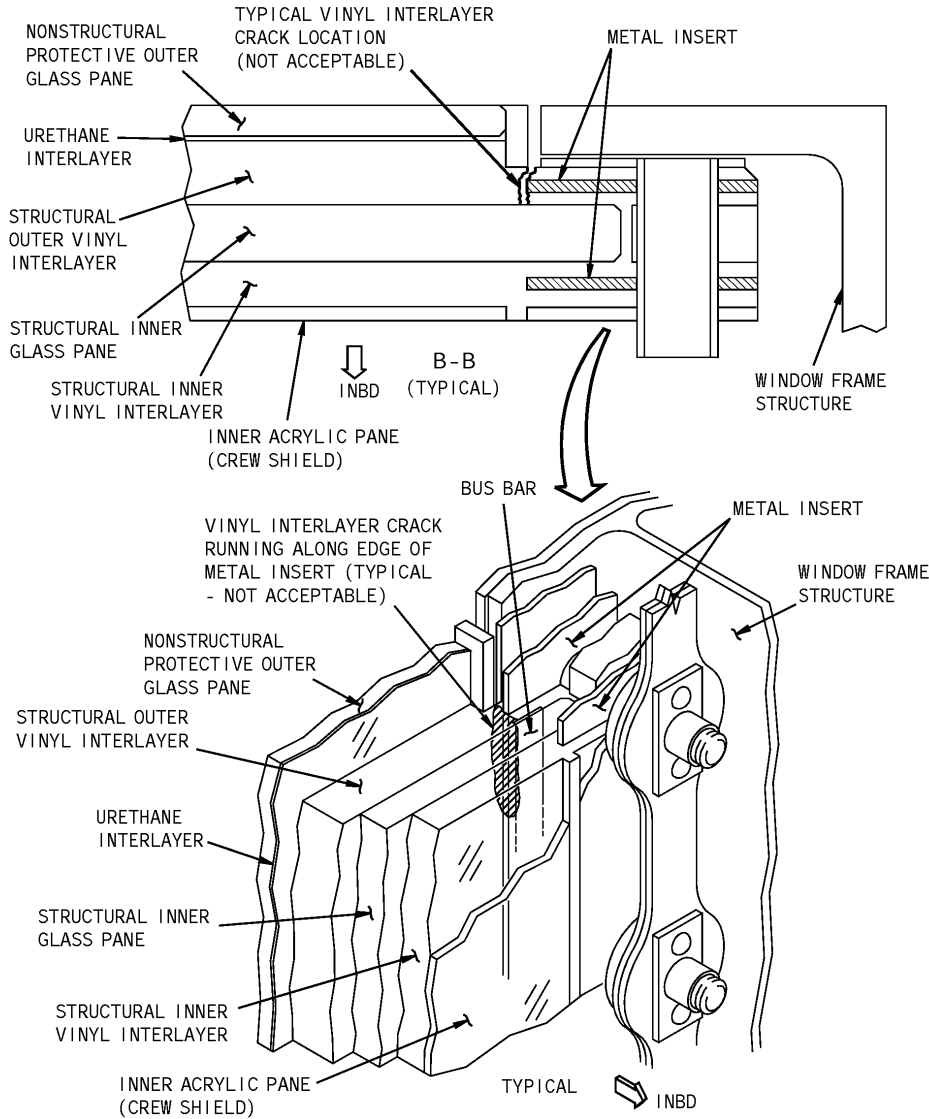
1310808

FIGURE 2: FLIGHT DECK NUMBER 4 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
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sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003 Page 14 of 27
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FIGURE 2: FLIGHT DECK NUMBER 4 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
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sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003
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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

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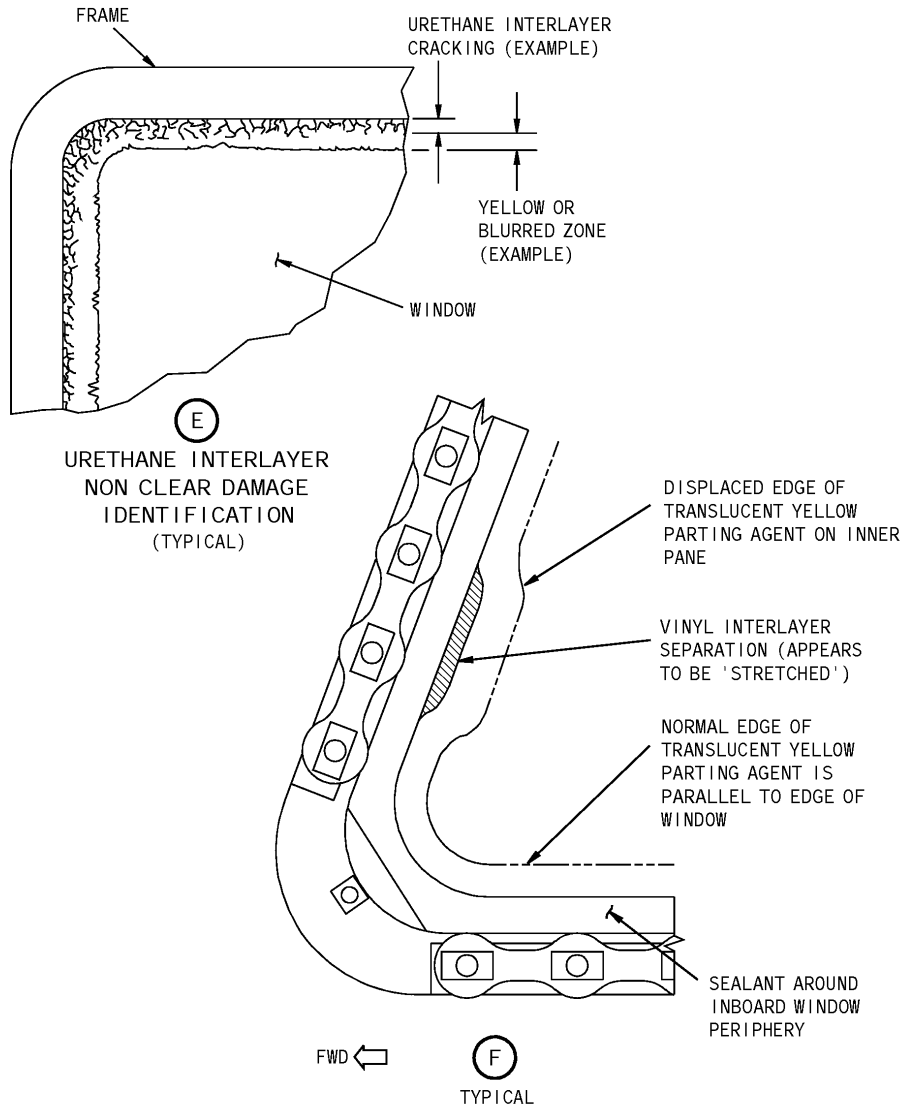



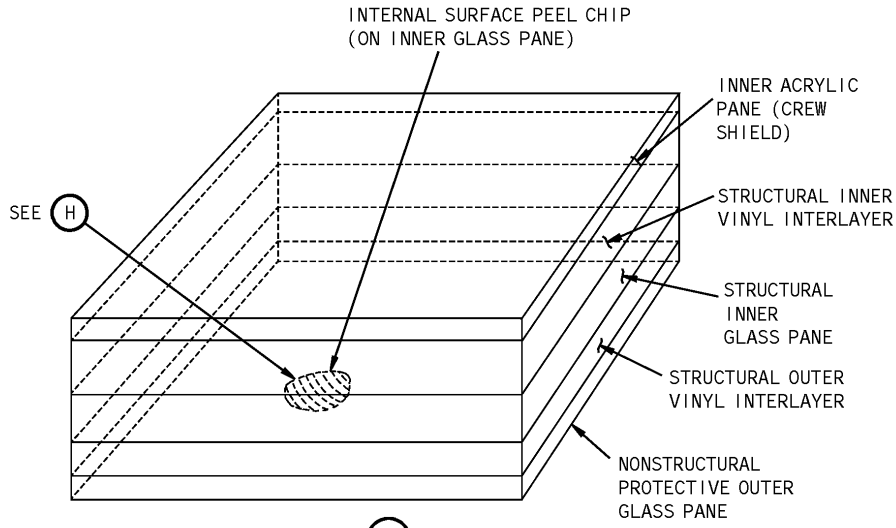
FIGURE 2: FLIGHT DECK NUMBER 4 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
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sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003
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WINDOW STRUCTURAL INNER GLASS PANE PEEL CHIP IDENTIFICATION

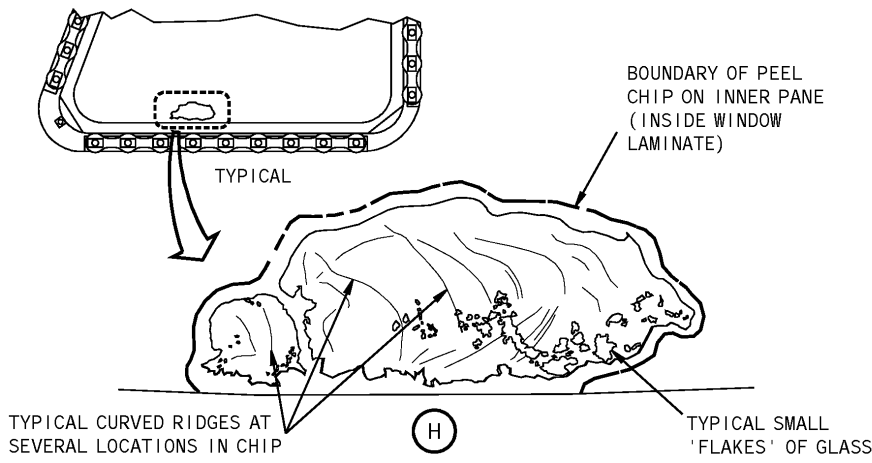



FIGURE 2: FLIGHT DECK NUMBER 4 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	QTY	MORE DATA
1	Inspect	Non Structural Protective Outer Glass Pane - Left Side	1	(a)
		Urethane Interlayer - Left Side	2	(a) (b)
2	Inspect	Structural Vinyl Interlayer - Left Side	2	(b) (c)
3	Inspect	Structural Vinyl Interlayer - Left Side	2	(b) (d)
4	Inspect	Structural Inner Glass Pane - Left Side	1	(e)
5	Inspect	Bus Bar - Left Side	1	(f)
		Structural Vinyl Interlayer - Left Side	2	
		Non Structural Protective Outer Glass Pane - Left Side	1	
6	Inspect	Non Structural Protective Outer Glass Pane - Right Side	1	(a)
		Urethane Interlayer - Right Side	2	(a) (b)
7	Inspect	Structural Vinyl Interlayer - Right Side	2	(b) (c)
8	Inspect	Structural Vinyl Interlayer - Right Side	2	(b) (d)
9	Inspect	Structural Inner Glass Pane - Right Side	1	(e)
10	Inspect	Bus Bar - Right Side	1	(f)
		Structural Vinyl Interlayer - Right Side	2	
		Non Structural Protective Outer Glass Pane - Right Side	1	

(a) Do an Internal and External Detailed Inspection for non clear damage which impair inspection of other types of damage such as a vinyl interlayer cracking, a window pane chip or arcing.

(b) White or yellow discoloration and cracking of the urethane interlayer is considered to be acceptable, as long as the pilot's vision is not obscured and inspection for other damage is not impaired. This should not be confused with cracking in the vinyl interlayer.


(c) Do an Internal and External Detailed Inspection for cracking around the edge of the metal insert. Cracking usually appears as thick or broken lines perpendicular to the window panes. In severe cases the vinyl interlayer can appear to stretch or separate at a crack along the metal insert (vinyl separation.).

(d) Do an Internal and External Detailed Inspection for cracking. Cracking usually appears as thick or broken lines perpendicular to the surface of the window panes.

(e) Do an Internal and External Detailed Inspection for cracking and chipping of the structural inner glass pane. A crack will appear as a smooth fissure perpendicular to the surface. A Peel type chip will have circular or curved periphery with many fine hairlines or ridges that follows the outline of the outer edge and degenerate toward the center or deepest point of the chip, similar to a clamshell.

(f) Do an Internal and External Detailed Inspection for evidence of arcing. Arcing usually occurs near the window bus bars and will cause dark brown or black burn marks on the bus bar and the interlayer. Small bubbles in the interlayer can be visible at the arc location.

FIGURE 2: FLIGHT DECK NUMBER 4 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
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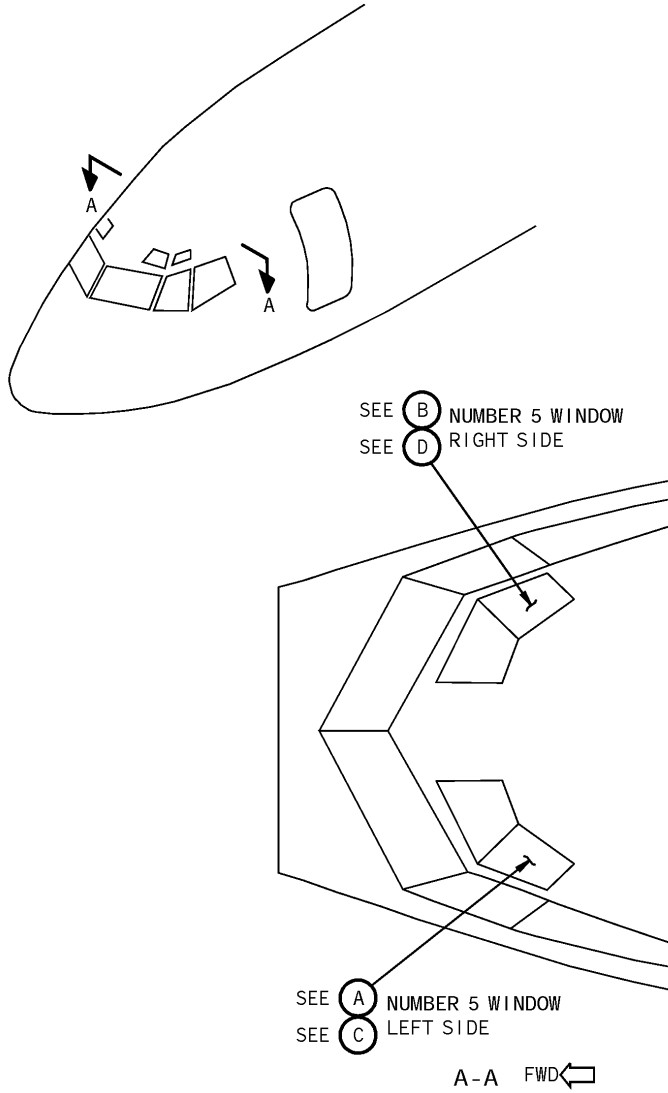
sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G2000003
	Oper. : NRT			
	Type : MODIF	Issuer : A59513	Cert.St.: 46928	
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MAINT	RII/INSP
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FIGURE 3: FLIGHT DECK NUMBER 5 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION




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FIGURE 3: FLIGHT DECK NUMBER 5 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
June 04, 2007 (SHEET 1 OF 7)

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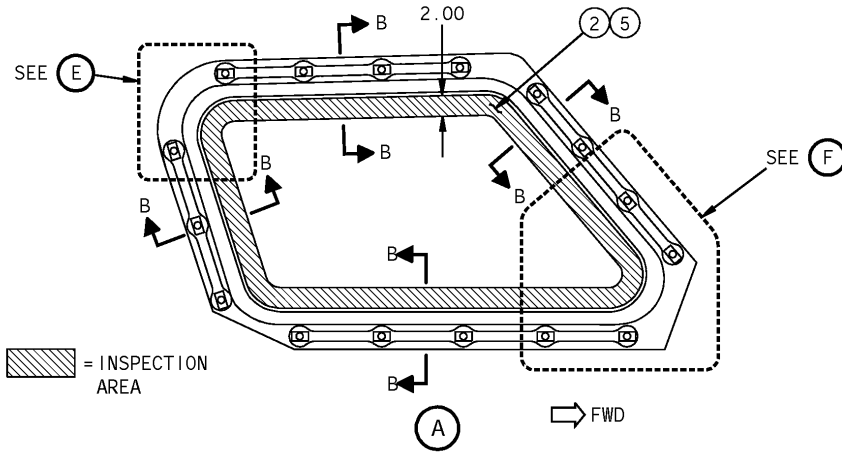
COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003
	Oper. : NRT	Issuer : A59513	Cert.St.: 46928	
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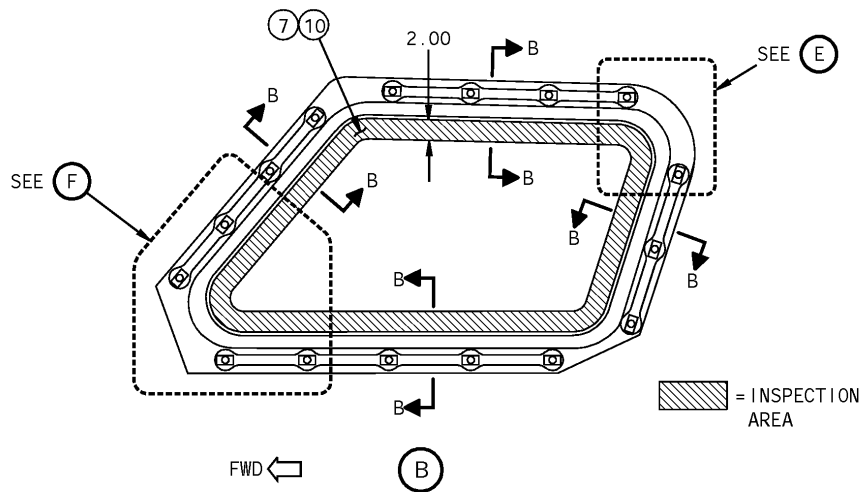
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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

MAINT	RII/INSP
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NUMBER 5 WINDOW - LEFT SIDE
(VIEW LOOKING OUTBOARD)



NUMBER 5 WINDOW - RIGHT SIDE
(VIEW LOOKING OUTBOARD)

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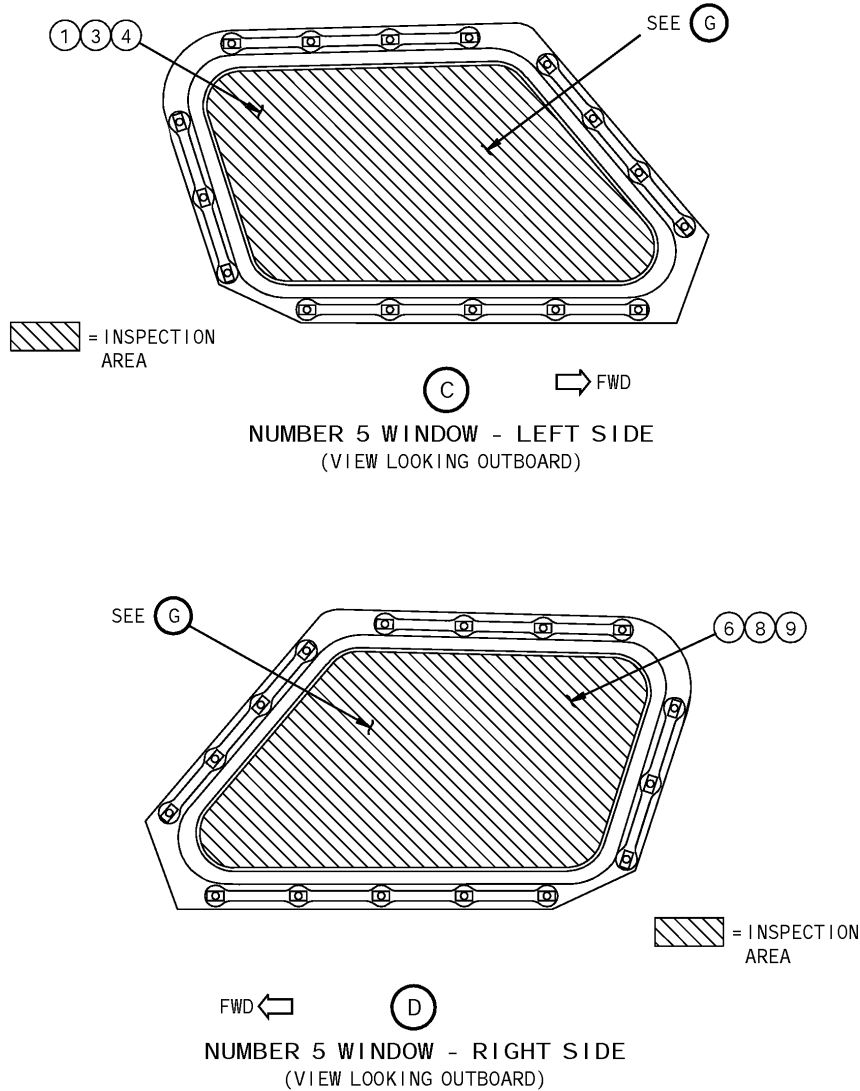
FIGURE 3: FLIGHT DECK NUMBER 5 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
June 04, 2007 (SHEET 2 OF 7)

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003
	Oper. : NRT			
	Type : MODIF	Issuer : A59513	Cert.St.: 46928	Page 20 of 27
Spec. : MECH. INSP	Release Date: 18.12.2007			

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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

MAINT	RII/INSP



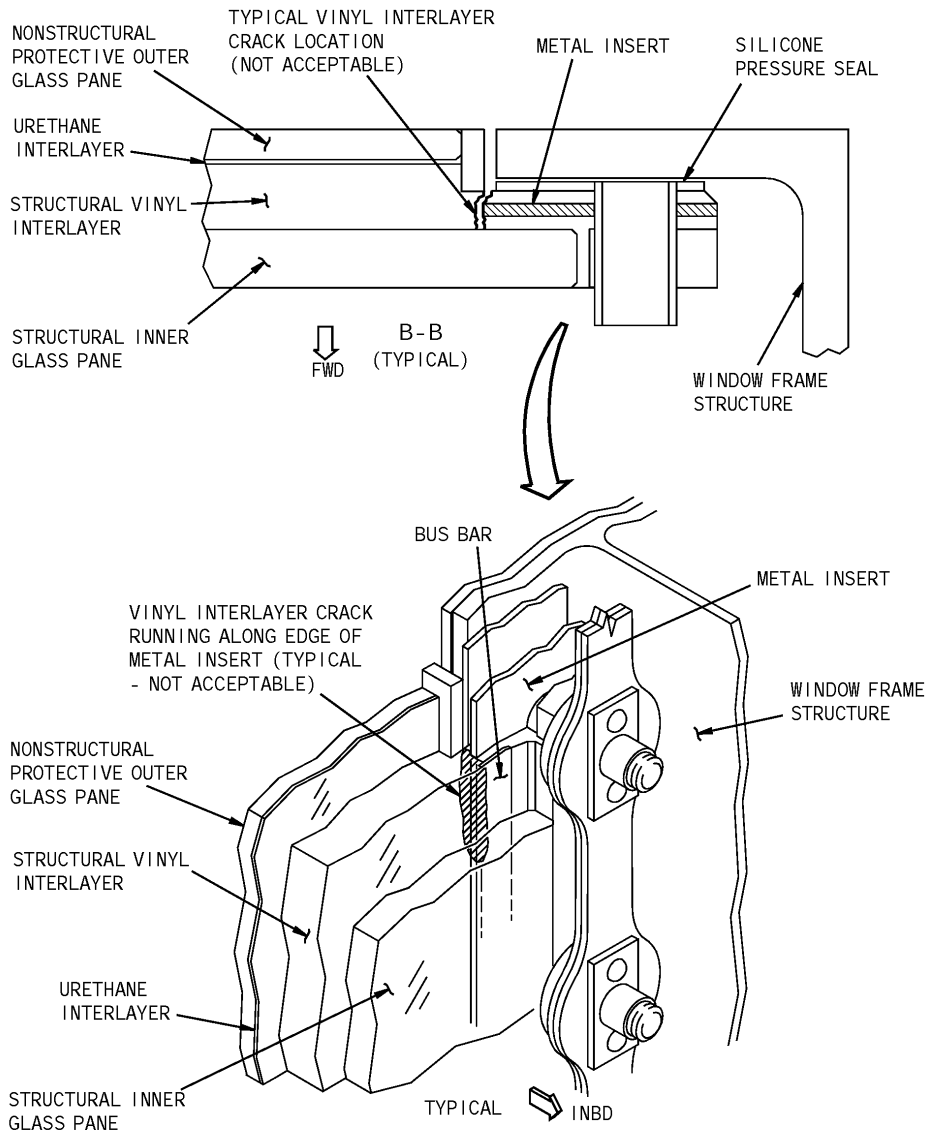
1310818

FIGURE 3: FLIGHT DECK NUMBER 5 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
 June 04, 2007 (SHEET 3 OF 7)

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003
	Oper. : NRT	Issuer : A59513	Cert.St.: 46928	
	Type : MODIF	Spec. : MECH. INSP	Release Date: 18.12.2007	Page 21 of 27

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COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION



MAINT **RII/INSP**

FIGURE 3: FLIGHT DECK NUMBER 5 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
 June 04, 2007 (SHEET 4 OF 7)

1310819

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003 Page 22 of 27
	Oper. : NRT			
	Type : MODIF	Issuer : A59513	Cert.St.: 46928	
	Spec. : MECH. INSP	Release Date: 18.12.2007		

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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

MAINT	RII/INSP
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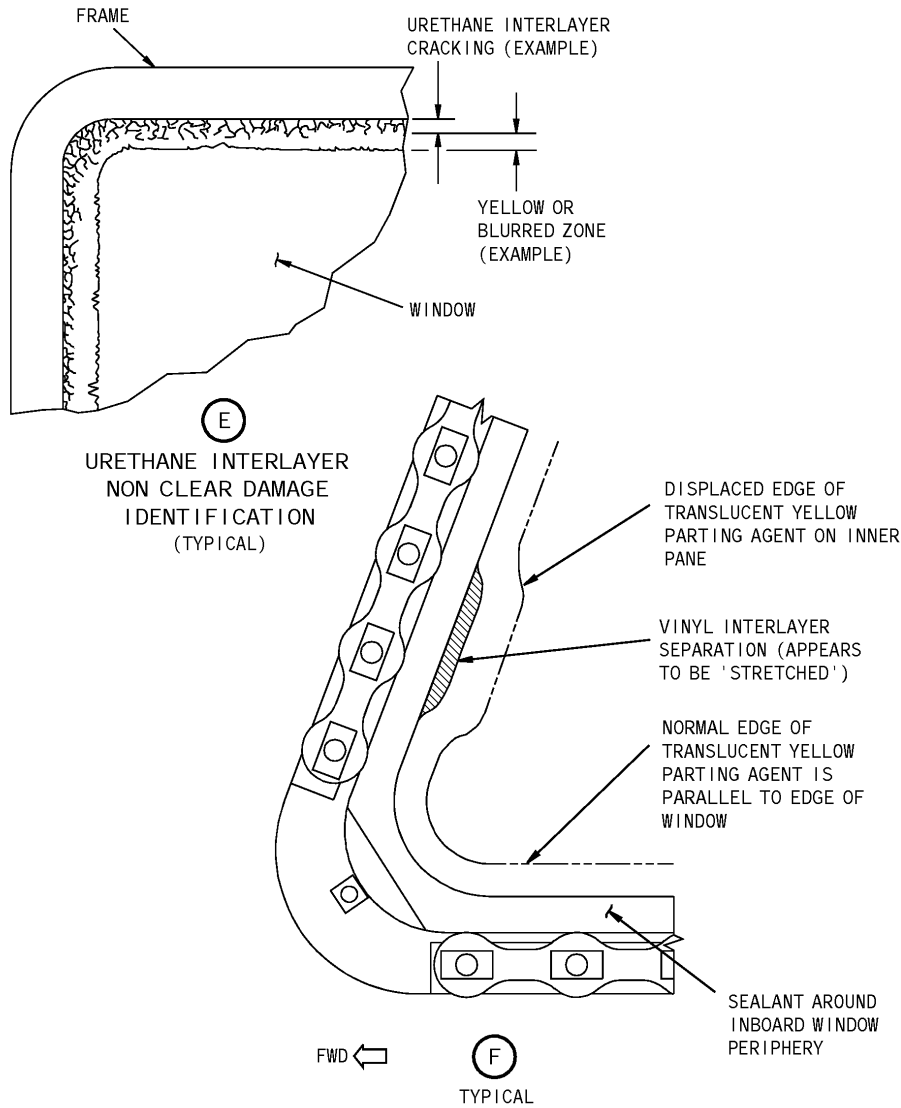



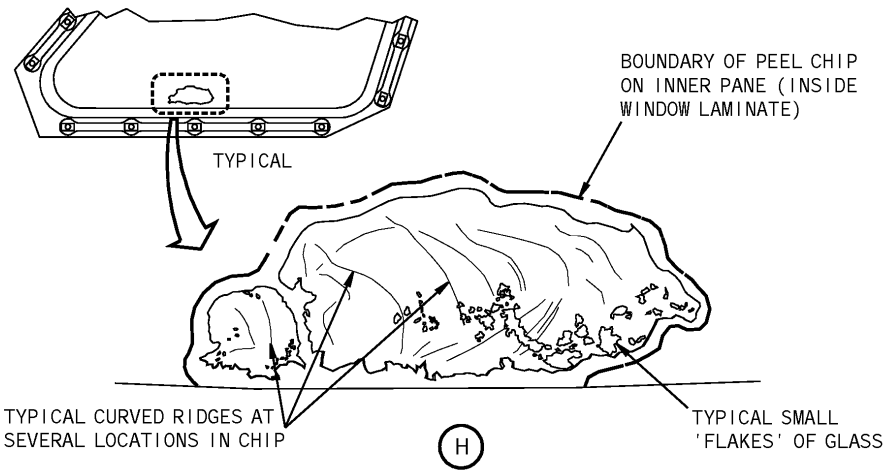
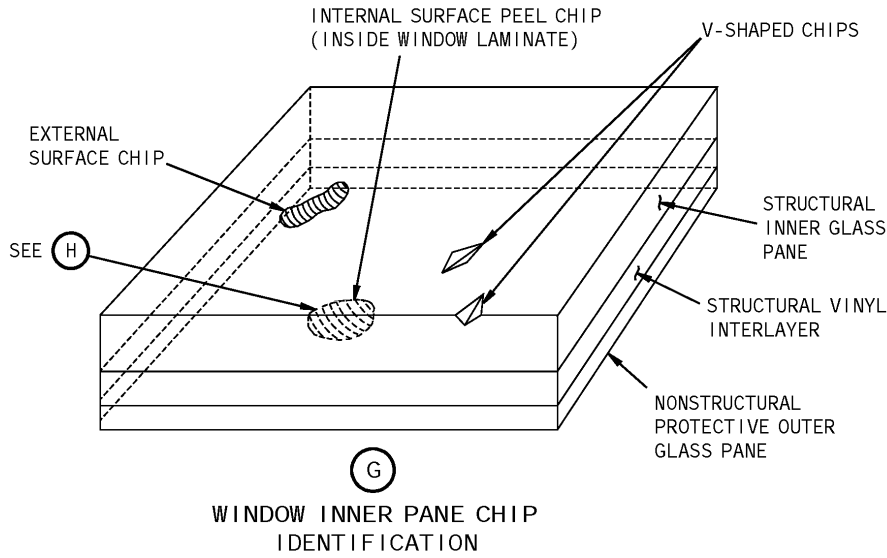
FIGURE 3: FLIGHT DECK NUMBER 5 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
June 04, 2007 (SHEET 5 OF 7)

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003
	Oper. : NRT			
	Type : MODIF	Issuer : A59513	Cert.St.: 46928	
	Spec. : MECH. INSP	Release Date: 18.12.2007		

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COCKPIT - WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

MAINT	RII/INSP
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FIGURE 3: FLIGHT DECK NUMBER 5 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
June 04, 2007 (SHEET 6 OF 7)

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 84G200003 Page 24 of 27
	Oper. : NRT	Issuer : A59513	Cert.St.: 46928	
	Type : MODIF	Release Date: 18.12.2007		
Spec. : MECH. INSP				

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COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION


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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	QTY	MORE DATA
1	Inspect	Non Structural Protective Outer Glass Pane - Left Side	1	(a)
		Urethane Interlayer - Left Side	2	(a) (b)
2	Inspect	Structural Vinyl Interlayer - Left Side	1	(b) (c)
3	Inspect	Structural Inner Glass Pane - Left Side	1	(d)
4	Inspect	Structural Inner Glass Pane - Left Side	1	(e)
5	Inspect	Bus Bar - Left Side	1	(f)
		Structural Vinyl Interlayer - Left Side	1	
		Non Structural Protective Outer Glass Pane - Left Side	1	
6	Inspect	Non Structural Protective Outer Glass Pane - Right Side	1	(a)
		Urethane Interlayer - Right Side	2	(a) (b)
7	Inspect	Structural Vinyl Interlayer - Right Side	1	(b) (c)
8	Inspect	Structural Inner Glass Pane - Right Side	1	(d)
9	Inspect	Structural Inner Glass Pane - Right Side	1	(e)
10	Inspect	Bus Bar - Right Side	1	(f)
		Structural Vinyl Interlayer - Right Side	1	
		Non Structural Protective Outer Glass Pane - Right Side	1	

- (a) Do an Internal and External Detailed Inspection for non clear damage which impairs inspection of other types of damage such as a vinyl interlayer crack, a window pane chip or arcing.
- (b) White or yellow discoloration and cracking of the urethane interlayer is considered to be acceptable, as long as the pilot's vision is not obscured and inspection for other damage is not impaired. This should not be confused with cracking in the vinyl interlayer.
- (c) Do an Internal and External Detailed Inspection for cracking around the edge of the metal insert. Cracking usually appears as thick or broken lines perpendicular to the window panes. In severe cases the vinyl interlayer can appear to stretch or separate at a crack along the metal insert (vinyl separation).
- (d) Do an Internal and External Detailed Inspection for peel chips on the internal surface of the structural inner glass pane (inside the window laminate). A Peel type chip will have circular or curved periphery with many fine hairlines or ridges that follows the outline of the outer edge and degenerate toward the center or deepest point of the chip, similar to a clamshell (inside the window laminate).
- (e) Do an Internal and External Detailed Inspection for cracking and chipping on the inner surface of the structural inner glass pane. A crack will appear as a smooth fissure perpendicular to the surface. A Spall or Shell type chip will have circular or curved periphery with many fine hairlines or ridges that follows the outline of the outer edge and degenerate toward the center or deepest point of the chip, similar to a clamshell.
- (f) Do an Internal and External Detailed Inspection for evidence of arcing. Arcing usually occurs near the window bus bars and will cause dark brown or black burn marks on the bus bar and the interlayer. Small bubbles in the interlayer can be visible at the arc location.

FIGURE 3: FLIGHT DECK NUMBER 5 WINDOW - INTERNAL AND EXTERNAL DETAILED INSPECTION
 June 04, 2007 (SHEET 7 OF 7)

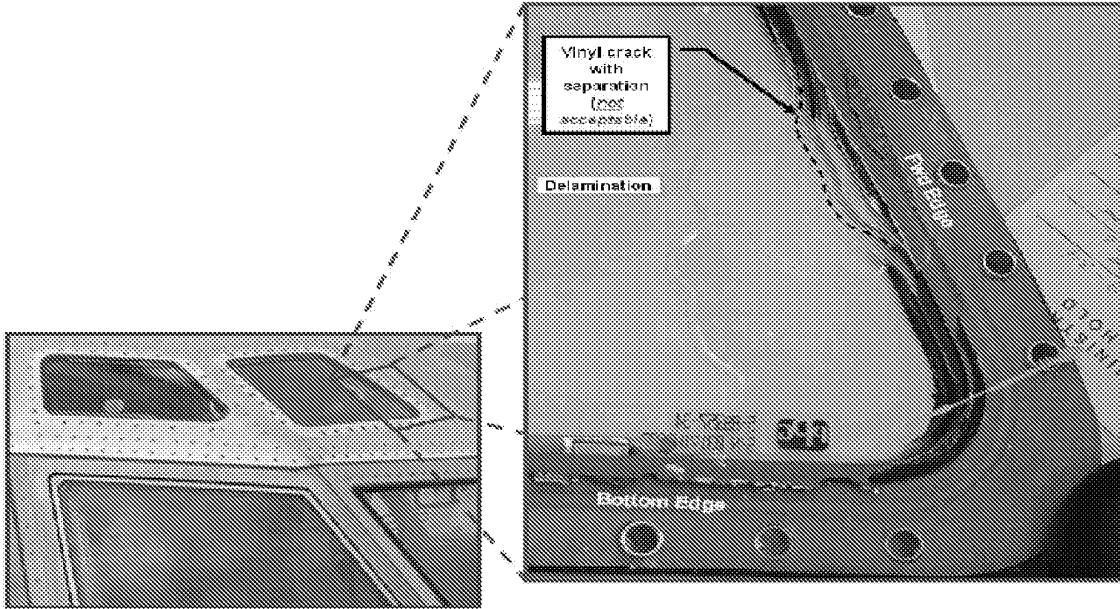
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	Oper. : NRT			
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Spec. : MECH. INSP	Release Date: 18.12.2007			

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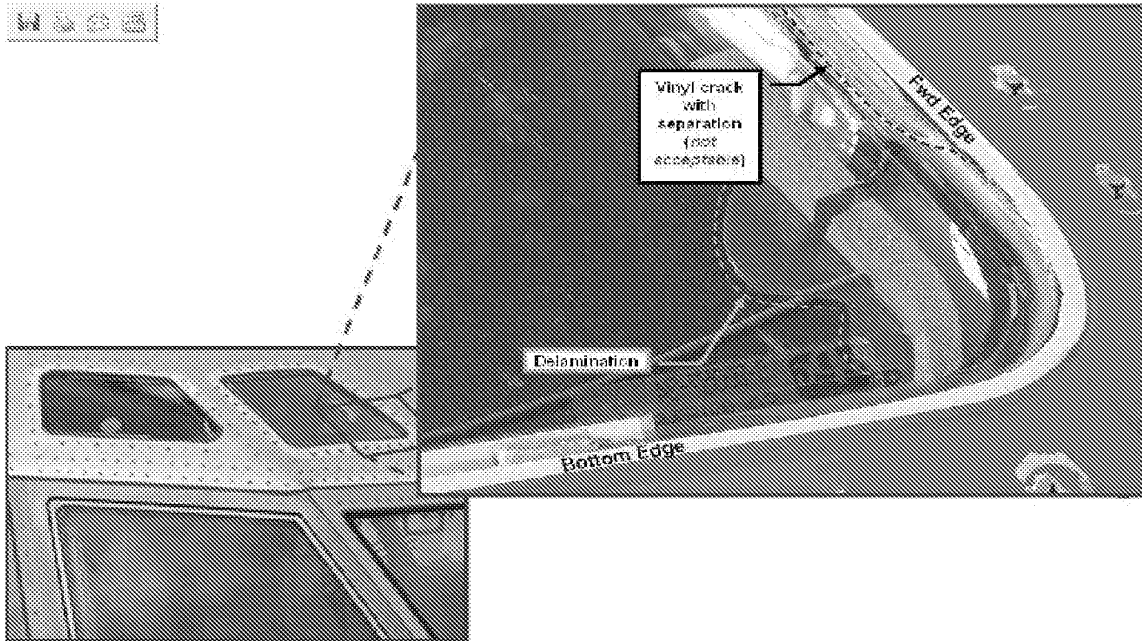
COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION


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Picture 1 : Window Nr. 4 – Crack with separation



Picture 2: Window Nr. 4 – Crack with separation



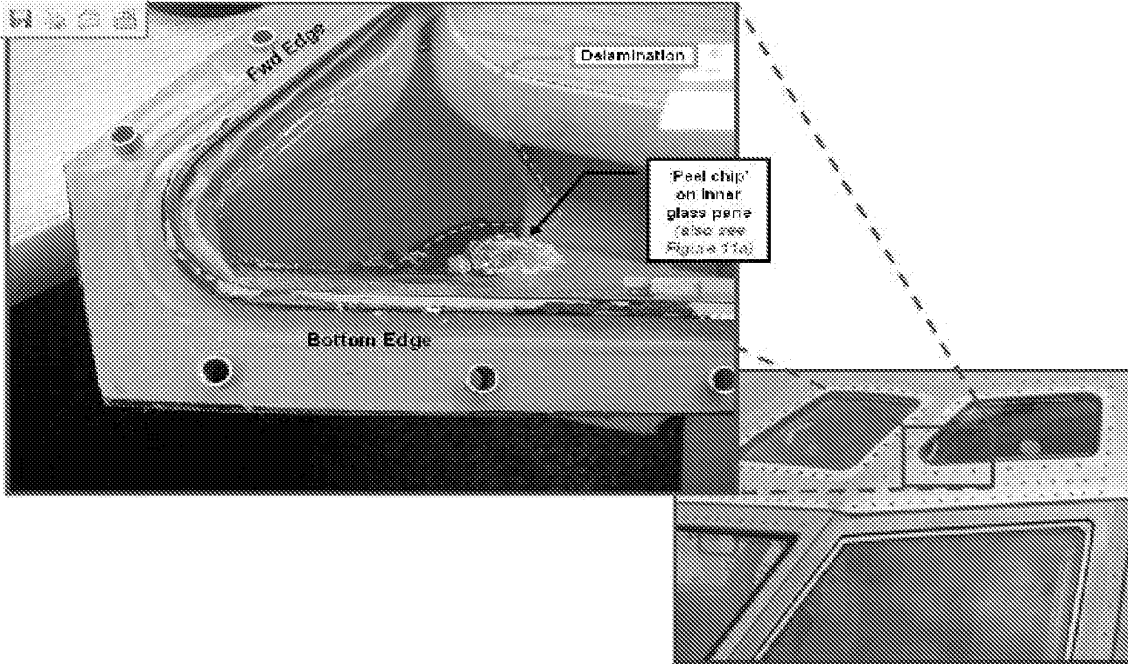
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	Oper. : NRT			
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Spec. : MECH. INSP	Release Date: 18.12.2007			

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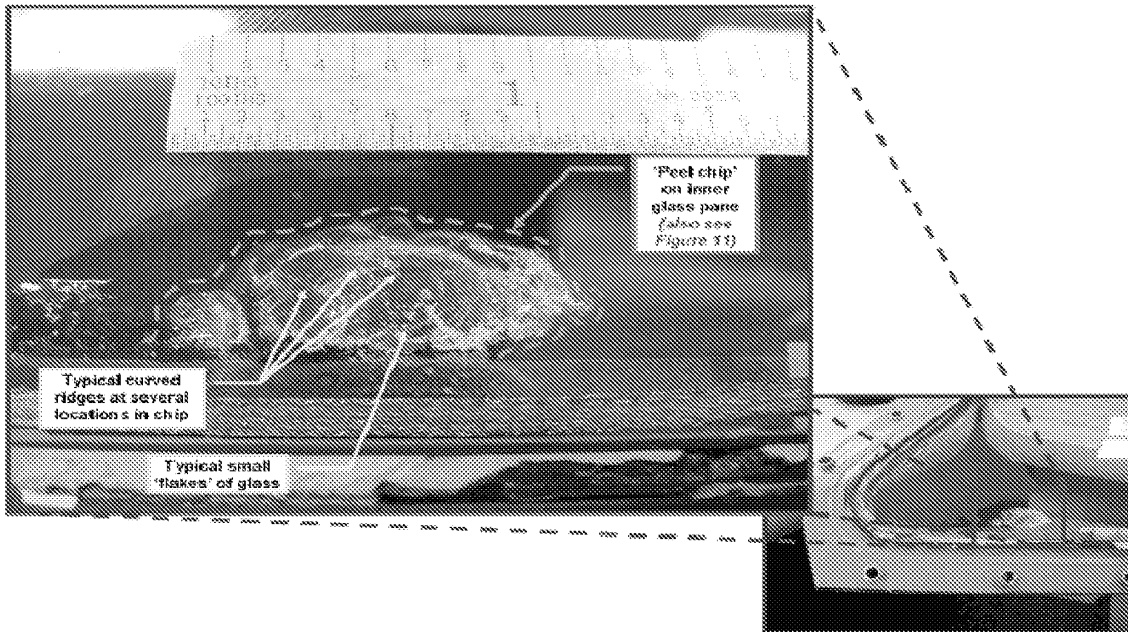
COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

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Picture 3 : Window Nr. 5 – Peel chip



Picture 4: Window Nr. 5 – Peel chip on inner glass pane



NOTE: Picture 1 to 4: Out of Fleet Team Digest Article 707-FTD-56-05001 (Boeing Source)

sabena B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	
	Oper. : NRT			
	Type : MODIF	Issuer : A59513	Cert.St.: 46928	84G2000003
Spec. : MECH. INSP	Release Date: 18.12.2007		Page 27 of 27	

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COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION

			MAINT	RII/INSP
Accomplishment Report				
<u>Note:</u> Please send this Accomplishment Report to ESEC and attach it to the CDRL30 (DLM Report) if applicable.				
Subject: Windows – Flight Deck Number 2 , Number 4 and Number 5 Window - Inspection and Replacement				
Model: TCA – B707				
Accomplished at (Tailnumber):				
Date of Accomplishment:				
Description of Deviations:				
Findings:				
Carry Overs:				
SOR Statements:				
Executed/performed by:	SOR Engineering Representative:	SOR Quality Assurance:		
Name:	Name:	Name:		
Date:	Date:	Date:		
SOR:				
Signature:	Signature:	Signature:		

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COCKPIT – WINDOWS NR 2, 4 & 5 INITIAL INSPECTION