

Boeing Srm Structural Repair

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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 results from these initial two airplane models used in the pilot program, Boeing is expanding the use of the approach to other models.

Making Structural Repairs Faster and More Cost ... - Boeing

Boeing Srm Structural Repair When an operator identifies structural damage to an airplane that is not covered by a standard published repair in the SRM, they send a request to Boeing for a repair method. The request goes to an engineer who specializes in the area of the airplane

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engines (induction) icing. Federal Aviation Administration Note 2: Guidance on repairing cracking can be found in Chapter 53-30-03 of the Boeing 747 Structural Repair Manual. Doors will be free moving, correctly rigged and be fitted with serviceable seals, free from damage as defined by the Boeing Maintenance or Structural Repair Manual Limits.

Structural Repair Manual Aircraft Chapters

This course enables the participant to become confident with the use of the Structure Repair Manual to determine the appropriate repair procedures for an encountered damage on Boeing structures. Practical usage of the SRM and damage mapping exercises will help to achieve these objectives. This course satisfies ATA 104 Level IV objectives.

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The value of structural repairs contained in the Boeing SRM is that they are available for immediate use by the operator and are approved by both the FAA and EASA. For more information, please contact your local Boeing Field Service representative or Dale Johnson at dale.r.johnson2@boeing.com or Ron Lockhart at ronald.j.lockhart2@boeing.com.

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Operators have many ways to obtain FAA-approved repair data: Accomplish the repair per the Boeing structural 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.

AERO - Approved Versus Acceptable Repair Data ... - Boeing

475 - 787 Composite Repair for Technicians Advance Structures; 476 - 787 Composite Repair Design for Airline Engineers; 478 - 787 Composite Damage and Repair Inspection; 479 - 787 Quick Composite Repair / The Ramp Damage Checker; 490 - Composite Bolted Repair for Technicians; 662 - 787 Using the Structural Repair Manual (SRM) Learn more by logging in or registering at MyBoeingTraining

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boeing strives to provide accurate and responsive fleet support to operator requests for repair data. by understanding applicable regulations, using the boeing Srm, and following established procedures, operators can receive the information they need efficiently, reducing airplane downtime. the value of structural repairs contained in the boeing Srm is that they are available for immediate use by the operator and are approved by both the Faa and eaSa.

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Boeing 737 Structural Repair Manual This manual provides FAA approved repair procedures for various types of damage within the specified limits of this manual.

Boeing 737 Structural Repair Manual 200 - SEAPA

Boeing, like all large aircraft manufacturers, maintains a document typically called the "Structural Repair Manual," or "SRM." This manual contains instructions for assessment, damage limits, repair criteria, materials, processes, etc. for most typical damaged primary structure.

Boeing 747 Srm Documents - repo.koditips.com

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