



To:
B777

FLT OPS / TECH / 36 / Fri Jun 24 2016
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Subject: DISPATCH PROCEDURE OF AIRCRAFT WITH DAMAGED FLAPERON SEALS

Background:

In 777 aircraft sometimes the Flaperon Seals become worn and minor damage may appear ¼ inch from the edge. This damage often resulting in delays. The CDL applies penalties for missing seals. For minor damages Boeing was contacted and following is their reply:

Boeing recommendation:

We have reviewed the information and request made by PIA. We have discussed this issue internally and agree that the damage that PIA is observing is indeed minor and likely does not warrant a penalty under the CDL. However, if any section of the seal is indeed missing, thereby undermining the function of the seal, the CDL penalty applies. Unfortunately the CDL does not provision for damage below a foot and so the full penalty for a single foot would apply to missing sections below a foot in length. For damage that includes missing pieces, the only way that we can provide relief from the CDL requirements is to revise the CDL to add a lower threshold. We are currently investigating the feasibility of this but any revision to the CDL can take an extended period of time. We are also investigating whether Allowable Damage Limits (ADL) can be added to the Structural Repair Manual (SRM) to define minor damage and enable dispatch without penalty. Until that revision is made, we offer the following criteria.

Damage can be categorized in the following fashion.

Category 1: Damage that affects only the surface of the seal without penetrating the outer cloth. This damage can be left as is permanently. This damage does not affect the functionality of the seal. The CDL does not apply.

Category 2: Damage that is up to .25" wide by 1 inch in length that does not fully penetrate the seal wall can be left as is until the next C-Check. This damage does not affect the functionality of the seal. The CDL does not apply.

Category 3: Damage that is up to .25" wide by 2 inches in length that does not fully penetrate the seal wall can be left as is until the next A-Check. Regular inspections should be performed at intervals of 10 to 20FC should be performed to ensure that the seal does not become fully penetrated or exceed the given criteria. This damage does not affect the functionality of the seal. The CDL does not apply.

Damage in excess of these categories should be considered as having a detrimental effect on the performance of the seal. The seal should be replaced or the CDL dispatch limitations should be employed.

PIA action:

PIA Engineering has issued a Technical Notice (No. B777/AF/05) in this regard containing the above Boeing's recommendation for dispatch of aircraft. All 777 crew are advised to avoid delay if the above mentioned procedure is used by Aircraft Engineer to dispatch the aircraft.



FLIGHT OPERATION DEPARTMENT
CHIEF PILOT TECHNICAL
TECHNICAL DIVISION
OPERATION ENGINEERING TECHNICAL BULLETIN



PAKISTAN-INTERNATIONAL-AIRLINE-FLIGHT-OPERATIONS

Fri Jun 24 2016

Capt. MASOOD ALEEM OPEL

Chief Pilot Technical
Flight Operation Department

CC: