

Model

GE90 Inlet Cowl

Serial

000865

Part number

314W1400-9

Condition

REPAIRED

TSR 0 CSR 0

TSN 40,304 CSN 4,455

Trace to

Loan Return - Air France

Etihad (Last operator) prior to removal at Teardown

Tag by

Air France

Tag date

13/MAR/2020

Location

AJW Group

The Headquarters,

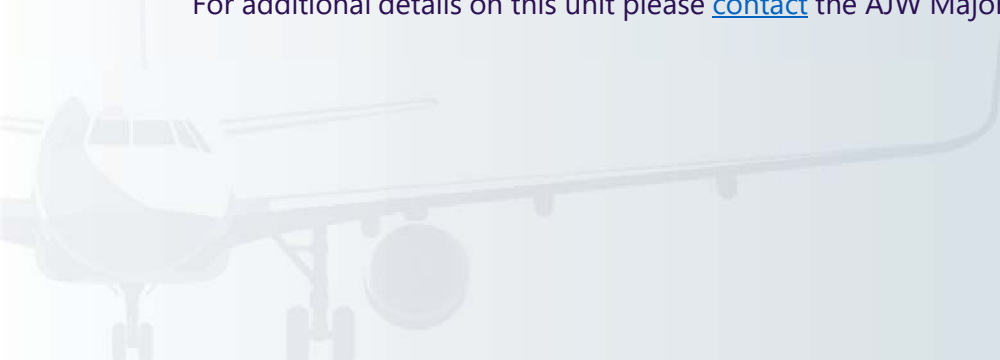
Maydwell Avenue,

Slinfold, West Sussex,

RH13 0AS, United Kingdom

Additional details

For additional details on this unit please [contact](#) the AJW Major Assets Team.



1. Approving Competent Authority/Country DIRECTION GÉNÉRALE DE L'AVIATION CIVILE / FRANCE		2. AUTHORISED RELEASE CERTIFICATE <i>Certificat d'Autorisation de Mise en Service</i> EASA FORM 1 – Formulaire 1 de l'EASA			3. Form Tracking Number Numéro de traçage du formulaire  *8813601*	
4. Organisation Name and Address Nom et adresse de l'organisme AIRFRANCE		SOCIÉTÉ AIR FRANCE 45 rue de Paris 95747 ROISSY CDG Cedex FRANCE			5. Work Order/Contract/Invoice Bon de Commande/Contrat/Facture 8789351	
6. Item	7. Description	8. Part No / Numéro de la pièce	9. Qty. / Qté	10. Serial No. / Numéro série	11. Status / Work État / Travaux	
1	INLET COWL ASSY	314W1400-9	1	000865	REPAIRED	
12. Remarks Observations BOEING CMM 71-11-23 REV22 JUL15 SEE EASA FORM 1 BLOCK REMARKS ATTACHMENT. REPAIR PERFORMED FOLLOWING WORKSCOPE NUMBER AFR25022020 REV0 DATED 20/02/20 ORP EQ-71-0003 REV16 INLET COWL GE 90-100 MAINTENANCE POLICY FOR SHOP VISIT PERFORMED. For work details, see Work Shop Report with same number as mentioned in block 3. The work identified in Block 11 and described herein has been accomplished in accordance with 14 CFR part 43 and in respect to that work, the items are approved for return to service under certificate no. CNFY912C.						
13a. Certifies that the items identified above were manufactured in conformity to: Certifie que les éléments identifiés ci-dessus ont été fabriqués conformément: ☐ approved design data and are in condition for safe operation aux données de définition approuvées et sont en état de fonctionner en toute sécurité ☐ non-approved design data specified in block 12 aux données de définition non approuvées indiquées en case 12		14a. ☒ Part-145.A.50 Release to Service Partie 145.A.50 Remise en service Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service. Certifie que, sauf dispositions contraires mentionnées dans la case 12, les travaux indiqués dans la case 11 et décrits dans la case 12, ont été accomplis conformément à la Partie 145 et, compte tenu de ces travaux, les éléments sont considérés comme prêts à être remis en service. ☐ Other regulation specified in block 12 Autre réglementation visée à la case 12				
13b. Authorised Signature Signature autorisée		13c. Approval / Authorisation Number Numéro de l'agrément / autorisation		14b. Authorised Signature Signature autorisée 		14c. Certificate / Approval Ref. No. N° de Certificat / d'agrément FR.145.0010
13d. Name / Nom		13e. Date (dd mmm yyyy) / (jj mmm aaaa)		14d. Name / Nom L'HUILLIER Frédéric		14e. Date (dd mmm yyyy) / (jj mmm aaaa) 13MAR2020
USER / INSTALLER RESPONSIBILITIES / RESPONSABILITÉS DE L'UTILISATEUR / INSTALLATEUR. This certificate does not automatically constitute authority to install the item(s). Ce certificat ne vaut pas automatiquement autorisation d'installer le ou les éléments. Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1. Lorsque l'utilisateur/installateur effectue des travaux conformément à la réglementation d'une autorité responsable de la navigabilité, autre que l'autorité responsable de la navigabilité indiquée dans la case 1, il est essentiel que l'utilisateur/installateur s'assure que l'autorité responsable de la navigabilité dont il relève accepte les éléments approuvés par l'autorité responsable de la navigabilité inscrite à la case 1. Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown. Les mentions figurant dans les cases 13a et 14a ne constituent pas une certification d'installation. Dans tous les cas, le dossier d'entretien de l'aéronef doit contenir une certification d'installation délivrée conformément aux réglementations nationales par l'utilisateur/installateur avant que l'aéronef puisse décoller.						

AIRFRANCE		PART OR MATERIAL CERTIFICATION FORM				3. Certificate Reference N° MSEH20003	
4. Organisation address: Société AIR FRANCE 45 rue de Paris 95747 ROISSY CDG CEDEX FRANCE		EASA Part 145 Approved Maintenance Organisation : # FR.145.0010 EASA Part 21G Production Organisation Approval : # FR.21G.0178 EASA Part 21J Design Organisation Approval : # EASA.21J.027 FAA Foreign Repair Station : # CNFY912C				4a. Seller Tel: +33 1 41 56 74 27 Fax: Sita code: e-mail: jepoisson@airfrance.fr	
5a. Sales Order No (Seller) Ref AJW			5b. Purchase Order No (Buyer) Ref 9E11504PLDR origin loan order from AF				
6. Item	7. Description	8a. Manufacturer	8b. Part Number	9. Eligibility	10. Quantity	11. Serial/ Batch No	12. Status/Work
1	INLET COWL Ge90-115	SPIRIT	314W1400-9	GE90-115	1ea	000865	Repaired
13a. Remarks Unit in serviceable condition, property of AJW TSN 40 304 hours CSN 4 455 cycles EASA Form one number B813601 dated 13MAR2020							
The above referenced part(s) or material was/were not obtained from any governmental or military source and has/have not been subjected to severe stress or heat or immersed in salt water (as in major engine failure, accident, incident or fire (warehouse or aircraft) and is/are therefore understood to be non-incident related.							
13b.. Obtained from AJW property				13c. Last certificated Agency AIR FRANCE 45 rue de Paris 95747 ROISSY CDG Cedex FRANCE			
14. <u>New Parts / Material verification :</u> The following signature attests that the part(s) or material(s) identified above was (were) manufactured by a Production /Production Organisation Approval Holder, or to an industry or commercial standard.				18. <u>Used, Repaired, Overhauled or Surplus Parts Certification :</u> The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.			
15. <u>Signature</u>				19. <u>Signature</u> 			
16 Name / Title		17 Date		20 Name / Title		21 Date	
				Jerome POISSON / Stock administrator		13MAR2020	
Notice : information provided on the form are accurate with the substantiating documents referred to and / or obtained from recorded documentation.							

Date: 16 January, 2019
To: Altavair

Non Incident / Non Accident Statement - Airframe

Aircraft

Registration	MSN	Type	TSN	CSN
A6-LRC	36302	B777-200LR	44123:53	4796

To whom it may concern:

During operation by Etihad Airways from 06-February-2014 until 16-January-2019 of the above Aircraft, we hereby confirm that the Aircraft:

- ▶ Has not been involved in any accident or serious incident as defined in Chapter 1 of ICAO Annex 13
- ▶ Has not been obtained from nor operated by any government or military source.
- ▶ Has not been subjected to severe stress or heat outside of normal operation and maintenance.
- ▶ Have not been submerged in salt water or otherwise exposed to corrosive agents outside of normal operation and maintenance.

Approved by:

Najeeb Hassan Ansari

B777 Fleet Management Manager

+971 2 511 5459

NAnsari@etihad.ae

Prepared by:

Renz Estiva

Technical Records Officer

+971 2 511 5324

REstiva@etihad.ae

ETIHAD AIRWAYS
FLEET ENGINEERING
OCCM TIME STATUS



Unit TSN:	44123:53	Unit Name:	A8-LRC
Unit CSN:	4796	Item:	B777-200LR
Unit DSN:	4231	Serial:	36302
Unit MSN:	36302	Status AS AT:	14-Jan-19

ATA	Item Desc	Item Number	Serial Number	Position	Installed Date	Installed Aircraft TSN	Installed Aircraft CSN	COMP TSN	COMP CSN
57-43	SLAT NO 1 LE	114W5110-5	000831	SLAT NO 1 LE_1	24-Jul-07	0	0	44123	4796
57-43	SLAT NO 4 LE	114W4140-107	000721	SLAT NO 4 LE_4	9-Jun-11	15531	1539	40545	4950
57-53	AY, COVE LIP DOOR INSTL WING	113W6100-17	WB143	FLAPERON ASSY_LH	24-Jul-07	0	0	44123	4796
57-53	AY, COVE LIP DOOR INSTL WING	113W6100-18	WB143	FLAPERON ASSY_RH	24-Jul-07	0	0	44123	4796
57-53	AILERON ASSEMBLY	113W7003-109	WD569	AILERON_LH	24-Jul-07	0	0	44123	4796
57-53	AILERON ASSEMBLY	113W7003-110	WD569	AILERON_RH	24-Jul-07	0	0	44123	4796
71-00	ACTUATOR	TY1898-51	02652	PDOS ACTUATOR_RH2	24-Jul-07	0	0	44123	4796
71-00	ACTUATOR ASSY T R PDOS	TY1904-50	6463	ACTUATOR ASSY-T/R PDOS_LF1	24-Jul-07	0	0	44123	4796
71-00	ACTUATOR ASSY T R PDOS	TY1904-50	6506	ACTUATOR ASSY-T/R PDOS_RF2	24-Jul-07	0	0	44123	4796
71-00	ACTUATOR ASSY T R PDOS	TY1904-50	6509	ACTUATOR ASSY-T/R PDOS_RF1	24-Jul-07	0	0	44123	4796
71-00	ACTUATOR ASSY T R PDOS	TY1904-50	6523	ACTUATOR ASSY-T/R PDOS_RA2	24-Jul-07	0	0	44123	4796
71-00	ACTUATOR ASSY T R PDOS	TY1904-50	6530	ACTUATOR ASSY-T/R PDOS_LF2	24-Jul-07	0	0	44123	4796
71-00	ACTUATOR ASSY T R PDOS	TY1904-50	6533	ACTUATOR ASSY-T/R PDOS_LA2	24-Jul-07	0	0	44123	4796
71-00	ACTUATOR ASSY T R PDOS	TY1904-50	6566	ACTUATOR ASSY-T/R PDOS_LA1	24-Jul-07	0	0	44123	4796
71-00	ACTUATOR ASSY T R PDOS	TY1904-50	6569	ACTUATOR ASSY-T/R PDOS_RA1	24-Jul-07	0	0	44123	4796
71-00	COWL INLET	314W1400-9	001114	COWL INLET_RH	10-Oct-18	44117	4793	35213	4415
71-00	COWL INLET	314W1400-9	000865	COWL INLET_LH	10-Oct-18	44117	4793	36514	4043
71-00	ACTUATOR	TY1898-51	02585	PDOS ACTUATOR_RH1	3-Oct-13	24246	2890	45121	4827
71-00	PDOS ACTUATOR	TY1898-60	04122	PDOS ACTUATOR_LH1	5-Apr-17	39797	4420	4325	376
71-00	PDOS ACTUATOR	TY1898-60	05429	PDOS ACTUATOR_LH2	5-Apr-17	39797	4420	4325	376
73-00	UNIT ASSY ENG DATA	816420-3	2007027084	UNIT ASSY ENG DATA_RH	24-Jul-07	0	0	44123	4796
73-00	UNIT ASSY ENG DATA	816420-3	2007030458	UNIT ASSY ENG DATA_LH	24-Jul-07	0	0	44123	4796
76-00	SERVO	304RAA1	1456	SERVO MOTOR_LH	24-Jul-07	0	0	44123	4796
76-00	SERVO	304RAA1	1476	SERVO MOTOR_RH	24-Jul-07	0	0	44123	4796
77-00	AIRBORNE VIBRATION MONITR	8KE143GAD1	3715H	AIRBORNE VIBRATION MONITR_LH	24-Jul-07	0	0	44123	4796
77-00	AIRBORNE VIBRATION MONITR	8KE143GAD1	3839H	AIRBORNE VIBRATION MONITR_RH	24-Jul-07	0	0	44123	4796

Handwritten signature/initials

1. Approving Competent Authority / Country AESA / SPAIN		2. AUTHORISED RELEASE CERTIFICATE EASA FORM 1			3. Form Tracking Number SGSNDT1645	
4. Organization Name and Address: SGS TECNOS S.A. C/ Trespadarne 29 28042 Madrid (Spain)					5. Work Order/Contract/Invoice P145-1542 PO-215090 WO-60746	
6. Item 1	7. Description LH ENGINE INLET COWL	8. Part No. P/N 314W1400-9	9. Qty. 1	10. Serial No. S/N 000865	11. Status/Work INSPECTED / TESTED	
12. Remarks Item inspected for cracks in accordance with B777 NTM PART 6, 51-00-01 Proc.2 Rev. Dec 10/2015 - No cracks found Inspection report: 211005-008 ET (2018) A6-LRC MSN: 36302 Eddy Current Inspection performed at Teruel Airport (LETL)						
13a. Certifies that the items identified above were manufactured in conformity to: ☐ approved design data and are in a condition for safe operation ☐ non-approved design data specified in block 12			14a. ☒ Part-145.A.50 Release to Service ☐ Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.			
13b. Authorised Signature		13c. Approval/ Authorisation Number		14b. Authorised Signature		14c. Certificate/Approval Ref. No. ES.145.229
13d. Name		13e. Date (dd mmm yyyy)		14d. Name PEDRO MIGUEL TORTOSA MUÑOZ		14e. Date (dd mmm yyyy) 18-Dec-2018
USER/INSTALLER RESPONSIBILITIES This certificate does not automatically constitute authority to install the item(s). Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1. Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						



TARMAC
ARAGON

TARMAC ARAGON
CTRA A-1512 DE ALBARRACIN KM6
44395 Teruel - Spain
VAT # ES B-44241933

Print date 12/11/2018 10:39
SCAN REF: 59154_531_1

WORK ORDER

ROUTINE

page 1 of 3

Order Ref.: WO- 59154

Y/Ref

Title RECORD INLET COWL DETAILS ON AND OFF

Date 12/11/2018 10:38:28

ATA 7100 POWER PLANT



WO-59154

AIRCRAFT

COMPONENT

Reg. A6-LRC
Type B777-237LR
GE90-110B
MSN 36302

Mandatory (Y/N) Y ETOPS (Y/N) N
WP-531

MNT.PROG:

Prepared by

Hector GARCIA
eSigned

Received by

LIMIT FH
FC
Date

NEXT DUE MANAGED BY THE OPERATOR

DEFECT / REQUESTED WORK

TASK PERFORMED

After engine replacement, record PN & SN on and
PN & SN off of inlet cowls.

INLET COWL OFF:

Pos #1. PN: 314W1400-9

SN: 684

Pos #2. PN: 314W1400-9

SN: 524

INLET COWL ON:

Pos #1. PN: 314W1400-9

SN: 865

Pos #2. PN: 314W1400-9

SN: 1114

NOTE: ENGINE #1 ESN 906280 INSTALLED ON 2 OCT 18
ENGINE #2 ESN 906428 INSTALLED ON 27 SEP 18

note: see next page if there is not enough room here

Engineer ID	hh:mm	Engineer ID	hh:mm	Deferred	DEF	NON ROUTINE	NRC	Complied With	C/W
#1		#5		Ref:	☐	Ref:	☐	(NRC possible)	☐
#2		#6		Calibrated Tools	P/N - DESC	S/N	VALID UNTIL		
#3		#7			P/N - DESC	S/N	VALID UNTIL		
#4		#8							

COMPONENT REMOVED DESC
P/N S/N POS

COMPONENT INSTALLED DESC
P/N S/N POS

RELEASE REF

DUPLICATE

NOT REQUIRED

AUTH No

DATE

TRIG

SIGN/STAMP

We certify that a duplicate safety inspection has been carried out and
the identified control system of the aircraft / component functions
correctly, and in respect of the maintenance performed, the control
system is assembled and locked correctly.

--	--	--	--

CERTIFICATION

TRIG

DATE & HOUR 21 NOV 18

PART-145 App No UAC 1451203

PLACE

SIGN/STAMP

TEY TAE 085

reserved
for administration



TARMAC
ARAGÓN

WORK ORDER

Reference: WO- 59154

Title RECORD INLET COWL DETAILS ON AND OFF

Date 12/11/2018 10:38:28

ATA 7100 POWER PLANT

page 2 of 3

COMPLAINT / REQUESTED WORK (FULL TEXT)	COMPLETED TASK & RESULTS DATE / ID / SIGN
After engine replacement, record PN & SN on and PN & SN off of inlet cowls. •	



TARMAC
ARAGON

TARMAC ARAGON
CTRA A-1512 DE ALBARRACIN KM6
44396 Teruel - Spain
VAT # ES B-44241933

Print date 12/11/2018 10:39

WORK ORDER

ROUTINE

page 3 of 3

Order Ref.: WO- 59154

Title RECORD INLET COWL DETAILS ON AND OFF

COMPONENT REMOVAL

P/N	NIL	DESCRIPTION
SERIAL		REASON
POS		

COMPONENT INSTALLATION

P/N	NIL	DESCRIPTION
SERIAL		CERTIFICATE
POS		

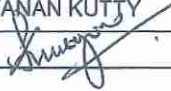
MATERIAL ISSUED

QUANTITY	P/N	DESCRIPTION	FIN	IPC
----------	-----	-------------	-----	-----

		AIRCRAFT STRUCTURE REPAIR SUMMARY						DATE:	6-Jan-19
Aircraft Type:		B777-200LR	Aircraft Registration:		A6 - LRC		Aircraft MSN:	36302	
S. No.	SDRR No.	Description	Repair Status	Classification	Repair Date	References	NRC / WO Ref. No.:	Inspection	T-Defect / R-MR / Work Order
27	B7-LRE-0009	INLET COWL PN 314W1400-9, SN 001114 FOUND WITH EXTENSIVE DAMAGE ON UPPER OUTER BAREL UPPER SURFACE DUE TO SLING FAILURE WHILE FITTMENT ON AIRPLANE MSN 34599. DUE TO EXTENSIVE DAMAGE OUTER BAREL REPLACED. LIP SKIN ALSO FOUND WITH MULTIPLE BLENDOUTS AT APPROXIMATELY 10 - 11 O'CLOCK POSITION - QTY 7 - DAMAGE "A1-A7" AND BETWEEN 12 AND 1 O'CLOCK POSITION - QTY 1. BLENDOUT DETAILS ARE AS FOLLOWS: Size(mm): 34 x 14, material loss = 0.002" x 19, material loss = 0.002" material loss = 0.001" loss = 0.001" Damage "A7" Size(mm): 17 x 9, material loss = 0.001" Damage at 12 - 1 o'clock Size(mm): 28 x 9, material loss = 0.001" Damage "A1" Size(mm): 36 x 10, material loss = 0.002" Damage "A3" Size(mm): 32 x 10, material loss = 0.001" Damage "A4" Size(mm): 14 x 9, material loss = 0.001" Damage "A5" Size(mm): 13 x 10, material loss = 0.001" Damage "A6" Size(mm): 11 x 10, material loss = 0.001"	PERMANENT CAT A	MINOR	5-Apr-16	AMM 71-11-01 SRM 54-13-01-1A-1, Figure 103, Table A, Detail A	Visit # 882560, Shop Visit# 791349, RFC R001 NRC # 001 AUH11344469 AUH10209546	NO	
28	B777-36304-54-0015	RH ENGINE INLET COWL PN 314W1400-9, SN 001114 LIP SKIN FOUND WITH SURFACE CORROSION IN THE AREA FROM 10 O'CLOCK - 2 O'CLOCK. SURFACE CORROSION BLENDED WITH REWORK SIZE 14.6" X 11", ORIGINAL LIP SKIN THICKNESS = 0.077", REMAINING THICKNESS = 0.074".	PERMANENT CAT A	MINOR	10-Apr-16	SRM 54-13-01-1A-1, Figure 103, Detail A	Visit # 1077799, NRC # 4022 AUH14771999	NO	
29	B777-36303-54-0006	LH ENGINE INLET COWL (P/N: 314W1400-9, S/N: 000865) LIP SKIN AT 12 O' CLOCK POSITION FOUND WITH DENT. DENT SIZE: L = 2.0", W = 1.5", DEPTH = 0.039".	PERMANENT CAT A	MINOR	1-Dec-15	SRM 54-13-01-1A-1, Figure 103, TABLE "A" Detail "E"	Visit # 1059475, NRC # 043 AUH13609387	NO	
30	B777-36303-54-0010	LH ENGINE INLET COWL (P/N: 314W1400-9, S/N: 000865) LIP SKIN AT 10 O' CLOCK POSITION FOUND WITH SCRATCH MARK. SCRATCH BLENDED WITH SIZE: L = 5.125", W = 0.250", MATERIAL LOSS = 0.001".	PERMANENT CAT A	MINOR	14-Mar-16	SRM 54-13-01-1A-1, Figure 103, TABLE "A" Detail "A"	Visit # 1058236, NRC # 4023 AUH14570855	NO	

Ab.

		AIRCRAFT STRUCTURE REPAIR SUMMARY						DATE:	6-Jan-19
Aircraft Type:		B777-200LR	Aircraft Registration:		A6 - LRC	Aircraft MSN:		36302	
S. No.	SDRR No.	Description	Repair Status	Classification	Repair Date	References	NRC / WO Ref. No.:	Inspection	T-Defect / R-MR / Work Order
31	B777-36303-54-0011	LH ENGINE INLET COWL (P/N: 314W1400-9, S/N: 000865) LIP SKIN AT 3 - 4 O' CLOCK POSITION FOUND WITH DENT AND CREASE MARK. DENT SIZE: L = 7.0", W = 3.75", DEPTH = 0.050".	INTERIM	MINOR	20-Mar-16	SRM 54-13-01-1A-1, Figure 103, TABLE "A" Detail "E", TR 21263H, RDR GMO-ETI-16-0024-10B	Visit # 1059475, NRC # 043 AUH13809387	Yes	ACCOMPLISH FPI IAW SOPM 20-20-02 OR HFEC PER 777 NDT MANUAL PART 8, 51-00-01 ON THE OUTSIDE OF THE REWORKED AREA EVERY 5000 FH UNTILL THE NEXT C CHECK OR EQUIVALENT OR 1125 DAYS OR 18000 FH (WHICHEVER COMES LATER). IF NO FINDINGS DURING INSPECTION ON NEXT CONSEQUITIVE C CHECK, REPAIR IS ACCEPTABLE AS PERMANENT AFTER LAST INSPECTION.
32	B777-36302-53-0025 Rev00	DURING AEROTECH VISUAL INSPECTION, DENT HAS BEEN FOUND ON FUSELAGE SKIN AFT OF CARGO DOOR CONTROL PANEL 152AR. Depth 0.1mm L=14mm	PERMANENT CAT A	MINOR	16-Oct-18	SRM 53-00-01- Fig 02 Table A Rev 78 dtd 15 Sep/2018	NRC 36302-535-0019 WO 58067	NO	
33	RADOME-284T005241-000309-01 Rev00	NOSE RADOME PN 284T0052-41, SN 000309 FOUND WITH DENT AT AROUND 9 O'CLOCK POSITION (AFT LOOKING FWD) AND AROUND 520 mm FROM RADOME AFT EDGE. DENT DIMENSIONS: L = 82MM, W = 82MM, DEPTH = 2MM. INNER AND OUTER SKIN FOUND WITH DISBOND OF Ø120MM I DIAMETER.	PERMANENT CAT A	MINOR	17-Mar-16	SRM 53-10-72, Fig 203, Rev 55 dtd Jan/2016	ETD-23022016 WO# 1000380483	NO	
34	B777-36302-57-0026 Rev00	LH WING FLAP FAIRING # 2 FOUND WITH NON-DOCUMENTED LAY UP REPAIR	PERMANENT CAT A	MINOR	11-Dec-18	SRM 51-70-04-2R-0, Rev 78 05 Sep 2018	Tarmac WO-50681, NRC-36302-568-104	NO	
35	FAN COWL-314W10867-000458-01, Rev00	ENGINE # 1 OUTBOARD FAN COWL PN 314W1086-7, SN 000458 FOUND WITH NON-DOCUMENTED REPAIR ON INNER SKIN AFT AREA BELOW CHIME ATTACHMENT LOCATION	PERMANENT CAT A	MINOR	14-Dec-18	SRM 51-70-04-2R-0, Rev 78 05 Sep 2018	Tarmac WO-50681, NRC-36302-568-109	NO	

		Structural Damage/Repair Report	
Aircraft Type:	B777-200LR	SDRR No.: B777-36303-54-0006	Rev. No.: 00
Aircraft MSN:	36303	Aircraft / Component TSN : 30,859FH	
Aircraft Reg.:	A6-LRD	Aircraft / Component CSN : 3504FC	
Component PN:	314W1400-9	Component SN: 000669 000865	
Visit No./Type:	1059475	WO: AUH13809387	
NRC/ATL/Task:	NRC 043	Deferred Defect No.:	
Defect Description Damage Type: DENT FOUND ON LH ENGINE INLET COWL LIP SKIN AT 12 O' CLOCK POSITION. Damage size (L,W,D) /area/material loss: L = 2.00", W = 1.50", Depth (Y) = 0.039" Affected Part PN: Damage Caused by: IMPACT Method of Inspection: H.F.E.C + VISUAL			
Location of damage Body Station/ Frame: STGR/BL/WL: Position: LHS Radial position (degrees or clock position): 12 O' CLOCK POSITION Orientation (view looking forward or aft): AFT Proximity to adjacent landmark structure such as edge of part, local stiffeners, doublers, access panels, latches, hinges, ribs, fastener rows, etc.: Report any previous repair in the damage area: N/A			
Action / Rectification H.F.E.C WAS PERFORMED AS PER NTM FOR POSSIBLE CRACKS AND NIL FINDINGS REPORTED. DAMAGE EVALUATION CARRIED OUT IN ACCORDANCE WITH B777-200 SRM 54-13-01-1A-1 ALLOWABLE DAMAGE 1, FIGURE 103, TABLE 'A', and DETAIL 'E'. THE DENT FOUND WITH A DEPTH OF 0.039" AND W/Y RATIO OF 38.46 IS WITHIN THE ALLOWABLE DAMAGE LIMITS. THE DENT LEFT AS IS PERMANENT.			
Repair Approved by: B777-200 SRM (Rev.69) 54-13-01-1A-1, FIGURE 103, TABLE 'A', DETAIL 'E' (RDAS, FAA, RDR, Repair Scheme, DDO, SRM, SB, other) -Specify SRM/CMM/AMM Rev. & Date) SRI/IIR/SSI (if any): Date of Repair: 01 Dec 2015			
Repair Category	Repair Classification	Corrosion Level	
Minor ☒	☒ A permanent repair with no additional requirements	☐ Level 1 ☐ Level 2 ☐ Level 3	
Major ☐	☐ B permanent repair with additional requirements	☐ Local	
	☐ C temporary or life limited repair	☐ Widespread	
Repair Life Limitation:	Inspection Threshold:		
	Inspection Interval:		
	Inspection Method:		
Prepared by: NARAYANAN KUTTY		Staff No.: 38769	
Signature : 		Date : 02 Dec 2015	

	Structural Damage/Repair Report
---	--

Aircraft Type:	B777-200LR	SDRR No.: B777-36303-54-0006	Rev. No.: 00
Aircraft MSN:	36303	Aircraft / Component TSN : 30,859FH	
Aircraft Reg.:	A6-LRD	Aircraft / Component CSN : 3504FC	
Component PN:	314W1400-9	Component SN: 000869 000865	
Visit No./Type:	1059475	WO: AUH13809387	
NRC/ATL/Task:	NRC 043	Deferred Defect No.:	

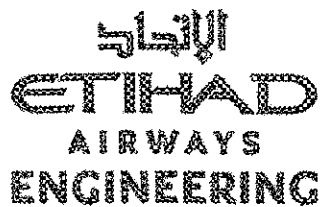


Damage/Repair Figure

ORIGINAL COPY

Work Order	 *AUH13809387*	NON ROUTINE WORK CARD					CARD NO.	043
							PAGE	1 OF 1
	A/C REG	A/C TYPE	VISIT NO.	ZONE	TRADE	ATA	DATE RAISED	
	A6-LRD	B777-200LR	1059475	400	AF	71-11	01-DEC-2015	
GENERATED BY			EST. MH	CHARGEABLE	CUSTOMER AUTH. (IF REQD.)		RAISED BY EMP. NO.	
CARD / DEFECT NO:		NR Number					EMP. NO.	
EY_B777_05-ETD-02		8225624		YES ☒ NO ☐			EY-27931	
DEFECT/ DESCRIPTION OF NON-ROUTINE WORK								
LEFT ENGINE: MINOR DENT OBSERVED ON INLET COWL AT 12'O CLOCK POSITION								
*FOR ETIHAD AIRCRAFT ONLY		ETOPS/ Critical Task	☐	SFAR88 / CDCCL/ EWIS Task	☐	RII/ INDEPENDENT INSPECTION REQUIRED?	YES ☐ NO ☒	
*DATA ENTRY REQ		*DATA ENTRY ACTIONED BY		*DEFERAL CODE		*DEFERAL NO		
YES ☒ NO ☐		EMP NO. 28011				MCC CONTROL NO (if applicable)		
ITEM NO	ACTION TO BE TAKEN			ACTION TAKEN			MECH SIGN EMP. NO. DATE	
10	PLEASE CARRY OUT EVALUATION OF DENT ON LEFT ENGINE INLET COWL AT 12'O CLOCK POSITION IAW SRM 54-11-01-1A-1 REV 69 DTD 15 SEP 2015.			EVALUATION OF DENT ON LEFT ENGINE INLET COWL AT 12'O CLOCK POSITION CARRIED OUT IAW SRM 54-11-01-1A-1 REV 69 DTD 15 SEP 2015 FIG 102 SH.3 DIMENSIONS ARE LENGTH: 2" INCH WIDTH: 1.5" INCH DEPTH: 0.039" INCH.			 01 DEC 2015  01 DEC 2015	
20	CARRY OUT NDT			REFER TO NDI REPORT NO. EYE470				
CARD CLEAR		TICK AS APPROPRIATE						
☐ 28632 D/C		☒ UAE.145.0002						
		☐ EASA.145.0442						
		☐ UAE.145.0010 (OLD:GCAA-EM/G/487)						
		☐ OTHER						
Certifies that the work specified, except as otherwise specified, was carried out in accordance with CAR 145 / EASA Part 145 and in respect to that work, the aircraft / aircraft component is considered ready for release to service. (*Delete not applicable)								

COMPONENT CHANGE DETAILS					
POSN	P/N OFF	S/N OFF	P/N ON	S/N ON	Batch No/GRN
Continuation NR Page Attached Yes ☐ No ☒					
Tick box if additional parts used sheets attached ☐					



NDT Approved Test Certificate

Serial Number: EYE490

GRN: _____

Visit Number: 1059475

Addressee: ETIHAD AIRWAYS

Customer Order No. AUH13534411

Description: MINOR DENT ON L/H ENGINE INLET COWL AT 12 'O' CLOCK POSITION Part No. : N/K Qty : 01

Serial No. N/A

Documentation Cross Ref. : ETIHAD AUH :13809387

NRC NO:043

NTM 51-00-01,PT6(REV 64,10AUG2015)

Aircraft / Engine Type: B777

Aircraft Regn. No. : A6-LRD

Engine Serial No. : N/A

Method : Radiographic, Ultrasonic, Eddy Current, MPI, Penetrant, Other *

Method of Inspection and Technique :

CARRIED OUT HFEC INSPECTION AS PER NTM 51-00-01,PT6 (REV 64,10AUG2015) ON L/H ENGINE INLET COWL 12 'O' CLOCK POSITION DENTED AREA, FOUND NIL CRACK

Result of Inspection : NIL FINDINGS

Issued Under :

* GCAA – UAE (UAE.145.0010), EASA – Europe (EASA.145.0073), FAA – US (GUX 2107F)

*Certified that the above mentioned specimens / parts / materials / structures - have been tested / examined in accordance with the terms of the contract / order applicable there to and the requirements of the regulatory authority indicated relating to the testing of such specimens / parts / materials / structures *. This certificate does not relate to the standard or quality or manufacture of the item / material except as may be specified in the test / contract order.*

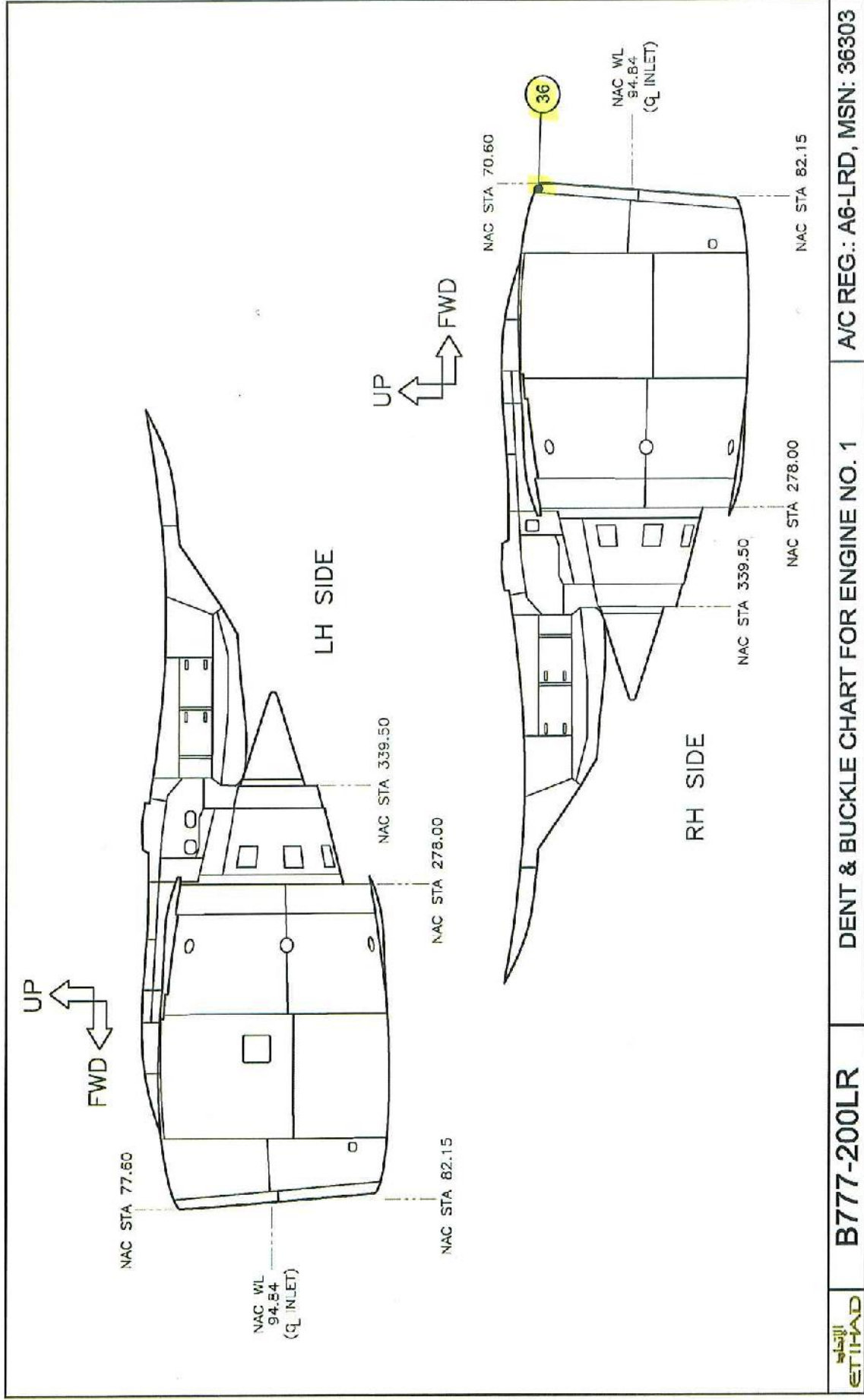
* Delete as applicable :

Date : 01DEC2015

Signed : M. V. S.

Stamp : _____

EYEng
6224



ETIHAD	B777-200LR	DENT & BUCKLE CHART FOR ENGINE NO. 1	A/C REG.: A6-LRD, MSN: 36303
---------------	-------------------	---	-------------------------------------

A/C Type: B777-200LR A/C Reg: A6-LRD		External Damage Record Sheet (EDRS)							
		Damage Ref. No.	Date dd-mm-yy	Description Must include type of damage or repair, body station & stringer locations and damage or repair dimensions	ATL / NRC / DOL / Work Card No.	SRM/DDO Reference	Repair Status (Temporary or Permanent)	Name & Auth No.	Repeat less or permanent repair required (Yes / No & Due Date/ FH/FC)
35	11-Aug-15	RH Elevator lower surface at STN 369-395, Area of L= 25mm, W=12mm & D=0.10*6mm (0.004") disbonded, temporarily repaired with HST		ALH '295890 VISIT # 991354-NRC 036	SRM 55-20-01-1A-1 PARA 4F	Temporary	B491	Permanent repair within 40FC Current FC 3318 Due at 3719FC.	
36	1-Dec-15	Minor Dent L/H Eng on Inlet cowl at 12'clock position. L=2', W=1.5' D=0.036"		NR C43	SRM 54-11-01-1A-1 Rev 68 DTD 15/03/15 Fig102	Permanent	B404	No	



Structural Damage/Repair - Record

Part I: Aircraft/Component Damage Details (to be filled out by A/C/STR Heavy/Light/Line Maintenance Organization)

Aircraft Type/MSN/Reg.: B777-200LR/36303/A6-LRD	SDRR No.: (EY Fleet Mgt. Control No.): B777-36303-54-0010	
Aircraft / Component CSN : 3643	Aircraft / Component TSN : 32369:17	
Affected Part: L/H LIP SKIN	PN: INLET COWL 314W1400-9	SN: 00865
Visit No./Type: 1058239	NRC/ATL Ref. No: 4023	ATA: 54.

Description of Defect: (incl. damage type, affected sub part and general location)

SCRATCH MARK AT 10'O CLOCK POSITION ON LEFT INLET COWL LIP SKIN ASSY.

Damage Dimension: mm (in)

Length, L: 5.125" Width, W: 0.250" Depth, D: Diameter, Ø: Area, A:
 Original Thickness, t: 0.083", 0.080", 0.079" Max. Material Loss: 0.001", REFER NRC 4023.

Damage Location

Frame, FR: from to Stringer, STGR: from to (LH/RH) Rib: from to
 Body Buttock Line, BL: from to Water Line, WL: from to

Orientation (view looking fwd / aft): AFT TO FWD Radial (degrees or clock) position: 10'O CLOCK

Report any previous repair in the area:

Inspection Reference: Was damage found during SB/ALI/MRB/MPD? ☐ No ☒ Yes

SB/EO No.:

MRB/MPD/AMS/ALI/Task No.:

Cause of Damage:

☐ Environment ☐ Lavatory/Galley Spill ☐ Chemical Spill ☐ Internal Leakage ☐ Wet Insulation Blanket ☐ Temporary Repair Replacement
☐ Bird Strike ☐ Accidental Damage ☐ Blocked Drain ☐ Lightning Strike ☒ Unknown ☐ Others (pls. specify)

Part II: Damage Assessment (to be filled out by A/C or STR Heavy/Light/Line Maintenance Organization)

Damage within Allowable Limits ☐ Yes ☐ No, Contact Engg. Technical Request No. ☐ No, Replaced

Repair Approved by (SRM)CMM/AMM:

(Specify Chapter Page Block, Para, Figure, Diagram, Sheet and Rev No.)
 B777-200 SRM 54-13-01-1A-1, ALLOWABLE DAMAGE 1,
 FIG. 103, SHEET 1, TABLE A, SHT. 5, DETAIL A,
 SRM/IR/SSI (if any): REV. TO JAN 15/2016.

Repair Approved by: RDAS, FAA, RDR, Part 21 DOA

Repair Classification

☒ Minor ☐ Major

Description of Repair: THE DAMAGE IS 13.5" ABOVE FROM THE LIP SKIN JOINT, L = 5.125",
 W = 0.250", MAXIMUM LOSS OF MATERIAL = 0.001 AND FOUND WITHIN LIMIT 1A
 B777-200 SRM 54-13-01-1A-1, ALLOWABLE DAMAGE 1, FIG. 103, SHT. 1, TABLE A AND SHT. 5
 DETAIL A. REV. TO JAN. 15/2016.

Monitoring Defect No.
(if any):

Weight Change:

Yes, (kg, weight change); (kg-m (in), moment change) ☒ No (less than 0.5 kg)

Repair Life Limitation

Ins Threshold:

Ins Interval:

Ins Method:

Repair Replacement:

Repair Category

☒ A Permanent
☐ B Permanent with Inspection
☐ C Temporary

Corrosion Level

☐ 1 ☐ 2 ☐ 3 ☒ N/A
☐ Widespread
☐ Local

NAME/STAFF ID

APPROVAL/STAMP NO.

MAINTENANCE ORGANIZATION

DATE

CYRUS

EY Eng
2449

EY ENGINEERING

14 MARCH 2016

Click to Print

Print Form

Email this form to EY Fleet Management Team, click the applicable button below:

A320 Fleet Mgt

A380 Fleet Mgt

B787 Fleet Mgt

A330/A340 Fleet Mgt

B777 Fleet Mgt

Structural Damage/Repair - Record

Part III. Evaluation and Review (to be filled-out by EY Fleet Management Engineering)

Damage/Repair Figure

- Attach extracted reference manual figures, sketch and/or general and detail view photos.
- Indicate the exact position of damage with distances to nearest frame, stringer or adjacent landmark such as edge of part, ribs, stiffeners latches/hinges, doublers, access panels.

Insert Image Here

Damage Repair within Allowable Limits?

- ☒ Yes
☐ No

Ref. No.: SRM 54-13-01-1A-1 DETAIL A

Repair within SRM /AMM/CMM?

- ☐ Yes, Manual Ref No.:
☐ No, OEM Ref. No.:

☒ Minor Repair ☐ Major Repair

Structure Classification

- ☒ Primary
☐ Secondary

Repair Life Limitation

Ins Threshold:
Ins Interval:
Ins Method:
Repair Replacement:

Repair Category

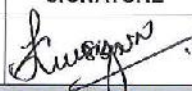
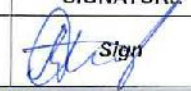
- ☒ A Permanent
☐ B Permanent with inspection
☐ C Temporary

Corrosion Level

- ☐ 1 ☐ 2 ☐ 3 ☒ N/A
☐ Widespread
☐ Local

Remarks:

PERFORMED SCRATCH REWORK ON # 1 ENGINE INLET COWL LIPSKIN IS WITHIN THE ALLOWABLE DAMAGE IN ACCORDANCE WITH B777-200 SRM 54-13-01-1A-1 ALLOWABLE DAMAGE 1, FIGURE 103, TABLE A and DETAIL A.

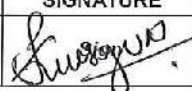
REVIEWED BY/STAFF ID:	SIGNATURE	DATE	VERIFIED BY/STAFF ID:	SIGNATURE	DATE
Narayanan Kutty		28 Mar 16	Anton Dukov		28 Mar 16

Part IV. Additional / Definitive Action (to be filled-out by EY Fleet Management Engineering)

Permanent Action / Repair Replacement:

ACCOMPLISHED SCRATCH REWORK IS PERMANENT CATEGORY A WITH NO ADDITIONAL INSPECTION REQUIREMENTS.

Definitive OEM Approval Ref. No.: N/A

REVIEWED BY/STAFF ID:	SIGNATURE	DATE	VERIFIED BY/STAFF ID:	SIGNATURE	DATE
Narayanan Kutty		28 Mar 16	Anton Dukov		28 Mar 16

RE-PRINT COPY



ETIHAD
AIRWAYS
ENGINEERING

Non Routine Work Card

Work Order
No.

(1)



AUH14570865

CARD No.

(2)

4023

A/C Reg	A/C Type	VISIT No.	Zone	Trade	ATA	Date Raised	Raised By
(3) A6-LRD	(4) B777-200LR	(5) 1058239	(6) 400	(7) STR	(8) 54-12	(9) 09-MAR-2016	(10) 13163
Job Card No.	NRC No.	EST. MH	Chargeable (14)	Customer Auth			
(11) EY_B777_71-836-01-01	(12) 8539428	(13) 2	YES ☒ NO ☐	(15)			

Defect Description

(16) **EYEng**
SCRATCH MARK APPROX 3000 IN LENGTH FOUND AT 10'O'CLOCK POSITION ON LEFT INLET COWL LIP
SKIN ASSY WHILE CARRYING OUT INSP OF LEFT INLET COWL.

(17)

Independent Inspection/RII Requirement Yes ☐ No ☐

* Data Entry Required for Etihad Aircrafts only

Data Entry Done by	Deferral Code	Deferral No	MCC Control No
(18)	(19)	(20)	(21)

SEQ (22)	Action To Be Taken (23)	Action Taken (24)	MECH Sign EMP. Date (25)	INSP. Sign Stamp Date (26)
10				
	CARRY OUT REMOVAL OF SCRATCH MARK	CARRY-OUT REMOVAL OF SCRATCH MARK		
	IAW B777-200 SRM 51-10-02, REV. 70, JAN. 15/2016.	IAW B777-200 SRM 51-10-02, REV. 70, JAN. 15/2016.	 15-15 14-MAR-16	 EYEng 2497 14-MAR-16
20				
	CARRY OUT HFEC INSP. AT REWORK AREA FOR CRACK IAW NTM 51-00-10, PT6, REV. 64, AUG. 10/2015.	HFEC C/OUT IAW NTM 51-00-10, PT6, REV. 64, AUG. 10/2015. AUG 2015. NIL FINDINGS.	 EYEng 6227 14-03-16	 EYEng 6227 14-03-16
30				
	CARRY OUT UT THICKNESS INSP. AT REWORK AREA IAW NTM 51-00-10, PT4, REV. 64, AUG. 10/2015.	THICKNESS CHECK C/OUT IAW NTM 51-00-10, PT4, REV 64, DTD 10.AUG.15 THICKNESS READING AT INRD EDGE IS OKG = 0.083" & REM 0.082" IN CENTRE AREA IS 0.081" & 0.080" AND OUTRD EDGE IS 0.080" & 0.079" RESPECTIVELY.	 EYEng 6227 14-03-16	 EYEng 6227 14-03-16
40				
	CARRY OUT EVALUATION OF THE REWORK AREA IAW B 777-200 SRM	THE DAMAGE IS 13.5" ABOVE FROM THE LIP SKIN JOINT. LENGTH OF	 EYEng 2497 14-MAR-16	 EYEng 2497 14-03-16

	Tool Measurement Recording
---	-------------------------------------

(1) Visit No.	1058239	(2) Task Card No.	AUH K157 0865
(3) A/C Type	B777-200 LR	(4) A/C Reg.	AG-LRB
(5) Tool Description	ELOTEST M2		
(6) Tool PN	SR 5972	(7) Tool S/N	050-459
(8) Task Description	HPEL - CRACK CHECK		

(9) Record Measurement

FREQUENCY = KHZ

RESULT = NIL

(10) Certified By Name: HASSAN	Signature: 	Stamp: EYEng 6227	Date: 14 MAR 16
--------------------------------------	--	----------------------	-----------------

As per TPM 2-26 and TPM 2-17 Para 37 the Form should be used whenever the task card has no appropriate stages/steps to record the tool measurements.

	Tool Measurement Recording
---	-------------------------------------

(1) Visit No.	1058239	(2) Task Card No.	AUH14570865
(3) A/C Type	B777-200 LR	(4) A/C Reg.	AK-LRD
(5) Tool Description	TG - 4W THICKNESS CHECK		
(6) Tool PN	SR 6172	(7) Tool S/N	07145094
(8) Task Description	UT - THICKNESS CHECK		

(9) Record Measurement

UNIT = THOU OF AN INCH
 FREQUENCY = MHZ
 RESULT = SEERACHED CARD

(10) Certified By Name:	Signature: 	Stamp: EYEng 6227	Date: 14 MAR 16
-------------------------------	--	----------------------	-----------------

As per TPM 2-26 and TPM 2-17 Para 37 the Form should be used whenever the task card has no appropriate stages/steps to record the tool measurements.



Structural Damage/Repair - Record

Part I: Aircraft/Component Damage Details (to be filled out by A&C or STR Heavy/Light/Line Maintenance Organization)			
Aircraft Type/MSN/Reg.: B777-200LR/36303/A6-LRD		SPRR No. EY-ENGINEERING Control No. B777-36303-54-0011	
Aircraft / Component CSN : 3643		Aircraft / Component TSN : 32389:17	
Affected Part: INLET COWL LIP SKIN		PN: 314W1400-9	SN: 000865
Visit No./Type: 1058239		NRC/ATL Ref. No: 4037	ATA: 57-00
Description of Defect: (incl. damage type, affected sub part and general location) LH INLET COWL LIP SKIN WITH DENT ON EXTERNAL SURFACE BETWEEN 3'O'CLOCK AND 4'O'CLOCK POSITION			
Damage Dimension: mm (in) Length, L: 7" Width, W: 3.75" Depth, D: 0.050" Diameter, Ø: Area, A: Original Thickness, t: Max. Material Loss:			
Damage Location Frame, FR: from to Stringer, STGR: from to (LH/RH) Rib: from to Body Buttock Line, BL: from to Water Line, WL: from to Orientation (view looking fwd / aft): Radial (degrees or clock) position: 6.5" BELOW 3'O'CLOCK POSITION LOOKING FORWARD Report any previous repair in the area:			
Inspection Reference: Was damage found during SB/ALI/MRB/MPD? ☐ No ☒ Yes SB/EO No.: MRB/MPD/AMS/ALI/Task No.: EY-B777-71-836-01-01			
Cause of Damage: ☐ Environment ☐ Lavatory/Galley Spill ☐ Chemical Spill ☐ Internal Leakage ☐ Wet Insulation Blanket ☐ Temporary Repair Replacement ☐ Bird Strike ☐ Accidental Damage ☐ Blocked Drain ☐ Lightning Strike ☒ Unknown ☐ Others (pls. specify)			
Part II: Damage Assessment (to be filled out by A&C or STR Heavy/Light/Line Maintenance Organization)			
Damage within Allowable Limits ☐ Yes ☒ No, Contact Engg, Technical Request No. 21263H ☐ No, Replaced			
Repair Approved by SRM/CMM/AMM: (Specify Chapter Page Block, Para, Figure, Diagram, Sheet and Rev No.) SRM 54-13-01 (A-1) PARAGRAPH 4.A. FIGURE 103 DETAIL E. REV. 70 JAN 15 2016. PERM PERM PERM (A&C) SRM/IR/SSI (if any): BAC5300-2 AND TR21263H; CMM 71-11-28 PB701 REV. 64 MAR. 01 2016. SOPM 20-20-02 REV 127 JULY 01 2015		Repair Approved by: RDAS, FAA, RDR, Part 21 DOA RDR No. Gm0-ETI-16-0024-10B Dated 23 mar 2016 Repair Classification ☒ Minor ☐ Major	
Description of Repair: INLET COWL LIP SKIN REWORKED PER BAC5300-2 AND TR21263H. FASTENERS REINSTALLED INW CMM 71-11-28 PB701 REV. 64 MAR. 01 2016. PENETRANT INSPECTION CARRIED OUT PER SOPM 20-20-02.			
Monitoring Defect No. (if any): T-6725764	Weight Change: Yes, (kg, weight change); (kg-m (in), moment change) ☒ No (less than 0.5 kg)		
Repair Life Limitation Ins Threshold: 2A CHECK/4000 FH Ins Interval: 2A CHECK/4000 FH Ins Method: FPI/HPEC Repair Replacement:	Repair Category ☒ A Permanent ☒ B Permanent with inspection ☐ C Temporary		Corrosion Level ☐ 1 ☐ 2 ☐ 3 ☒ N/A ☐ Widespread ☐ Local
NAME/STAFF ID CYRUS / 11219	APPROVAL/STAMP NO. EYEng 2449	MAINTENANCE ORGANIZATION EY ENGINEERING	DATE 20 MAR 2016

Click to Print

Print Form

Email this form to EY Fleet Management Team, click the applicable button below:

A320 Fleet Mgt

A380 Fleet Mgt

B777 Fleet Mgt

A330/A340 Fleet Mgt

E757 Fleet Mgt

Structural Damage/Repair - Record

Part III. Evaluation and Review (to be filled-out by EY Fleet Management Engineering)

Damage/Repair Figure

- Attach extracted reference manual figures, sketch and/or general and detail view photos.
- Indicate the exact position of damage with distances to nearest frame, stringer or adjacent landmark such as edge of part, ribs, stiffeners latches/hinges, doublers, access panels.

Insert Image Here

Damage Repair within Allowable Limits?

- ☐ Yes
☒ No

Repair within SRM /AMM/CMM?

- ☐ Yes, Manual Ref No.:
☒ No, OEM Ref. No.: RDR # GMO-ETI-16-0024-10B

☒ Minor Repair ☐ Major Repair

Ref. No.:

Structure Classification

- ☒ Primary
☐ Secondary

Repair Life Limitation

Ins Threshold: Refer to remarks
Ins Interval: column for
Ins Method: inspection threshold
Repair Replacement:

Repair Category

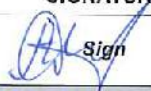
- ☐ A Permanent
☒ B Permanent with inspection
☐ C Temporary

Corrosion Level

- ☐ 1 ☐ 2 ☐ 3 ☒ N/A
☐ Widespread
☐ Local

Remarks:

The dent with crease mark on the inlet cowl lipskin 6.5" below 3 O'clock Butt joint was dressed back to original contour have been approved as per Boeing RDR No. GMO-ETI-16-0024-10B dated 23 March 2016 provided following conditions are met:- Accomplish a FPI or HFEC inspection on the outside of the reworked area every 2A-Check or 4000 FH (whichever comes first) until next C-check equivalent or 1125 days or 18000 FH (whichever comes later) to ensure no cracks.

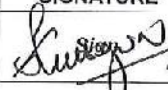
REVIEWED BY/STAFF ID:	SIGNATURE	DATE	VERIFIED BY/STAFF ID:	SIGNATURE	DATE
Narayanan Kutty		28 Mar 16	Anton Dukov		28 Mar 16

Part IV. Additional / Definitive Action (to be filled-out by EY Fleet Management Engineering)

Permanent Action / Repair Replacement:

After the first inspections during every 2A-Check until next C-check if no cracks are present, perform FPI or HFEC inspection on the outside of the reworked area at the subsequent C-Check equivalent or 1125 days or 18000 FH (whichever comes first). If no cracks are found the repair structurally acceptable as permanent. 

Definitive OEM Approval Ref. No.: RDR No. GMO-ETI-16-0024-10B dated 23 mar 2016

REVIEWED BY/STAFF ID:	SIGNATURE	DATE	VERIFIED BY/STAFF ID:	SIGNATURE	DATE
Narayanan Kutty		28 Mar 16	Anton Dukov		28 Mar 16

ETIHAD
AIRWAYS
ENGINEERING

Non Routine Work Card

Work Order
No.

(1)



AUH14605529

CARD No.

(2)

4037

A/C Reg	A/C Type	VISIT No.	Zone	Trade	ATA	Date Raised	Raised By
(3) A6-LRD	(4) B777-200LR	(5) 1058239	(6) 400	(7) STR	(8) 54-12	(9) 14-MAR-2016	(10) 13163
Job Card No.	NRC No.	EST. MH	Chargeable (14)	Customer Auth			
(11) EY_B777_71-836-01-01	(12) 8554984	(13)	YES ☒ NO ☐	(15)			

Defect Description

(16)
ON INSP OF LEFT INLET COWL, FOUND DENT ON THE EXTERNAL SURFACE OF LOWER LIP ASSY APPROX
BETWEEN 3'O'CLOCK AND 4'O'CLOCK POSITION

(17)

Independent Inspection/RII Requirement Yes ☒ No ☐

* Data Entry Required for Etihad Aircrafts only

Data Entry Done by	Deferral Code	Deferral No	MCC Control No
(18)	(19)	(20)	(21)

SEQ (22)	Action To Be Taken (23)	Action Taken (24)	MECH Sign EMP. Date (25)	INSP. Sign Stamp Date (26)
10	CARRY OUT HFEC INSPECTION IAW NDT PART 6, 51-00-01 TO ENSURE NIL CRACK	HFEC C/OUT ON DENTED AREA IAW MM 51-00-01, PART 6, REV. 64, DTD 10 AUG 2015. NIL FINDINGS	EYEng 6227 14.03.16	EYEng 6227 14.03.16
20	CARRY OUT EVALUATION OF DENT IAW SRM 54-13-01-1A-1 ALLOWABLE DAMAGE 1 PARAGRAPH 4.A. FIGURE 103 DETAIL E. REV. 70 15 JAN 2016	DENT ON INLET COWL LIPSKIN IS LOCATED 6.5" BELOW BUTT JOINT AT 3'O'CLOCK POSITION AND 0.625" FORWARDS OF BULKHEAD FASTENER ROW. DENT DEPTH = 0.050"; WIDTH = 3.75" LENGTH = 7"; CREASE LENGTH = 6.0"	EYEng 2449 14 MAR 2016	EYEng 2449 14 MAR 2016

Certification

I hereby certify that the maintenance was accomplished in accordance with CAR 145/Part 145/FAR 145 and MOE 2.16/RSQM 7.2 requirements.

☐ UAE.145.0010 ☐ EASA 145.0073 ☐ FAA 2GUY107C ☐ Others(27)
Name: Sign: Stamp: Date: (28)

Rotable Component Change Details

Position	P/N OFF	S/N OFF	P/N ON	S/N ON
(29)	(30)	(31)	(32)	(33)

(34) Continuation NR Page Attached Yes ☐(35) Additional parts used sheets attached ☐

Card Cleared

(36)

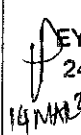
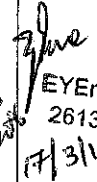
Date

(37)

01 OF 09

Non Routine Work Card (Continuation sheet)

Visit No.	A/C Reg.	Work Order No	NRC No.	Date Raised	Raised by
A6-LRD	B777-200LR	AUH14605529	4037	14 MARCH 2016	13163

SEQ	Action to be Taken	Action Taken	MECH Sign EMP. Date	INSP. Sign Stamp Date
20		THE DENT WITH CREASE IS BEYOND THE ALLOWABLE DAMAGE IAW SRM54-13-01-1A-1 ALLOWABLE DAMAGE 1 PARAGRAPH 4.A. FIGURE 103 DETAIL E. REV. 70 15 JAN. 2016	EYEng 2449	 EYEng 2449 14 MAR 2016
30	PAISE TR FOR REPAIR CLARIFICATION	TR 21263H RAISED FOR REPAIR CLARIFICATION	EYEng 2449	 EYEng 2449 14 MAR 2016
40	CARRY OUT REMOVAL OF INLET COWL TO GAIN ACCESS FOR THE REPAIRS ON DAMAGED LIP SKIN IAW TR 21263H IAW AMM 71-11-01-000-802-H01 REV. 76 05 JAN 2016	REMOVED LEFT INLET COWL ASY IAW AMM 71-11-01-000-802-H01 REV 76 DATED 05 JAN 2016	 13163 17 MAR 2016	 EYEng 2613 17/3/16

Certification

I hereby certify that the maintenance was accomplished in accordance with CAR 145/Part 145/FAR 145 and MOE 2.16/RSQM 7.2 requirements.

☐ UAE.145.0010
 ☐ EASA.145.0073
 ☐ FAA GUX2107F
 ☐ Others.....

Name:

Sign:

Stamp:

Date:

Rotable Component Change Details

Position	P/N OFF	S/N OFF	P/N ON	S/N ON

Continuation NR Page Attached ☐

Additional parts used sheets attached ☐

Non Routine Work Card (Continuation sheet)

Visit No.	A/C Reg.	Work Order No	NRC No.	Date Raised	Raised by
A6-LPD 1058239	A6-LPD B777-200LR 1058239	AUH14605529	4037	14-MAR-2016	13163

SEQ	Action to be Taken	Action Taken	MECH Sign EMP. Date	INSP. Sign Stamp Date
50	REMOVE OUTER PANELS TO FACILITATE THE LIP SKIN REWORK IAW CMM 71-11-28, PB.301. REV. 64, MAR. 01/16.	CARRIED OUT REMOVAL OF THE PANEL IAW AMM TASK 06-43 -DA-800-804-005 REV 76, 05 JAN 2016 & CMM 71-11-28 PB 301 REV 64, MAR 01/16	EYEng 2613	<i>[Signature]</i> EYEng 2613 17/3/16
60	REMOVE REQUIRED FASTENERS TO GET ACCESS TO AFFECTED AREA FOR THE DENT RWORK IAW B777.CMM 71-11-28 PB 301 AND TR 21263H PART (D).	CARRIED OUT REMOVAL OF REQUIRED FASTENERS TO GET ACCESS TO THE AFFECTED AREA FOR THE DENT RWORK IAW B777-CMM-71-11-28, REV. 64, MAR. 01/16. PB.301 AND TR 21263H PART (D) PARA 1.	<i>[Signature]</i> 14978 18-MAR-16	<i>[Signature]</i> EYEng 2497 18-MAR-16
70	CAREFULLY RWORK THE DENT TO ORIGINAL CONTOUR PER BAC 5300-2 AND TR 21263H PART D INSTRUCTIONS.	CAREFULLY RWORKED THE DENT TO ORIGINAL CONTOUR IAW BAC 5300-2 AND TR 21263H, PART D, PARA. 2.	<i>[Signature]</i> 14978 18-MAR-16	<i>[Signature]</i> EYEng 2497 18-MAR-16

Certification

I hereby certify that the maintenance was accomplished in accordance with CAR 145/Part 145/FAR 145 and MOE 2.16/RSQM 7.2 requirements.

☐ UAE.145.0010
 ☐ EASA.145.0073
 ☐ FAA GUX2107F
 ☐ Others.....

Name: _____ Sign: _____ Stamp: _____ Date: _____

Rotable Component Change Details

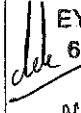
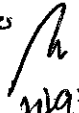
Position	P/N OFF	S/N OFF	P/N ON	S/N ON

Continuation NR Page Attached ☐

Additional parts used sheets attached ☐

Non Routine Work Card (Continuation sheet)

Visit No.	A/C Reg.	Work Order No	NRC No.	Date Raised	Raised by
1058239	A6-LRP	AUH14605529	4037	14-MAR-2016	13163

SEQ	Action to be Taken	Action Taken	MECH Sign EMP. Date	INSP. Sign Stamp Date
80	FLUORESCENT PENETRANT	CARRIED OUT I/P2 ON BOTH.	 16/3/16	 EYEng 6207 18 MAR 2016
	INSPECT BOTH SIDE OF THE	SPRUE-012 REWORKING AREA INDOOR		
	REWORKED AREA PER	FORM 20-20-02 REV 12.7 SUBC/REVS		
	SDPM 20-20-02 TO ENSURE	NIL FINDINGS.		
	NIL CRACKS EXIST.			
	REFER TR # 21263H			
	PART (D).			
90	CARRY OUT DVI AT DENT	CARRIED OUT INSPECTION AT	EYEng 2613	 EYEng 2613 19/3/16.
	REWORKED AREA AND ITS	DENT REWORKED AREA IAW AMM		
	SURROUNDINGS FOR NIL	TASK 71-11-01-200-SOL-HDD AND		
	FINDINGS. IAW AMM TASK	FOUND ABNORMAL REV 76, AS		
	71-11-01-200-SOL-HDD-REV 76	JAN 2016.		
	AS JAN 2016			
100	INSTALL THE FASTENERS AT THE	CARRIED OUT INSTALLATION OF FASTENERS	 14/3/16 20 MAR 16	 EYEng 2497 20-MAR-16
	AFFECTED AREA, WHICH REMOVED	AT THE AFFECTED AREA WHICH		
	FOR DENT REWORK IAW BTTT.	REMOVED FOR ACCESS TO DENT REWORK		
	CMM 71-11-28, PB 701, REV. 64,	IAW CMM 71-11-28, PB. 701, REV. 64		
	MAR. 01/2016 AND TR # 21263H	MAR. 01/2016 AND TR 21263H		
	PART (F)	PART (F).		

Certification

I hereby certify that the maintenance was accomplished in accordance with CAR 145/Part 145/FAR 145 and MOE 2.16/RSQM 7.2 requirements.

☐ UAE.145.0010
 ☐ EASA.145.0073
 ☐ FAA GUX2107F
 ☐ Others.....

Name: _____ Sign: _____ Stamp: _____ Date: _____

Rotable Component Change Details

Position	P/N OFF	S/N OFF	P/N ON	S/N ON

Continuation NR Page Attached ☐
 Additional parts used sheets attached ☐

Non Routine Work Card

Work Order
No.

(1)



AUH14605529

CARD No.

(2) 4037

	APPLY PAINT FINISH AT	
	INSTALLATION AREA (PANELS) IAW	
	AMM <i>EYE</i> EYEng 2497	
130		
	TR#21263H PART G RAISED FOR FINAL	AS PER TR#21263H PART H,
	REPAIR APPROVAL	PERFORMED REPAIR IS APPROVED AS
		MINOR IAW BOEING
		RDR#GMO-ETI-16-0024-10B DATED 23
		MARCH-2016, PROVIDED FOLLOWING
		CONDITIONS ARE MET.
		A. ACCOMPLISH FPI IAW SOPM
		20-20-02 OR HFEC PER 777 NDT
		MANUAL PART 6, 51-00-01 ON THE
		OUTSIDE OF THE REWORKED AREA
		EVERY 2A CHECK OR 4000 FH
		WHICHEVER COMES FIRST UNTILL THE
		NEXT C CHECK OR EQUIVALENT OR
		1125 DAYS OR 18000 FH (WHICHEVER
		COMES LATER) TO ENSURE NO CRACK
		EXIST.
		B. IF NO CRACKS ARE PRESENT,
		ACCOMPLISH A FPI PER SOPM
		20-20-02 OR HFEC PER 777 NDT
		MANUAL PART 6, 51-00-01 ON THE
		OUTSIDE OF THE REWORKED AREA AT
		THE SUBSEQUENT C CHECK EQUIVALENT
		OR 1125 DAYS OR 18000 FH
		(WHICHEVER COMES FIRST). IF NO
		CRACKS ARE FOUND, THE REPAIR IS
		STRUCTURALLY ACCEPTABLE AS
		PERMANENT. KINDLY NOTIFY
		ENGINEERING IF ANY CRACKS FOUND
		DURING THESE INSPECTIONS.

Non Routine Work Card

Work Order
No.

(1)



AUH14605529

CARD No.

(2) 4037

140

RAISE MR AND TDD TO COVER THE
REPEAT INSPECTION REQUIREMENT PER
TR#21263H PART G AND BOEING
RDR#GMO-ETI-16-0024-10B

TDD AND MR RAISED FOR BELOW
INSPECTIONS REQUIREMENT.

A. ACCOMPLISH FPI IAW SOPM
20-20-02 OR HFEC PER 777 NDT
MANUAL PART 6, 51-00-01 ON THE
OUTSIDE OF THE REWORKED AREA
EVERY 2A CHECK OR 4000 FH
WHICHEVER COMES FIRST UNTILL THE
NEXT C CHECK OR EQUIVALENT OR
1125 DAYS OR 18000 FH (WHICHEVER
COMES LATER) TO ENSURE NO CRACK
EXIST.

B. IF NO CRACKS ARE PRESENT,
ACCOMPLISH A FPI PER SOPM
20-20-02 OR HFEC PER 777 NDT
MANUAL PART 6, 51-00-01 ON THE
OUTSIDE OF THE REWORKED AREA AT
THE SUBSEQUENT C CHECK EQUIVALENT
OR 1125 DAYS OR 18000 FH
(WHICHEVER COMES FIRST). IF NO
CRACKS ARE FOUND, THE REPAIR IS
STRUCTURALLY ACCEPTABLE AS
PERMANENT. KINDLY NOTIFY
ENGINEERING IF ANY CRACKS FOUND
DURING THESE INSPECTIONS.

TDD#

MR#

Deferred Defect History Report

Defect Description :						
Date/Time Raised	Defect	Aircraft Regn.	Defect Type /Defect #	Status	ATA	Organization / Dept
14-03-2016 10:37:23	ON INSP OF LEFT INLET COWL FOUND DENT ON THE EXTERNAL SURFACE OF LOWER LIP ASSY APPROX BETWEEN 3'O'CLOCK AND 4'O'CLOCK POSITION	A6-LRD	TER T-8725764	Open	54-12	AUH / EYEng AIRFRAME SERVICES
Raised By Name/Staff #						
Dhinkar Sebastian Antony / 13163						NR # 8554984
Deferral History :						
Date & Time	Deferral Details			Organization / Dept	Deferred By Name/Staff #	AUTH#
27-03-2016 15:01	HFEC CARRIED OUT ON DENTED AREA IAW NTM 51-00-01 P16, REV 84 DT 10 AUG 2015, NIL FINDINGS.DENT ON INLET COWL LIPSIN IS LOCATED 6.5" BELOW BUTT JOINT AT 3 OCLOCK POSITION AND 3.625" FWD OF BULKHEAD FASTENER ROW DENT DEPTH 0.050"; WIDTH 3.75"; LENGHT 7"; CREASE LENGHT 6.0" THE DENT WITH CREASE IS BEYOND THE ALLOWABLE DAMAGE IAW SRV 54-13-01-1A-1 ALLOWABLE PARA 4A FIG 108 DETAIL E REV 70 DT 15 JAN 2016.TR 21263H RAISED FOR REPAIR CLARIFICATION.CAREFULLY REWORKED THE DENT TO ORIGINAL CONTOUR IAW BAC5303-2 AND TR 21263H PART D, PARA 2.CARRIED OUT FPI ON BOTH SIDE 01 - REWORKED AREA IAW SOPM 20-20-02 REV 127 DT 01 JUL 2015 NIL FINDINGS.AS PER TR#21263H PART H, PERFORMED REPAIR IS APPROVED AS MINOR IAW BOEING RDR#GMO-ETI-16-0024-10B DATED 23 MARCH-2016, PROVIDED FOLLOWING CONDITIONS ARE MET. A. ACCOMPLISH FPI IAW SOPM 20-20-02 OR HFEC PER 777 NDT MANUAL PART 6, 51-00-01 ON THE OUTSIDE OF THE REWORKED AREA EVERY 2A CHECK OR 4000 FH (WHICHEVER COMES FIRST UNTILL THE NEXT C CHECK OR EQUIVALENT OR 1125 DAYS OR 18000 FH (WHICHEVER COMES LATER) TO ENSURE NO CRACK EXIST. B. IF NO CRACKS ARE PRESENT, ACCOMPLISH A FPI PER SOPM 20-20-02 OR HFEC PER 777 NDT MANUAL PART 6, 51-00-01 ON THE OUTSIDE OF THE REWORKED AREA AT THE SUBSEQUENT C CHECK EQUIVALENT OR 1125 DAYS OR 18000 FH (WHICHEVER COMES FIRST). IF NO CRACKS ARE FOUND, THE REPAIR IS STRUCTURALLY ACCEPTABLE AS PERMANENT. KINDLY NOTIFY ENGINEERING IF ANY CRACKS FOUND DURING THESE INSPECTIONS.RAISED MR AND TDD TO COVER THE REPEAT INSPECTION REQUIREMENT PER TR#21263H PART G AND BOEING RDR#GMO-ETI-16-0024-10B			AUH / EYEng AIRFRAME SERVICES	Dhinkar Sebastian Antony/13163	eyer8 2613
Operations:						
Ops Steps	WO	Operation Description	Action taken		Staff	Date & Time
Final Action :						
Date	Final Action		Organization / Dept		Closed by Name / Staff #	AUTH#
Material Requirements :						
Part Number	Description		Req.Qty.		Qty. Available	U.O.M
Resource Requirements :						

	URGENT Technical Request
---	--

(Refer to EYEng/TS/8024A/Instructions in eDOC for filling instructions)

CODE : B7	☒ Aircraft ☐ Engine ☐ Component
ATA No. : 54-00-00	Release Authority : ☐ EASA ☐ FAA ☒ GCAA:
Manual Seq No 21263H	☐ Other (Specify): _____
cMRO Seq. No 8555368	Aircraft / Engine / Comp Input Date & Time: 04-MAR-2016
Page : 1 of 8	Aircraft / Engine / Comp Departure Date & Time: 27-MAR-2016

PART (A) : INITIAL TECHNICAL REQUEST (To be filled-out by Base/Light/Line Station/Component Services)							
SUBJECT: LH ENGINE INLET COWL LIP SKIN WITH DENT & CREASE						Visit No	1058239
CUSTOMER	ACFT TYPE	ENGINE TYPE	REG / MSN / SN	FH / TSN	FC / CSN	WO No	114605529
ETIHAD AIRWAYS	B777-200LR	GE90-110	A6-LRD/36303	32369:17	3643	NRC No	4037
Part / Component / Assy Name		Part No		Serial No	Component FC/CSN	Component FH/TSN	
LOWER HALF INLET COWL		314W1400-9		000865	N/A	N/A	
Next Higher Assy Description / Part No				Cost of Affected Item		(USD / or State)	
N/A				N/A			
References (SRM/IPC/AMM/CMM/OHM/OTHER)				Aircraft/Engine/Component Location			
54-13-01				HANGAR 6B			
Urgency: ☒ AOG ☒ WORK STOPPAGE ☐ 'A' Check ☒ 'C' Check ☐ Pre-Input ☐ Casualty Input ☐ Normal							

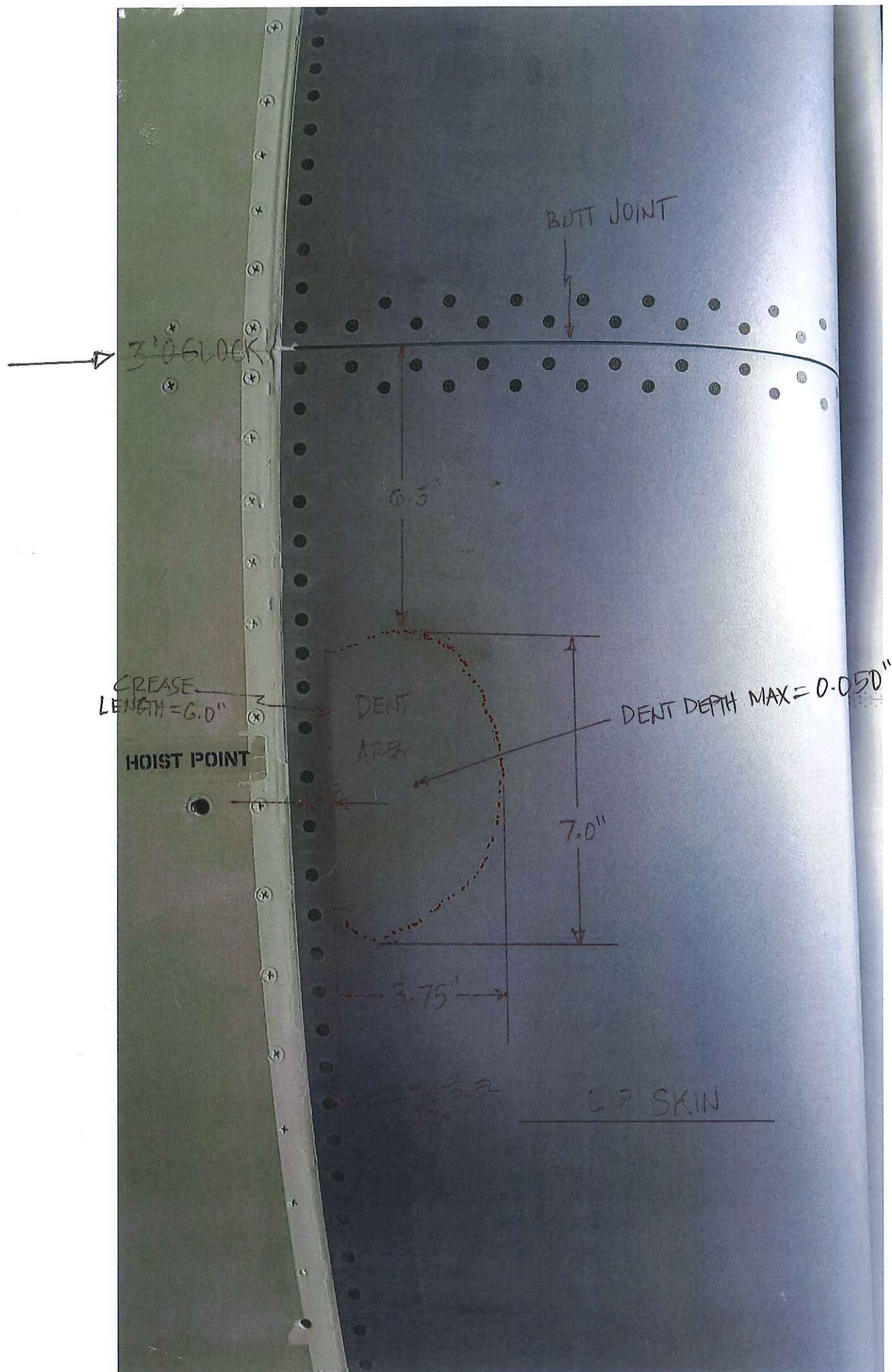
DETAILS OF TECHNICAL REQUEST: LH INLET COWL LIP SKIN FOUND WITH DENT WITH CREASE 6.5" BELOW BUTT JOINT AT 3 O'CLOCK POSITION AND 0.625" FROM FWD BULKHEAD/FRAME FASTENER ROW. IN REFERENCE TO SRM 54-13-01-1A-1 FIG. 103 DETAIL E, THE DENT WITH SHARP CREASE IS NOT ALLOWED. NO APPLICABLE REPAIR FOUND IN SRM 54-13-01-2R-1.

PLEASE ADVISE FURTHER COURSE OF ACTION



Raised by: <u>R. R. KURUP EEAE</u>  Name / Stamp / Title		Reviewed by: <u>EYEng</u> <u>CYRUS</u>  Name / Stamp / Title		14.03.16 at 12:10 Date Time	
Department: AFS		Contact Name: <u>CYRUS/KURUP</u>		Tel/Ext: 8640	

rev'd 14 Mar 2016
 1305hrs



Technical Request

(Refer to EYEng/TS/8024A/Instructions in eDOC for filling instructions)

Code: B7 cMRO Seq No: 8555368 Page No: 2 of 8
ATA No: 54 Manual Seq No: 21263H Customer: ETIHAD
Aircraft / Engine / Component & Registration / SN: B777-200LR / A6-LRD / 36303

PART: (B) Design, Engineering and Innovation INITIAL Response

Group: ☒ ST ☐ IN ☐ AV ☐ SY ☐ PP

(Sheet 1 of 1)

Received: Date: 14/03/2016 Time: 13:00 Replied: Date: 16/03/2016 Time: 08:00

REFERENCES: /A/ Boeing SR# 3-3465294247

ACTION:

NOTE: This TR response is for one time use only.

In response to Part A:

1. Carefully rework the dent to original contour per 777 SRM 51-70-01.
2. Fluorescent Penetrant Inspect both sides of the reworked area (inside and outside) per SOPM 20-20-02 after rework to ensure no cracks exist.
3. Advice Engineering upon completion of repair with inspection results.

Customer approval for deferred inspection or deferred permanent repair is required

☐ Yes ☐ No ☒ N/A

Customer Name / Signature: N/A

Date: N/A

Initiated by:

Svetoslav Stanishev

/LDE

Name/Title



Signature

Approved by:

Irene D. Visita

/ME

Name/Title



Signature

IMPORTANT: 1. ANY DEVIATION OUTSIDE THE SCOPE OF APPROVALS HELD BY EYEng MUST BE APPROVED BY THE APPLICABLE AIRWORTHINESS AUTHORITY, OR IT'S DELEGATED APPROVAL HOLDER, VIA EYEng SMQA, BEFORE RELEASE TO SERVICE.

URGENT

Technical Request



(Refer to EYEng/TS/8024A/Instructions in nDOC for filling instructions)

Code: B7 cMRO Seq No: 8555368 Page No: 3 of 8
ATA No: 54 Manual Seq No: 21263H Customer: ETIHAD
Aircraft / Engine / Component & Registration / SN: B777-200LR / A6-LRD / 36303

PART (C) Originator Continuation Sheet

Date: 16 MARCH 2016 Time: 12:25

Details: IN RESPONSE TO PART B;
IN REFERENCE TO SRM 51-70-01, DENT CAN BE REWORK
IF THE MAXIMUM THICKNESS IS 0.063" THICK AND DOES NOT
HAVE CREASE. THE DENTED LIP SKIN HAS A CREASE OF 6" IN
LENGTH AND LOCATED WHERE THE LIP SKIN THICKNESS IS 0.115".
TO PROCEED WITH THE REWORK AND NOT INSPECTION,
ACCESS IS REQUIRED. (LIP SKIN/OUTER BARREL MUST BE REMOVE).
PLEASE SPECIFY OR ADVISE FURTHER COURSE OF ACTION.



Raised by:

R. R. KURUP EEAE

Name/Stamp/Title

EYEng
2497

Signature

Reviewed by:

CYRUS AE

Name/Stamp/Title

EYEng
24496

03, 2016 at 12:25

Date

Time

revd 16 Mar 2016
1240 hrs

Technical Request

(Refer to EYEng/TS/8024A/Instructions in eDOC for filling instructions)

Code: B7 cMRO Seq No: 8555368 Page No: 4 of 8
ATA No: 54 Manual Seq No: 21263H Customer: ETIHAD
Aircraft / Engine / Component & Registration / SN: B777-200LR / A6-LRD / 36303

PART: (D) Design, Engineering and Innovation INITIAL Response

Group: ☒ ST ☐ IN ☐ AV ☐ SY ☐ PP

(Sheet 1 of 1)

Received: Date: 16/03/2016 Time: 13:00 Replied: Date: 16/03/2016 Time: 15:00

REFERENCES: /A/ Boeing 777 CMM 71-11-28 rev. 01 Mar 2016; /B/ BAC5300-2

ACTION:

NOTE: This TR response is for one time use only.

In response to Part A:

1. Gain access to affected area (external and internal) iaw 777 CMM 71-11-28 (PB 301) - DISASSEMBLY.
2. Carefully rework the dent to original contour per BAC5300-2.
Note: BAC5300-2 is an applicable metal forming procedure as required by SRM 51-70-01 para. 4.B.(4).(b). Find attached table with min bend radius.
3. Fluorescent Penetrant Inspect both sides of the reworked area (inside and outside) per SOPM 20-20-02 after rework to ensure no cracks exist.
4. Advice Engineering upon completion of repair with inspection results.

Customer approval for deferred inspection or deferred permanent repair is required

☐ Yes ☐ No ☒ N/A

Customer Name / Signature: N/A

Date: N/A

Inflated by:

Svetoslav Stanishev

/LDE

Name/Title

Signature

Approved by:

Irene D. Visita

/ME

Name/Title

Signature

IMPORTANT: 1. ANY DEVIATION OUTSIDE THE SCOPE OF APPROVALS HELD BY EYEng MUST BE APPROVED BY THE APPLICABLE AIRWORTHINESS AUTHORITY, OR IT'S DELEGATED APPROVAL HOLDER, VIA EYEng SMQA, BEFORE RELEASE TO SERVICE.

		URGENT Technical Request			
(Refer to EYEng/TS/8024A/Instructions in eDOC for filling instructions)					
Code: <u>B7</u>		cMRO Seq No: <u>8555362</u>		Page No: <u>5</u> of <u>8</u>	
ATA No: <u>54</u>		Manual Seq No: <u>21263H</u>		Customer: <u>ETIHAD</u>	
Aircraft / Engine / Component & Registration / SN: <u>B777-200LR/A6-LRP/36303</u>					
PART (A) Originator Continuation Sheet					
Date: <u>20 MAR 2016</u>		Time: <u>1050</u>			
Details: <u>111 RESPONSE TO PART (D)</u>					
* GAINED ACCESS TO AFFECTED AREA AND REMOVED REQUIRED FASTENERS IAW B777 CMM 71-21-28, PB 301. REV. 64. MAR. 01/16 AND TR # 21263H, PART (D), PARA. 1. * CAREFULLY REWORKED THE DENT TO ORIGINAL CONTOUR IAW BAL 5300-2 AND TR # 21263H PART D, PARA 2. * FLUORESCENT PENETRANT INSP. CARRIED OUT BOTH SIDE OF REWORKED FOR CRACK IAW ^{EYEng} MAN SOPM 20-20-02, REV. 127, JUL. 01/2015. "NIL FINDINGS". * CARRIED OUT INSPECTION AT DENT REWORKED AREA IAW AMM TASK 71-11-01-200-804-H00, REV. 76, 05 JAN. 2016, AND FOUND NORMAL. PLEASE ADVISE.					
Raised by: <u>R. R. KURUP EEAE</u> Name/Stamp/Title			Reviewed by: <u>CYRUS AE</u> Name/Stamp/Title		
EYEng 2497 Signature			EYEng 244920, 03, 2016 at 10:50 Date Time		

Technical Request

(Refer to EYEng/TS/8024A/Instructions in eDOC for filling instructions)

Code: **B7** cMRO Seq No: **8555368** Page No: **6** of **8**
ATA No: **54** Manual Seq No: **21263H** Customer: **ETIHAD AIRWAYS**
Aircraft / Engine / Component & Registration / SN: **B777-200LR / A6-LRD / 36303**

PART: (F) Design, Engineering and Innovation INITIAL Response

Group: ☒ ST ☐ IN ☐ AV ☐ SY ☐ PP

(Sheet 1 of 1)

Received: Date: **20/03/2016** Time: **11:30** Replied: Date: **20/03/2016** Time: **14:15**

REFERENCES:

Boeing 777 CMM 71-11-28 rev. 01 / Mar 2016.

ACTION:

NOTE: This TR response is for one time use only.

In response to Part E of this TR:

1. Close / assemble the affected area i.a.w. B777 CMM 71-11-28 PB 701 - ASSEMBLY.
2. RDR document will follow.

Customer approval for deferred inspection or deferred permanent repair is required

☐ Yes ☐ No ☒ N/A

Customer Name / Signature: N/A

Date: N/A

Initiated by:

Darko GJORGJIEV
/LDE

Name/Title


Signature

Approved by:

Svetoslav STANISHEV
/LDE

Name/Title


Signature

IMPORTANT: 1. ANY DEVIATION OUTSIDE THE SCOPE OF APPROVALS HELD BY EYEng MUST BE APPROVED BY THE APPLICABLE AIRWORTHINESS AUTHORITY, OR IT'S DELEGATED APPROVAL HOLDER, VIA EYEng SMQA, BEFORE RELEASE TO SERVICE.

 ETIHAD AIRWAYS ENGINEERING	Technical Request
(Refer to EYEng/TS/8024A/instructions in eDOC for filling instructions)	
Code: <u>B7</u>	cMRO Seq No: <u>8555368</u>
ATA No: <u>54</u>	Manual Seq No: <u>21263H</u>
Aircraft / Engine / Component & Registration / SN: <u>B777-200LR/AG-LRP/36303</u>	
Page No: <u>107</u> of <u>8</u>	
Customer: <u>ETIHAD</u>	



PART 6 Originator Continuation Sheet	
Date: <u>21-MAR-2016</u>	Time: <u>10:45</u>
Details: <u>IN RESPONSE TO PART (F),</u>	
* CARRIED OUT INSTALLATION OF FASTENERS AT THE AFFECTED AREA, WHICH REMOVED TO FACILITATE THE DENT REWORK IAW B777-CMM 71-11-28, PB. 701-ASSEMBLY. REV. 64, MAR. 01/2016 AND TR 21263H PART(F). * RE INSTALLED THE OUTER PANELS IAW B777-CMM 71-11-28, PB 701-ASSEMBLY REV. 64, MAR. 01/2016 AND TR 21263H PART(F). PLEASE ADVISE	
	
Raised by: <u>R. R. KURUP BEAE</u> Name/Stamp/Title	EYEng 2497 Signature
Reviewed by: <u>CYRUS A E2449</u> Name/Stamp/Title	EYEng 21 MAR 2016 at 10:45 Date Time

Technical Request

(Refer to EYEng/TS/8024A/Instructions in eDOC for filling instructions)

Code: 37 cMRO Seq No: 8555368 Page No: 8 of 8
 ATA No: 54 Manual Seq No: 21263H Customer: ETIHAD
 Aircraft / Engine / Component & Registration / SN: B777-200LR / A6-TLRD / 36303

PART (H) Design, Engineering and Innovation FINAL Response Group: ☒ ST ☐ IN ☐ AV ☐ SY ☐ PP
 (Sheet 1 of 1) This TR is CLOSED: ☒ Yes ☐ No

Received: Date: 21/03/2016 Time: 11:00 Replied: Date: 24/03/2016 Time: 09:30

REFERENCES: /A/ Boeing SR #: 3-3465294247; /B/ Boeing RDR No.: GMO-ETI-16-0024-10B dated 23 March 2016

ACTION: NOTE: This TR response is for one time use only.

In response to Part G:

- Performed repair is approved as MINOR law Boeing No.: GMO-ETI-16-0024-10B dated 23 March 2016, provided following conditions are met:
 - Accomplish a Fluorescent Penetrant Inspection per SOPM 20-20-02 or HFEC inspection per 777 NDT Manual Part 6, 51-00-01 on the outside of the reworked area every 2A-Check or 4,000 flight hours (whichever comes first) until the next C-Check equivalent or 1,125 days or 18,000 flight hours (whichever comes later) to ensure no cracks exist.
 - If no cracks are present, accomplish a Fluorescent Penetrant Inspection per SOPM 20-20-02 or HFEC inspection per 777 NDT Manual Part 6, 51-00-01 on the outside of the reworked area at the subsequent C-Check equivalent or 1,125 days or 18,000 flight hours (whichever comes first). If no cracks are found, the repair is structurally acceptable as permanent.
 - If cracks are found from any inspection above, notify Engineering for further repair instructions or replace the part before further flight.
- Raise an MR and T-defect reflecting para. 1.a), 1.b) and 1.c) requirements.

R A I S E	For ETIHAD AIRWAYS aircraft -	☒ T-Defect (Non-Routine (NR) (Legacy fleet) / Work Order (WO) (New fleet)
		☒ Maintenance Requirement (MR) (Legacy fleet) / Adhoc Job Instruction Card (Adhoc JIC) (New fleet)
		☐ Defect Deferred List (DDL) / Aircraft Technical Log (ATL) Entry
	For 3 rd Party Customer -	☐ Base Deferred Defects (BDD) / Aircraft Technical Log (ATL) Entry ***
	Limitations/Threshold/ Interval /Inspection method: <u>REFER TO PARA 1. CDE</u>	
	☒ Structural Damage/Repair Record (SDRR) (Form QA871 is for Etihad only) ***	☐ Cabin Deferred Defects (CDD)
	☒ Reflect on the D & B and (External Damage Record Sheet (EDRS) ***	☐ Reflect on the Fan Damage Chart (FDC)
	☐ For 3 rd Party Customer only - If Corrosion, Level: ☐ 1 ☐ 2. Complete customer CPCP form (if contracted) *** Note: If corrosion is Level 2, customer is responsible to upgrade its maintenance program to Level 1. Reflect this note in repair records.	
*** For 3 rd Party Customer, the recording is the responsibility of the Customer unless contracted. This recording requirement(s) must be reflected by EYEng when closing the performed repair / card. If contracted, it is recorded on the customer equivalent documentation.		

THE TECHNICAL CONTENT OF THIS DOCUMENT IS APPROVED PER (* STRIKE thru which is not applicable)

☐ EASA Part 145.A.45 () ☐ FAA AR / FAA DER * ☐ EASA RDAS / RAS * ☐ TA ☐ NAA
☐ GCAA CAR 145.45 () ☒ RDR ☐ DOA Part/CAR 21.J ☐ TV ☐ OTHER

Organization Name/Name: Boeing Authorization No.: ODA-300064-NM Doc Ref: GMO-ETI-16-0024-10B

EYEng Document Raised ☐ RS / RB * ☐ DDO ☐ EO ☐ EI ☐ Drawing(s) ☐ Tech Pubs Amndmt ☐ Others (Specify)
 (if applicable): DOCUMENT No: n/a

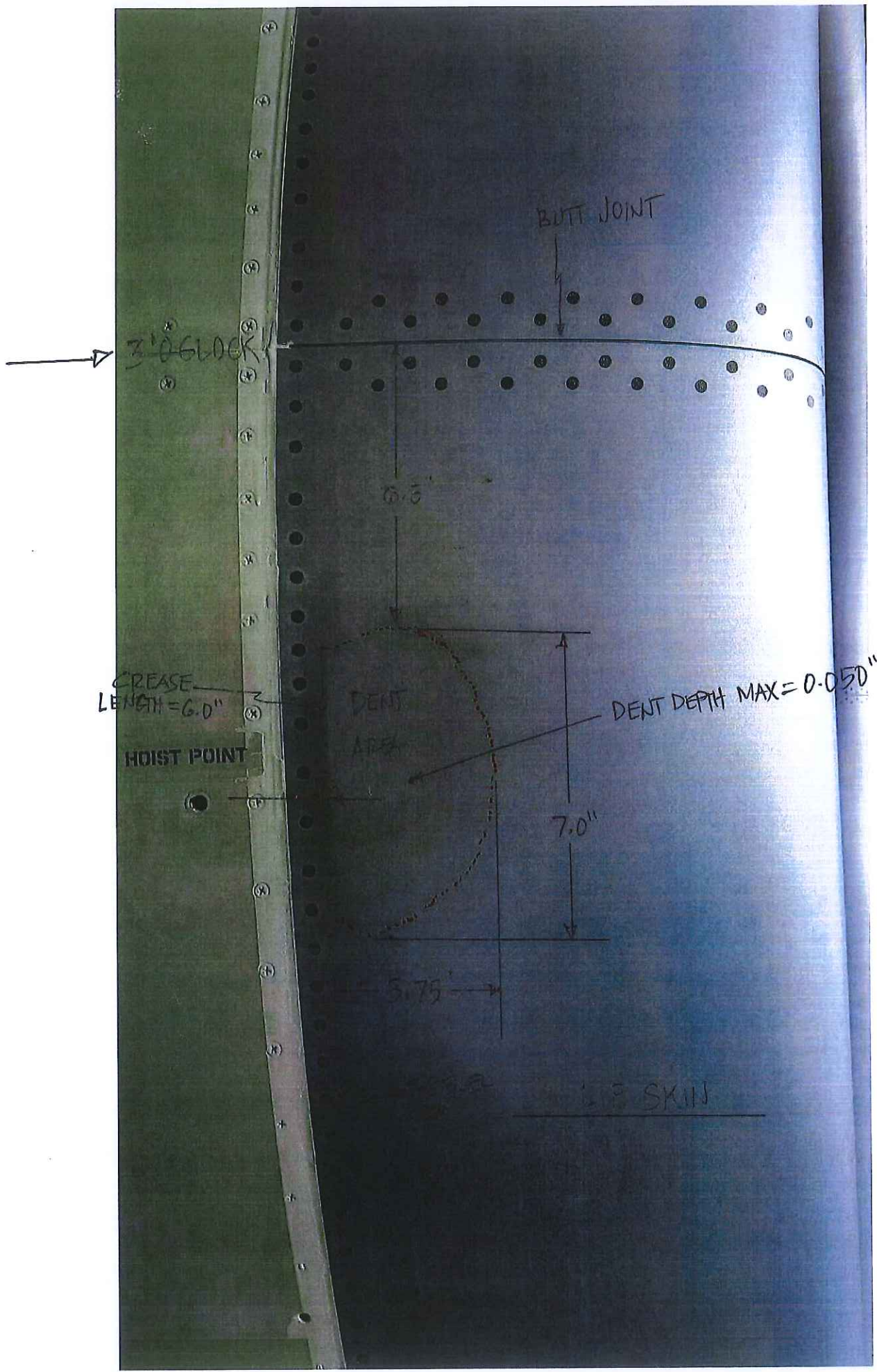
Customer approval for deferred inspection or deferred permanent repair is required ☐ Yes ☐ No ☒ N/A

Customer Name / Signature: n/a Date: n/a

Engineering M/Hrs: 4.0 Chargeable to: ☐ AFS/CS ☒ Customer Related PO Raised Ref / Cost: n/a (as per contract) Chargeable to: ☐ AFS/CS ☐ Customer
 Eng. Drafting M/Hrs: 0.0

Initiated by: Svetoslav Stanishev /LDE Approved by: Irene D. Visita /ME
 Name/Title Signature Name/Title Signature

IMPORTANT: 1. ANY DEVIATION OUTSIDE THE SCOPE OF APPROVALS HELD BY EYEng MUST BE APPROVED BY THE APPLICABLE AIRWORTHINESS AUTHORITY, OR IT'S DELEGATED APPROVAL HOLDER, VIA EYEng SMQA, BEFORE RELEASE TO SERVICE.
 2. COPY OF RELEVANT APPROVAL DOCUMENT SHALL BE ATTACHED TO THIS TR (example: RDAS, FAA FORM, EYEng DDO, etc.)



BUTT JOINT

3'06 LOCK

CREASE
LENGTH = 6.0"

HOIST POINT

DENT
AREA

DENT DEPTH MAX = 0.050"

7.0"

5.75"

2.8 SKIN

HOIST POINT

Dent dressed to
original contour

CT SYSTEMS