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loumen wrote:As per Boeing SRM I have a confusion regarding the dimensions as specified in the manual and the diagram given. As per the SRM A- Maximum Width of the

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Dent. L- Maximum Length of the Dent. Y- Depth of the Dent where width A is measured If anyone could elaborate the A & L dimensions for a given dent on the leading edge it would clear my doubt as I found the diagram provided in the ...

Making Structural Repairs Faster and More Cost ... - Boeing Boeing, Ryanair Celebrate Milestone 375th Next-Generation 737-800 Delivery. November 11, 2015 in Commercial. Irish low-cost carrier is the largest 737-800 customer in the world.

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the types planned for the SRM (including bolted, bonded, QCR, etc.) installed on them and will be tested. Tests include (but are not limited to): static and fatigue (with and without BVID, with and ... Boeing/NASA ACEE 737 Composite Horizontal Stabilizer Program

Chapter 51 Standard Practices and Structures - General repair manual (Srm) because all repairs in the boeing Srm are Faa approved. apply to the Faa directly. use a Der, who has a "special delegation" from the Faa, to approve data for major repairs using an Faa form 8110-3. Where Faa authorization has been delegated to boeing under delegation option authorization (14 cFr part 21.231), a boeing ar may approve the

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SrM - Boeing

The SRM pilot program was based on a limited set of projects on two airplane models, the 737-300/-400/-500 and the 747-400. The success of the SRM pilot program has led Boeing to implement it on additional airplane models.

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How a Strong(er) SRM Program Could Have Helped Boeing

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CHAPTER 51 PAGE 3 EXTRA - FLUGZEUGBAU GmbH

SERVICE MANUAL EXTRA 200 PAGE DATE: 1. July 1996

51-00-00 GENERAL 51-00-01 Access Panel Identification For
the Extra 200 all removable covers and fairings are

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boeing has developed a new process that has shown dramatic reductions in the time required for boeing to develop and publish updates to structural repair manuals (SrMs) for the 737-300/-400/-500 and the 747-400. based on promising

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results from these initial two

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The Boeing 737 Next Generation (NG) was introduced in the 1990s, with a redesigned, increased wing span, upgraded "glass" cockpit, and new interior. The 737 NG comprises the 737-600, -700, -800, and -900 variants, with lengths ranging from 31.09 to 42.06 m (102 to 138 ft). Boeing Business Jet versions of the 737 NG are also produced.

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We agree. All Boeing Model 737 SRMs were revised as a result of the scribe issue to address scribe damage in butt joints and within 1.0 inch of lap splice lower edges and external repair edges. This information is found in the Allowable Damage sections of the SRMs. We have added Note 2 to this final rule, as noted previously.

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