CHAPTER

53

FUSELAGE

CHAPTER 53 - FUSELAGE
LIST OF EFFECTIVE PAGES

CHAPTER SECTION SUBJECT	PAGE	DATE
53-LOEP	1	Sep.21/12
	2	Sep.21/12
53-TOC	1	Sep.21/12
	2	Sep.21/12
53-00-00	1	Nov. 15/10
	2	Nov. 15/10
53-00-00	201	Dec. 15/09
	202	Dec. 15/09
	203	Dec. 15/09
	204	Dec. 15/09
	205	Jan.16/12
	206	Sep.21/12
	207	Sep.21/12
	208	Sep.21/12
	209	Sep.21/12
	210	Sep.21/12
	211	Sep.21/12
	212	Sep.21/12
53-10-00	201	Dec. 15/09
	202	Dec. 15/09
	203	Dec. 15/09
	204	Dec. 15/09
	205	Dec. 15/09
	206	Dec. 15/09
	207	Dec. 15/09
	208	Dec. 15/09
53-30-00	201	Dec. 15/09
	202	Dec. 15/09
53-40-00	201	Dec. 15/09
	202	Dec. 15/09
53-60-00	201	Dec. 15/09
	202	Dec. 15/09
	203	Dec. 15/09
	204	Dec. 15/09
	205	Dec. 15/09
	206	Dec. 15/09

CHAPTER SECTION SUBJECT	PAGE	DATE
	207	Dec. 15/09
	208	Dec. 15/09
	209	Dec. 15/09
	210	Dec. 15/09
	211	Dec. 15/09
	212	Dec. 15/09
	213	Dec. 15/09
	214	Dec. 15/09
	215	Dec. 15/09
	216	Dec. 15/09
	217	Dec. 15/09
	218	Dec. 15/09
	219	Dec. 15/09
	220	Dec. 15/09
	221	Dec. 15/09
	222	Dec. 15/09
53-70-00	201	Dec. 15/09
	202	Dec. 15/09
53-80-00	201	Dec. 15/09
	202	Dec. 15/09
	203	Dec. 15/09
	204	Dec. 15/09
	205	Dec. 15/09
	206	Dec. 15/09

CHAPTER 53 - FUSELAGE
TABLE OF CONTENTS

FUSELAGE - DESCRIPTION AND OPERATION

1. General

This pageblock gives a general description of the fuselage structure and the method of construction. For detailed information about the types and thicknesses of materials used refer to the Structural Repair

2. Description

The fuselage is constructed from three major sub-assemblies, the forward fuselage, rear fuselage, and the tailcone.

A. Forward Fuselage

The forward fuselage includes the nose section, flight compartment and passenger compartment and is an aluminum alloy monocoque structure made up of frames and stringers riveted to a stretched skin. The skin is 0.050 in (1.27 mm) thick, chemically milled to 0.040 in (1.0 mm) where the additional thickness is not required. This section of the fuselage contains the pressurized cabin and includes the front and rear pressure bulkheads. The cabin floor structure is made up of a grid of keel beams, frames and intercostals which support thin aluminum alloy floor panels.

The keel beams extend forwards to support the equipment platform of the avionics compartment and the mounting points of the forward wing. The avionics compartment is covered by a glassfiber and aluminum alloy radome/nosecone.

B. Rear Fuselage

The rear fuselage extends from the rear pressure bulkhead to the tailcone joint and includes the wing/fuselage intersection, the fuselage integral fuel tank, landing gear compartments and baggage compartment.

The three spars of the wing are permanently attached to the fuselage at the following positions:

- front spar attached to the rear pressure bulkhead (FS6000)
- rear spar attached to the bulkhead at FS6710
- third spar attached to the half frame at FS6965.

The area inside the fuselage, above the top skin of the wing, forms the fuselage integral tank. The tank is divided into two halves by a central structural panel and the fuselage skin in this area is 0.08 in (2 mm) aluminum alloy reinforced with frames.

The main landing gear is located below the wing. Each main landing gear assembly is mounted between two milled aluminum plates which are installed between the rear pressure bulkhead and the bulkhead at FS6710.

A removeable structural panel is installed on each side of the airplane between the bottom skin of the wing and the landing gear compartment. Each panel is machined from aluminum alloy and is attached with bolts. This panel gives additional support to the landing-gear upper-mount-plate and must not be removed before lifting the airplane on jacks.

The baggage compartment and landing-gear-compartment structure is an aluminum alloy monocoque made up of a 0.03 in (0.75 mm) skin, reinforced with stringers, and attached with shear clips to light frames. At the rear of the baggage compartment, an inclined half frame at FS8140 provides a connection for the front spar of the vertical stabilizer. A grid of aluminum alloy beams provide support for the baggage compartment floor panels.

C. Tailcone

The metallic tail structure is in general similar to the structure of the tailcone made of composite material.
The fuselage cone is made up of three machined bulkheads, with a laminated skin lightened by chemical milling and stiffened by longitudinal stringers.
The fin is made up of two machined spars, the front one integral and the rear one spliced, with the related bulkheads; a central spar is made up at the base of an extension of the related bulkhead and in the remaining part of two angle bars spliced in the upper part by a small sheet.
The fin skins made up of sheet treated with chemical milling are stiffened by longitudinals and ribs made up of bended sheet and suitably lightened by means of flanged holes.
The leading edge is made up of sheet with constant thickness, stiffened by longitudinal stringers and ribs too; the main stringers extended and joined together in the lower part by a small sheet, in such a way to form a "false spar" spliced with the related bulkhead of the baggage compartment.
The rear spar, made up of sheet with constant thickness too, contains the rudder support.
The stabilizer supporting lugs are made up of machined aluminum alloy.
The junction with the baggage compartment is directly attained through the skin sheet.

FUSELAGE - MAINTENANCE PRACTICES

1. General

A. This topic gives the Maintenance Practices applicable to all of the fuselage.

B. For the cleaning procedures refer to 12-00-00.

C. For the locations of floor and access/inspection panels refer to 06-00-00.

2. Fuselage Exterior - Inspection

A. Referenced Information

Maintenance Manual Chapter 12-00-00
Maintenance Manual Chapter 51-10-00

B. Procedure

NOTE: This inspection comprises four sub-procedures:
- LH side of the fuselage (working from nose to tail)
- RH side of the fuselage (working from tail to nose)
- Bottom of the fuselage (working from nose to tail)
- Top of the fuselage (working from tail to nose).

(1) Make sure the exterior of the fuselage is clean (Refer to 12-00-00).
(2) Start at the nose and examine the LH side of the fuselage for the following:
- flaking and blistering of the paint finish (indicates loose fasteners)
- cracks, dents, nicks and other damage
- general deterioration of the surface finish
- legibility and security of attachment of decals and markings.

During the inspection, examine the following items:

(a) The radome/nosecone for delamination and security of attachment.
(b) The pitot tube for damage, deformation, corrosion and security of attachment.
(c) The LH fairing of the forward wing for delamination and security of attachment. Make sure the drain hole is clear.
(d) The vent for the avionics compartment cooling for damage. Make sure the vent slots are clear.
(e) The temperature probe for damage, corrosion and security of attachment.
(f) The left windshield for damage.
(g) The center and LH side of the windshield retainer for damage and security of attachment. Make sure the installation bolts are tight.
(h) The ice accretion probe for damage, corrosion and security of attachment to the windshield retainer.
(i) The external surface of the cabin door for damage.

(j) The static port for damage, corrosion and security of attachment.
(k) The cabin windows for damage. Make sure the sealant fillet around each window is intact and serviceable.
(l) The LH structural panel (251A) for damage and security of attachment. Make sure the installation bolts are tight and the inspection panel is not damaged.
(m) The ground-power-unit receptacle-door for damage.
(n) The wing/fuselage fairings for delamination and damage. Make sure the drain hole is clear.
(o) The external surface of the baggage compartment door for delamination and damage.
(p) The levelling plate adjacent to the bottom rear corner of the baggage compartment door for damage and security of attachment. Make sure the red line is legible.
(q) The airplane identification plate for damage and security of attachment. Make sure the details on the plate are legible.
(r) The fuselage/tailcone joint for cracks and loose fasteners.
(s) The ventral fin for damage, delamination and security of attachment.
(t) The tailcone access panels for damage and security of attachment.

(3) Start at the tail and examine the RH side of the fuselage for the following:
– flaking and blistering of the paint finish (indicates loose fasteners)
– cracks, dents, nicks and other damage
– general deterioration of the surface finish
– legibility and security of attachment of decals and markings.

During the inspection, examine the following items:

(a) The tailcone access panels and fairing for damage and security of attachment.
(b) The ventral fin for damage, delamination and security of attachment.
(c) The fuselage/tailcone joint for cracks and loose fasteners.
(d) The outlet from the refrigerator-pack for damage. Make sure the outlet is clear and the louvers are securely attached (welded).
(e) The levelling plate for damage and security of attachment. Make sure the red line is legible.
(f) The inlet to the refrigerator pack for damage. Make sure the inlet is clear.
(g) The ground-test-panel access-door for damage.
(h) The wing/fuselage fairings for delamination and damage. Make sure the drain hole is clear.
(i) The RH structural panel (252A) for damage and security of attachment. Make sure the installation bolts are tight and the refuel door and inspection panel are not damaged.
(j) The cabin windows for damage. Make sure the sealant fillet around each window is intact and serviceable.
(k) The angle-of-attack probe for damage, corrosion and security of attachment. Make sure the drain hole below the probe is clear.
(l) The static port for damage, corrosion and security of attachment.
(m) The external surface of the emergency exit door and surround for damage.

(n) The RH side of the windshield retainer for damage and security of attachment. Make sure the installation bolts are tight.
(o) The right windshield for damage.
(p) The RH fairing of the forward wing for delamination and security of attachment. Make sure the drain hole is clear.
(q) The vent for the avionics compartment cooling for damage. Make sure the louver panel is securely attached and the vent slots are clear.
(r) The ice detector probe for damage, deformation, corrosion and security of attachment.
(s) The pitot tube for damage, deformation, corrosion and security of attachment.
(t) The outside-air-temperature sensor for damage, corrosion, cleanliness and security of attachment.

(4) Start at the nose and examine the bottom of the fuselage for the following:
– flaking and blistering of the paint finish (indicates loose fasteners)
– cracks, dents, nicks and other damage
– general deterioration of the surface finish
– legibility and security of attachment of decals and markings.

During the inspection, examine the following items:

(a) The landing/taxi lights assembly for damage, corrosion and security of attachment.
(b) The nose jacking pad location for damage and deformation.
(c) The antennas for damage, deformation, corrosion and security of attachment.
(d) Make sure the drain holes immediately to the rear of FS 6000 are clear.
(e) The access panels below the main landing gear compartment for damage and security of attachment.
(f) Make sure the drain holes below the main landing gear compartment are clear.
(g) Make sure the fuselage drain holes on the fuselage skin, located near the fuselage stations FS 2496, FS 4968 and FS 5586 are clear.
(h) The fuel vents and drains for damage and deformation. Make sure the vents and drains are clear.
(i) The VHF antenna for damage, deformation, corrosion and security of attachment.
(j) The recognition light for damage, cracks and security of attachment.
(k) The bottom part of the fuselage/tailcone joint for cracks and loose fasteners.
(l) Make sure the tailcone drain holes are clear.

(5) Start at the tail and examine the top of the fuselage for the following:
– flaking and blistering of the paint finish (indicates loose fasteners)
– cracks, dents and other damage
– general deterioration of the surface finish
– legibility and security of attachment of decals and markings.

During the inspection, examine the following items:

(a) The tailcone/vertical stabilizer joint for damage, corrosion and security of attachment. Make sure the leading edge fairing is in good condition and securely attached.
(b) The top part of the fuselage/tailcone joint for cracks and loose fasteners.
(c) The ground beacon light for damage, cracks and security of attachment.
(d) The fuel filler cap for damage and corrosion. Make sure the grounding point is securely attached and clean.
(e) The VHF antenna for damage, deformation, corrosion and security of attachment.

(6) If necessary, repair or replace any defective items.
(7) If you find damge, refer to 51-10-00 for classification and repair information.

3. Fuselage Drain Holes - Check (Ref. Fig. 201)

A. Procedure

In the lower side of fuselage there are drain holes which allow the trapped water to drain. These drain holes are divided into internal and external drains.

– Internal Drains

The internal drain holes are subdivided into longeron and frame drains.
The longeron drain holes are located at fuselage stations 2496, 4968 and 5586. At each of these stations, four drain holes can be found, one drain hole on each of the four longerons, located at buttock lines LBL 465, LBL 225, RBL225, RBL 465.

The frame drain holes are located on each of the frames located at stations 4762 and 5792 near buttock line BL0,00.

– Check that the internal fuselage drain hole diameters are 4.8 millimeters.

External Drains
The six external fuselage drain holes are located on the lower fuselage skin, near fuselage stations FS 2496, FS 4968 and FS 5586. A drain valve is located on each drain hole to ensure fuselage pressurization.

(1) Check that the external fuselage drain hole diameters are 3.2 millimeters.

CAUTION: WHEN THE EXTERNAL FUSELAGE DRAIN HOLE DIAMETERS ARE CHECKED, CAUTION MUST BE TAKEN TO AVOID THE OVER-INSERTION OF THE TOOL IN ORDER TO AVOID DRAIN VALVE DAMAGE.

4. Fuselage Belly Drain(Ref. Fig. 201)

A. Procedure

CAUTION: CAUTION MUST BE TAKEN TO AVOID THE OVER-INSERTION OF THE TOOL, MAKING SURE THAT NO DAMAGES TO THE DRAIN VALVES OCCUR.

(1) Insert, from outer fuselage belly skin, a 3 mm diameter plastic/rubber cylindrical rod into the six external drain holes.

(2) If significant amount of water is drained, or if the plastic/rubber cylindrical rod can not be inserted into at least one of the external drain holes, remove the aisle floor panels 231 ALF, 231 FLF, 231 MLF, 231 QLF (Ref. to Chapter 06-00-00) and inspect fuselage belly, to identify clues of potential source of fluid; inspect the six (6) flapper valves (two near FR 20, FR 32 and FR 36) to verify if they are clogged or stuck to the fuselage skin. Clean/Repair as necessary.

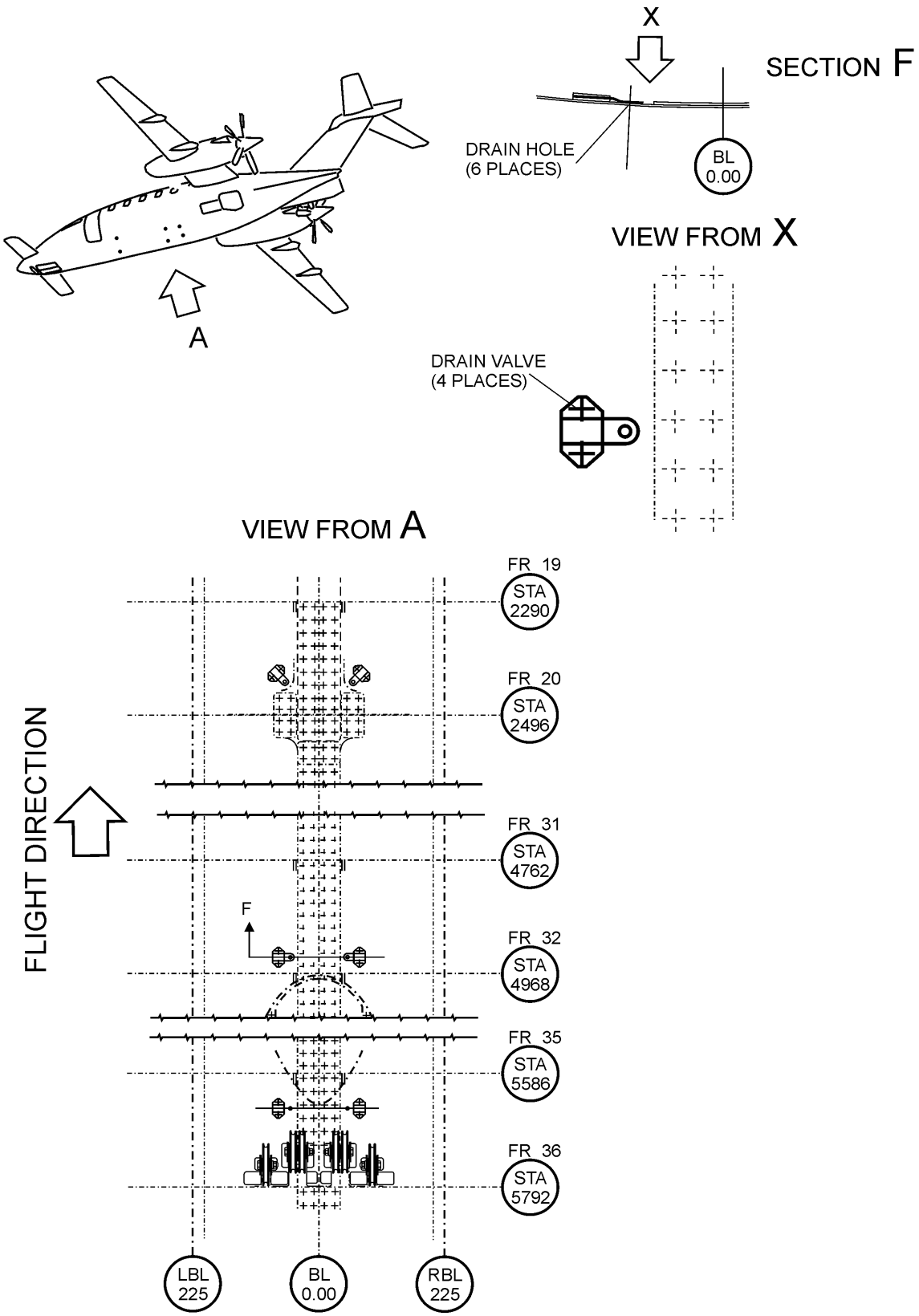


Fig. 201 - Fuselage Drain Holes - Check

5. Internal Belly – Central Bays – Drain Holes Check and Cleaning.

A. Procedure

(1) Remove the electrical power (Ref. AMM Chapter 24-00-00).

(2) Remove the carpet from the aisle in the passenger compartment: the carpet is installed on the aircraft with Velcro, remove it by hand.

(3) Remove the aisle floor panels 231 ALF, 231 FLF, 231 MLF, 231 QLF (Ref. AMM Chapter 06-00-00).

(4) Inspect the fuselage belly for presence of fluid or ice. Inspect also the lateral bays through the lightening holes.

(5) If fluid is found in the belly, drain it.

(6) Once the structure is dry, inspect the internal drain holes for cleanliness. Rework them if the diameter is less than the nominal value and clean them if clogged. The drain holes accessible from the central bays are divided in 4 types:

(7) Type A: two drain crossings at the lower corners of each frame (Fig. 1), from FR 21 to FR 36.

(8) Type B: 2x Ø4.8mm drain holes in each frame web (Fig. 2), from FR 21 to FR 36.

(9) Type C: 6x Ø4.8mm drain holes in the central keel beams angles, in bays FR 19↔20, FR 31↔32, FR 35↔36 (Fig. 3 and 4).

(10) Type D (if present): 28x Ø6.3mm drain holes in the central keel beams webs, just above the lower angles, in front of the frames from 21 to 30 and from 32 to 35 (Fig. 5).

NOTE: : these holes are not present in front of FR 31.

(11) Inspect the four (4) flapper valves (two near FR 20, two near FR 32) to verify if they are clogged, stuck to the fuselage skin, or laying against the skin for their entire length.

(12) Inspect the six (6) external drain holes (Ø 3.2 mm, two near FR 20, two near FR 32 and two near FR 36) for cleanliness. Clean them if clogged.

(13) Using a vacuum cleaner, remove any trace of dirt and carpet fibers from the central area of the belly.

(14) Reinstall the aisle floor panels 231ALF, 231 FLF, 231 MLF, 231 QLF (Ref. AMM Chapter 06-00-00).

(15) Reinstall the carpet:

(a) Make sure that the floor is clean and free of objects

(b) Make sure that the Velcro is well fixed and cleaned

(c) Put the carpet in position on the floor and fix it with the Velcro.

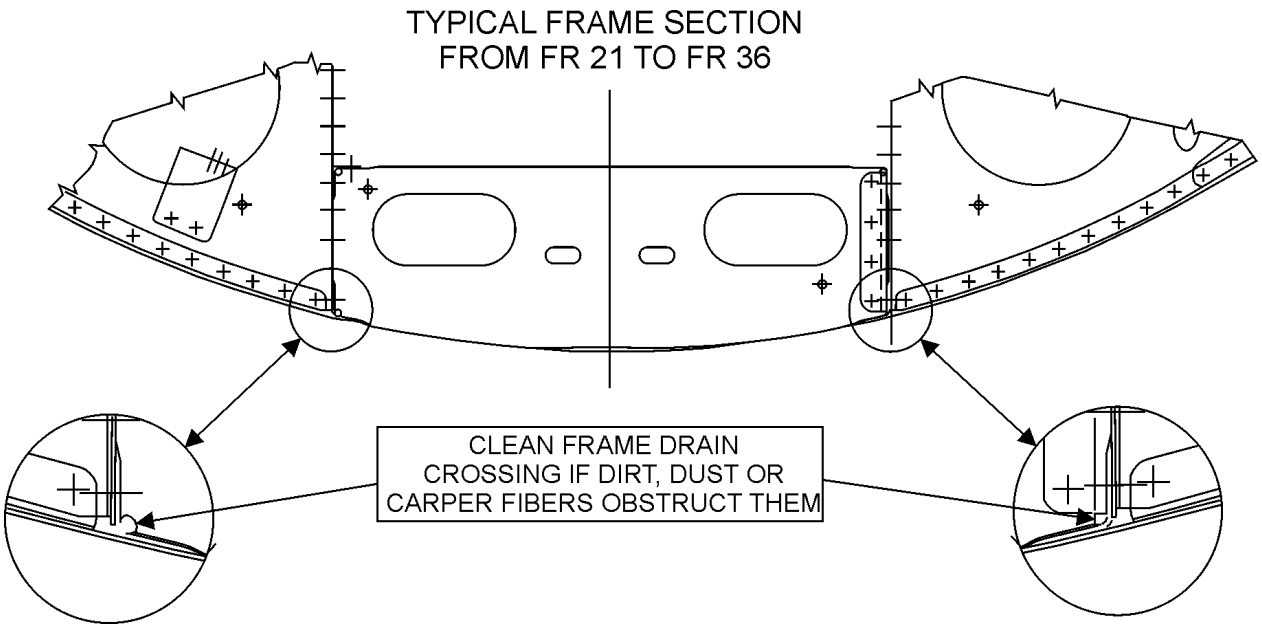


Fig. 202 - Type A: Frames Drain Crossings

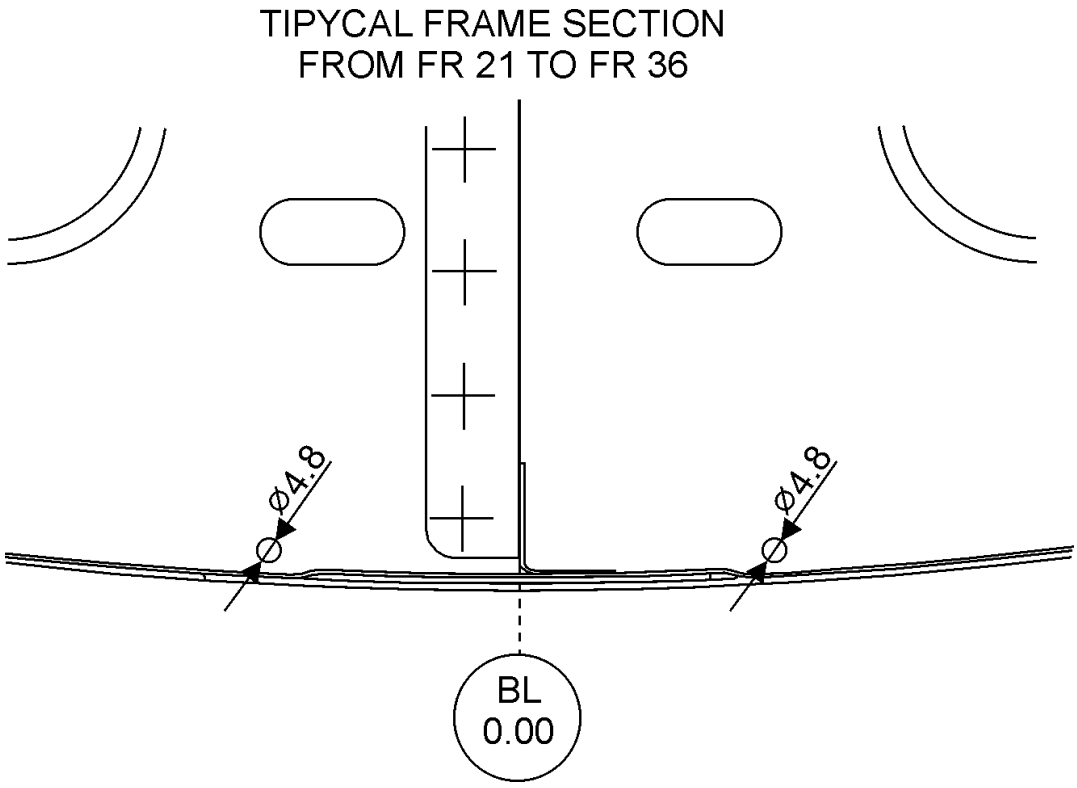


Fig. 203 - Type B: Frames Drain Holes

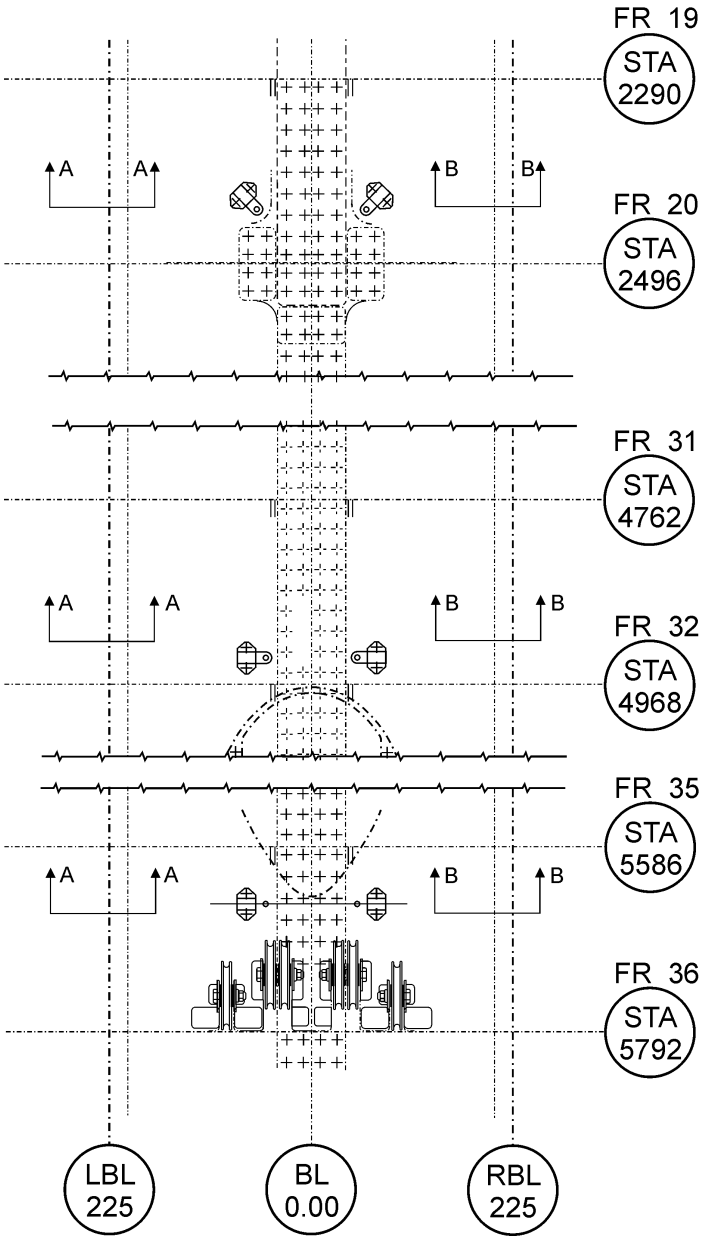


Fig. 204 - Type C: Central Keel Beams Angles Drain Holes

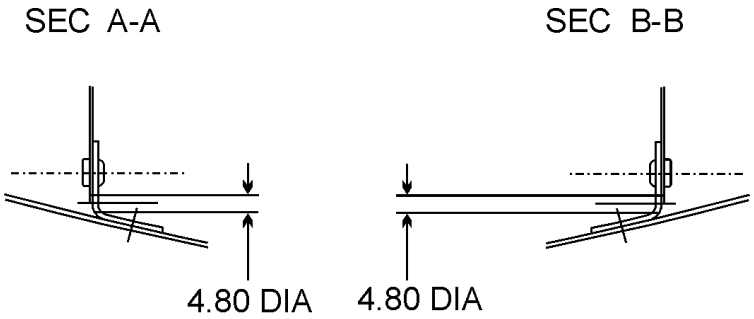


Fig. 205 - Type C: Central Keel Beams Angles Drain Holes - Sections

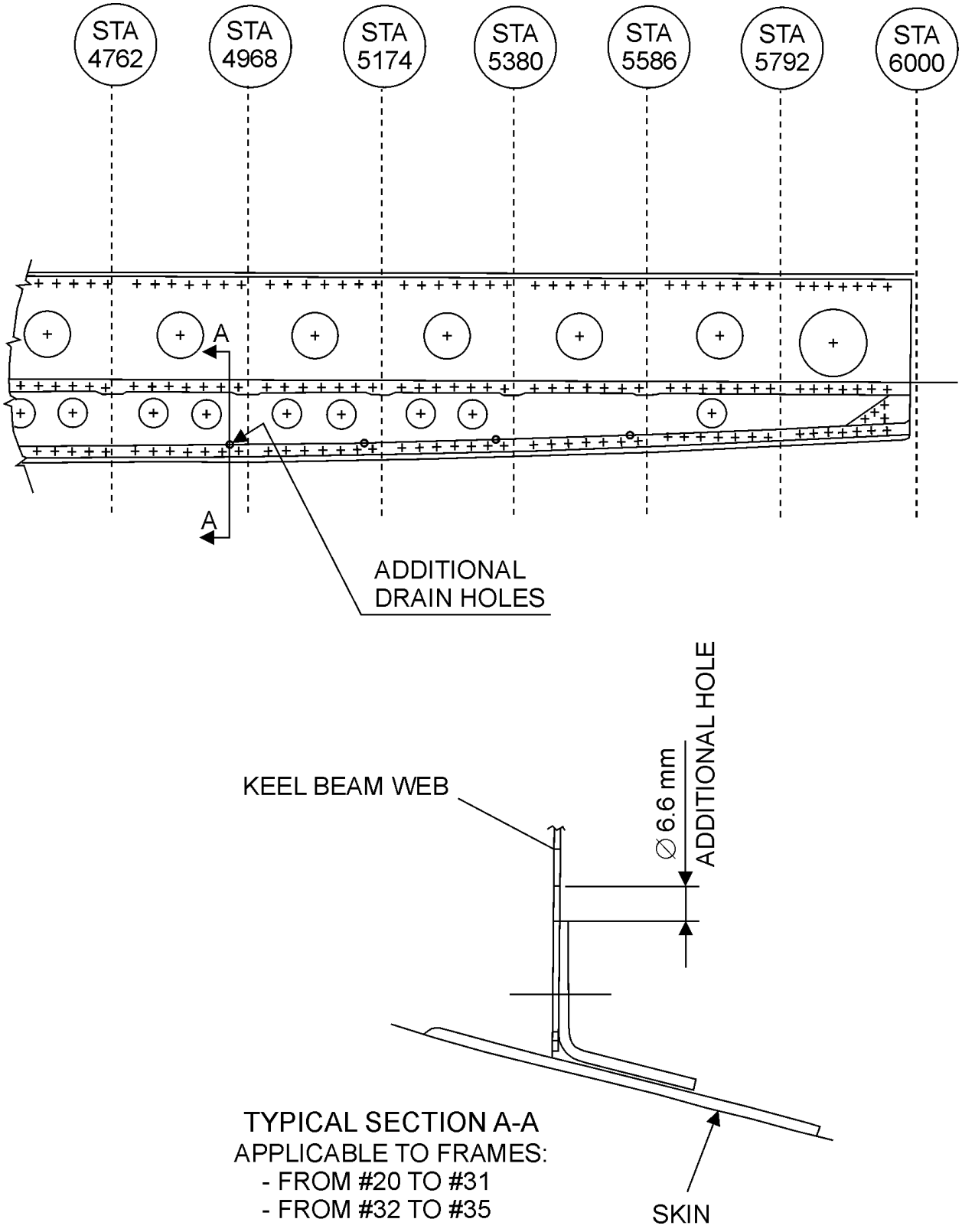


Fig. 206 - Type D: Central Keel Beams Drain Holes

B. Table for checklist

The following tables indicates each internal drain hole, for both sides. It can be printed and used to record the holes that were obstructed.

TYPE	LOCATION	WAS OBSTRUCTED	
		LEFT	RIGHT
A	FR 21		
A	FR 22		
A	FR 23		
A	FR 24		
A	FR 25		
A	FR 26		
A	FR 27		
A	FR 28		
A	FR 29		
A	FR 30		
A	FR 31		
A	FR 32		
A	FR 33		
A	FR 34		
A	FR 35		
A	FR 36		

TYPE	LOCATION	WAS OBSTRUCTED	
		LEFT	RIGHT
B	FR 21		
B	FR 22		
B	FR 23		
B	FR 24		
B	FR 25		
B	FR 26		
B	FR 27		
B	FR 28		
B	FR 29		
B	FR 30		
B	FR 31		
B	FR 32		
B	FR 33		
B	FR 34		
B	FR 35		
B	FR 36		

TYPE	LOCATION	WAS OBSTRUCTED	
		LEFT	RIGHT
C	FR 19↔20		
C	FR 31↔32		
C	FR 35↔36		

TYPE	LOCATION (IF PRESENT)	WAS OBSTRUCTED	
		LEFT	RIGHT
D	IN FRONT OF FR 21		
D	IN FRONT OF FR 22		
D	IN FRONT OF FR 23		
D	IN FRONT OF FR 24		
D	IN FRONT OF FR 25		
D	IN FRONT OF FR 26		
D	IN FRONT OF FR 27		
D	IN FRONT OF FR 28		
D	IN FRONT OF FR 29		
D	IN FRONT OF FR 30		
D	IN FRONT OF FR 31		
D	IN FRONT OF FR 32		
D	IN FRONT OF FR 33		
D	IN FRONT OF FR 34		
D	IN FRONT OF FR 35		

FUSELAGE FORWARD OF FS1340 - MAINTENANCE PRACTICES

1. General (Ref. Fig. 201)

   A. This pageblock gives the Maintenance Practices for the section of the fuselage forward of FS1340 (Frame 14). This section includes the following major structural areas:

   – radome/nosecone
   – avionics compartment
   – nose-landing-gear compartment
   – front pressure bulkhead
   – instrument-panel support-structure
   – control pedestal structure
   – windshield support structure.

2. Radome/nosecone - Removal

   A. Procedure

   (1) Open, tag and safety these circuit breakers:

Pilot CB panel:	Copilot CB panel:
AVIONIC MSW	FLAP PWR

   (2) Remove the six bolts (three each side) attaching the forward wing fairing to the structure.
   (3) Remove the fifty special fasteners attaching the radome/nosecone to the structure.
   (4) Remove the radome/nosecone and place on a clean, soft surface.

3. Radome/nosecone - Installation

   A. Procedure

   (1) Make sure that the appropriate circuit breakers are open, tagged and safetied (Refer to the Removal Procedure).
   (2) Remove all tools from the avionics compartment. Make sure the compartment is clean.

CAUTION: PAY ATTENTION WHEN YOU INSTALL THE RADOME NOSECONE, ITS OWN WATER PROTECTION PLATE EXTENSION MUST BE INSERTED CORRECTLY IN THE GUTTER AS SHOWN IN FIGURE 201. IF THE RADOME NOSECONE IS NOT PLACED CORRECTLY THE WATER INFILTRATION MAY CAUSE DAMAGES AND FAILURE OF AVIONICS EQUIPMENT INSTALLED INSIDE THE NOSECONE COMPARTMENT

(3) Put the radome/nosecone in the installed position.
(4) Install the fifty special fasteners to attach the radome/nosecone to the structure.
(5) Install the six bolts (three each side) to attach the forward wing fairing to the structure.
(6) Remove the safety tags and close these circuit breakers:

Pilot CB panel:	Copilot CB panel:
AVIONIC MSW	FLAP PWR

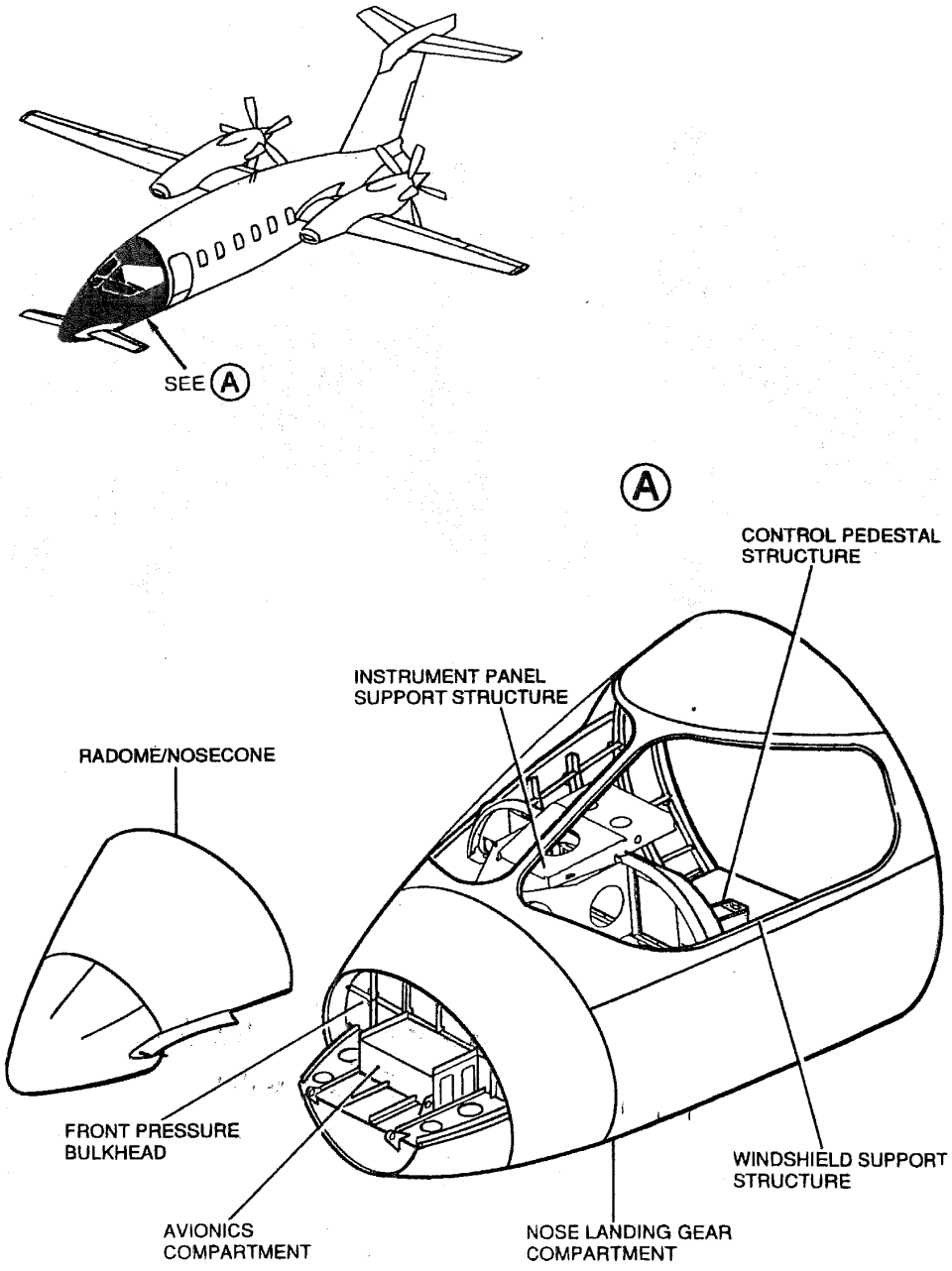


Fig. 201 - Fuselage Forward of FS1340 - Location (Sheet 1 of 2)

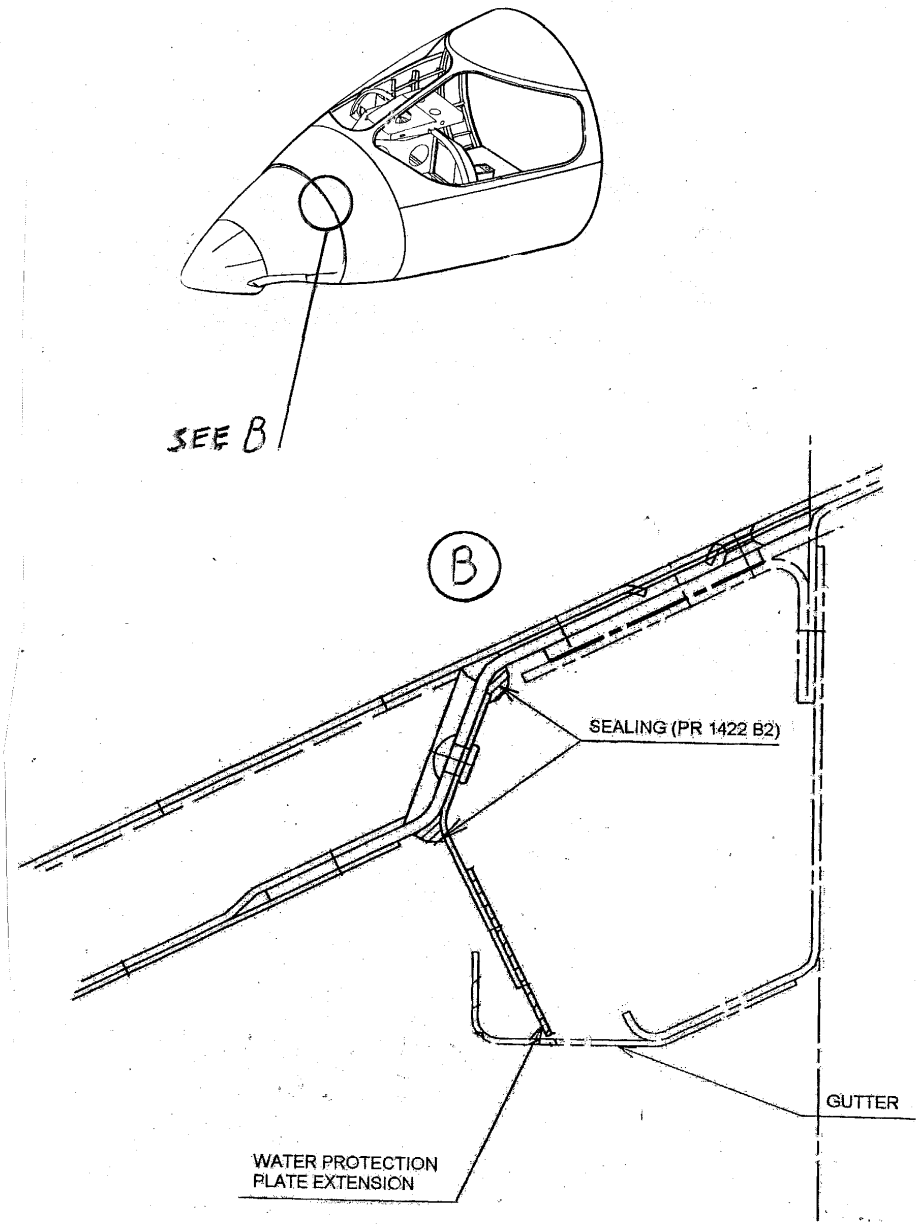


Fig. 201 - Fuselage Forward of FS1340 - Location (Sheet 2 of 2)

4. Radome/nosecone - Inspection

A. Procedure

(1) Remove the radome/nosecone (Refer to Para. 2).
(2) Examine the outer surface for the following:
- cracking and blistering of the paint finish (indicates loose fasteners)
- delamination of the glassfiber radome
- cracks, dents and corrosion
- security of installation of the countersunk inserts in the glassfiber radome.

(3) Examine the interior of the radome/nosecone for the following:
- damage and corrosion of the metal structure
- blistering and delamination of the glassfiber radome
- damage and security of attachment of the felt edging strip
- damage and cracks in the forward wing fairing
- security of installation of the fasteners.

(4) If necessary, repair or replace any defective parts.
(5) Install the radome/nosecone (Refer to Para. 3).

5. Radome/nosecone - Electrical Bonding Check

A. Fixtures, Test and Support Equipment

Milliohmeter	RCP2JE or RCP4JE
Accessory Kit	TE9-1 TE28-1 CO10

B. Procedure

(1) Make sure the radome/nosecone is correctly installed with all the fasteners fully tightened.
(2) Using the probes of the milliohmeter, make contact between the painted metal surface of the radome/nosecone and a convenient ground point in the nose landing gear compartment.
(3) Make a note of the resistance value.
(4) If the resistance value is 3 milliohms or less, the electrical bond is acceptable.
(5) If the resistance value is more than 3 milliohms investigate the cause and rectify.

6. Radome/Nosecone - Leak Check

A. Fixtures, Test and Support Equipment

Pressurized Water Supply	Not Specified
Absorbent Paper (corrugated cardboard or similar)	Not Specified
Non-metallic Scraper	Not Specified

B. Materials

Sealant (Silastic 732 RTV)	06-007

C. Referenced Information

Maintenance Manual Chapter 24-00-00
Maintenance Manual Chapter 51-35-00

D. Procedure

(1) Remove the electrical power (Refer to 24-00-00).
(2) Before installation of the radome/nosecone: Cover the equipment in the avionics compartment with absorbent paper.
(3) Install the radome/nosecone (Refer to Para. 3).
(4) Spray the interface between the radome/nosecone and the nose structure with water for a minimum of three minutes. Make sure you spray all of the interface.
(5) Remove the radome/nosecone (Refer to Para. 2).
(6) Check the absorbent paper for signs of water leaks.
(7) If there are no leaks, remove the absorbent paper and install the radome/nosecone.
(8) If there are signs of leaks, trace the area of the leak and replace the appropriate gasket as follows:
    (a) Remove the gasket using a non-metallic scraper.
    (b) Prepare the surface for Silastic 732 RTV (Refer to 51-35-00).
    (c) Attach the new gasket using Silastic 732 RTV and allow to cure (Refer to 51-35-00).
    (d) Install the radome/nosecone.
    (e) Do the Leak Check again.
(9) If required, restore the electrical power (Refer to 24-00-00).

7. Nose-Landing-Gear Compartment - Inspection

A. Fixtures, Test and Support Equipment

Strong Light Source	Not Specified

B. Referenced Information

Maintenance Manual Chapter 51-10-00

C. Procedure

NOTE: The inspection can be done with the airplane on jacks or on the ground. If the airplane is on jacks do step (1).

(1) If the airplane is on jacks with the landing gear extended: Open, tag and safety this circuit breaker:

Pilot CB panel:
LDG GEAR CONT

(2) Use the light source and examine the compartment as follows:
(a) Examine the structure of the compartment for:
– cracks, dents and corrosion
– loose or missing fasteners
– deterioration of the surface finish.
(b) Examine the nose-landing-gear attachment points for:
– damage and corrosion
– security of attachment
– correct locking.
(c) Examine the hydraulic tubes, hoses and connectors for:
– correct installation away from moving parts
– damage, chafing and corrosion
– signs of leaks and contamination
– correct locking.
(d) Examine the electrical cables and connectors for:
– correct installation away from moving parts
– correct clipping and strapping
– damage and contamination
– correct locking.
(e) Examine the landing-gear-door seals for:
– security of attachment
– cuts, splits and perishing.
(f) Examine the avionics cooling fans, make sure they are not damaged.
(3) If necessary, repair or replace any defective parts.
(4) If you find damage, refer to 51-10-00 for classification and repair information.
(5) If applicable, remove the safety tag and close this circuit breaker:

Pilot CB panel:
LDG GEAR CONT

INTENTIONALLY LEFT BLANK

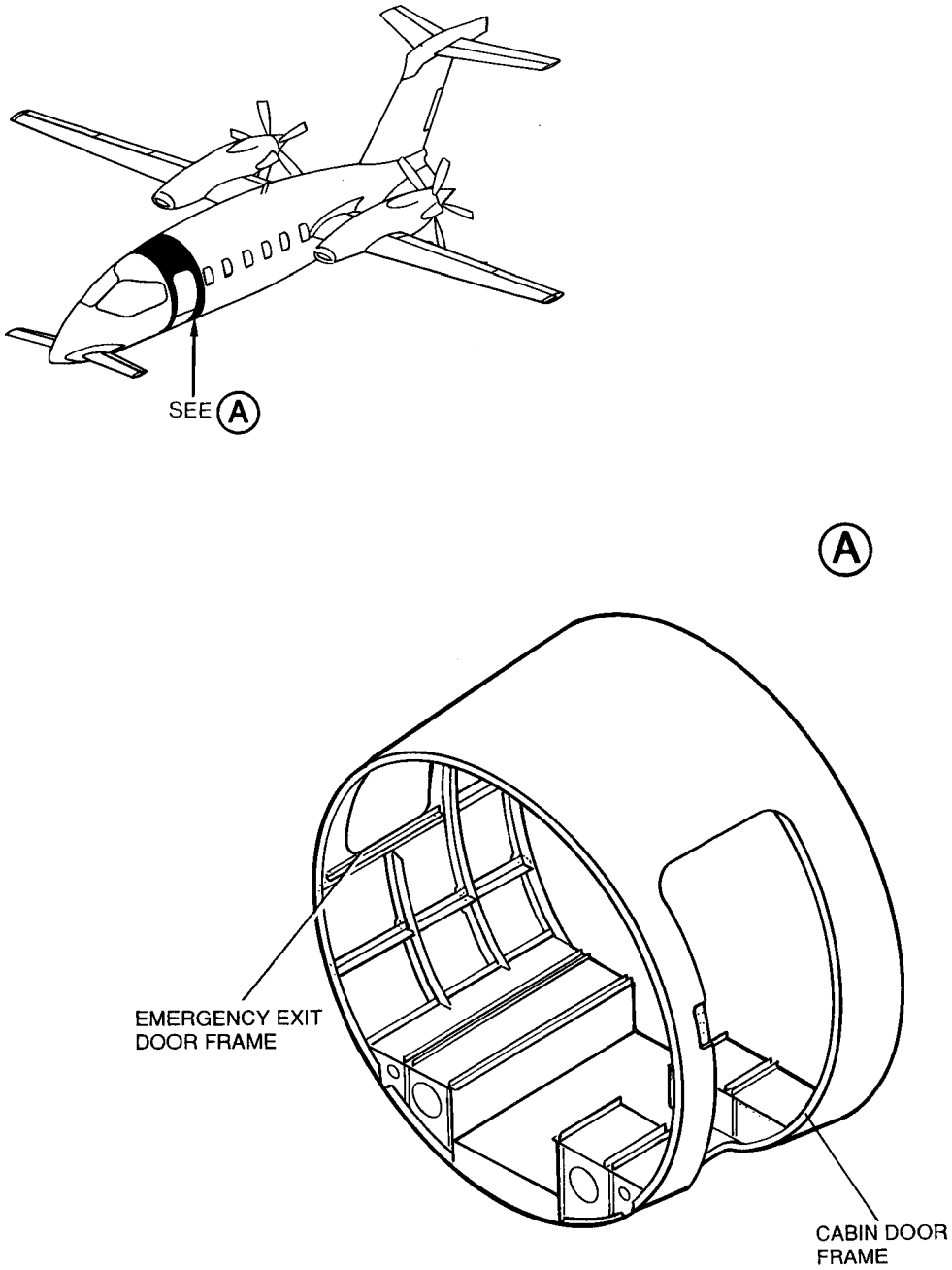
FUSELAGE FS1340 TO FS2295 - MAINTENANCE PRACTICES

1. General (Ref. Fig. 1)

   A. This pageblock gives the Maintenance Practices for the section of the fuselage between FS1340 (Frame 14) and FS2295 (Frame 19). This section includes the following major structural areas:

   – cabin door frame
   – emergency exit door frame.

   B. The inspection of this section of the fuselage is included in the fuselage exterior and interior inspections in .



MM_533000-201

Fig. 1 - Fuselage FS1340 to FS2295 - Location

FUSELAGE FS6000 TO FS6710 - MAINTENANCE PRACTICES

1. General (Ref. Fig. 201)

   A. This pageblock gives the Maintenance Practices for the section of the fuselage between FS6000 (rear pressure bulkhead) and the bulkhead at FS6710. This section includes the following major structural areas/components:

   – structural panels 251A and 252A
   – fuselage integral fuel tank
   – main-landing-gear mount plates
   – bulkhead at FS6710
   – main-landing-gear compartments

   NOTE: The main wheel wells, which are to the rear of FS6710, are included in this pageblock as part of the main-landing-gear compartments. This is to simplify the inspection procedures.

2. LH Structural Panel (251A) - Removal (Ref. Fig. 202)

   A. Referenced Procedures

   Maintenance Manual Chapter 07-10-00

   B. Procedure

   (1) Open, tag and safety this circuit breaker:

   Pilot CB panel:

   LDG GEAR CONT

   CAUTION: DO NOT REMOVE ANY OF THE STRUCTURAL PANEL ATTACHMENT BOLTS BEFORE YOU LIFT THE AIRPLANE ON JACKS. DAMAGE TO THE AIRPLANE STRUCTURE CAN RESULT.

   (2) Lift the airplane on jacks until the wheels are clear of the ground (Refer to 07-10-00).

   (3) Remove, and temporarily identify, the bolt (5) from the bottom position of the inspection panel (6).

   NOTE: The bolt (5) is a different size from the 14 bolts (4).

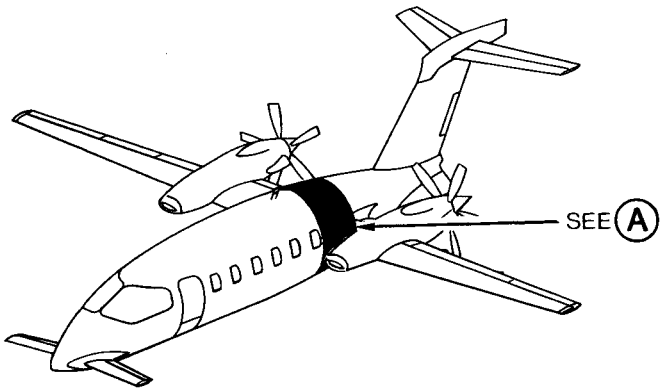
   (4) Remove the 14 bolts (4) and remove the panel (6).

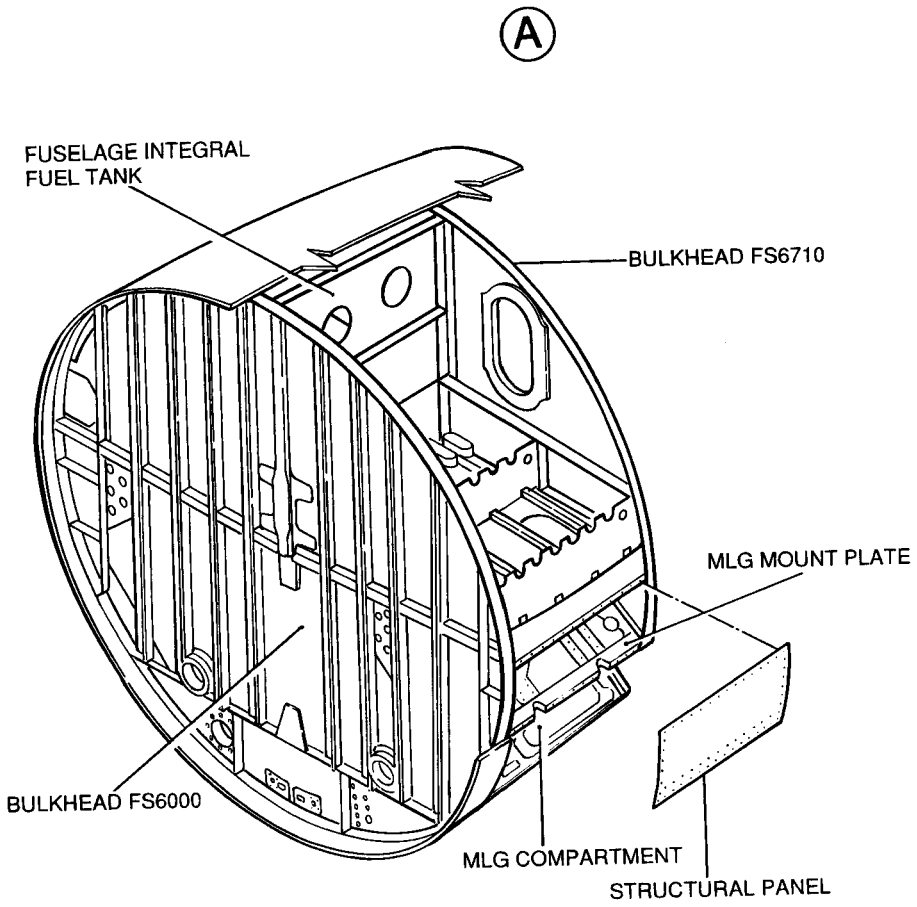
   (5) Remove the bolts (3) and where applicable the nuts (1) and washers (2).

   NOTE: The bolts are different sizes. To simplify the installation procedure it is recommended that, on removal, the bolts are pushed into a sheet of cardboard in the correct pattern. Access to the nuts (1) and washers (2) is through the inspection panel (6) and main-landing-gear forward-door aperture.

   (6) Collect the three seal assemblies (8).

   (7) Remove the structural panel (7).





MM_536000-201

Fig. 201 - Fuselage FS6000 to FS6710 - Location

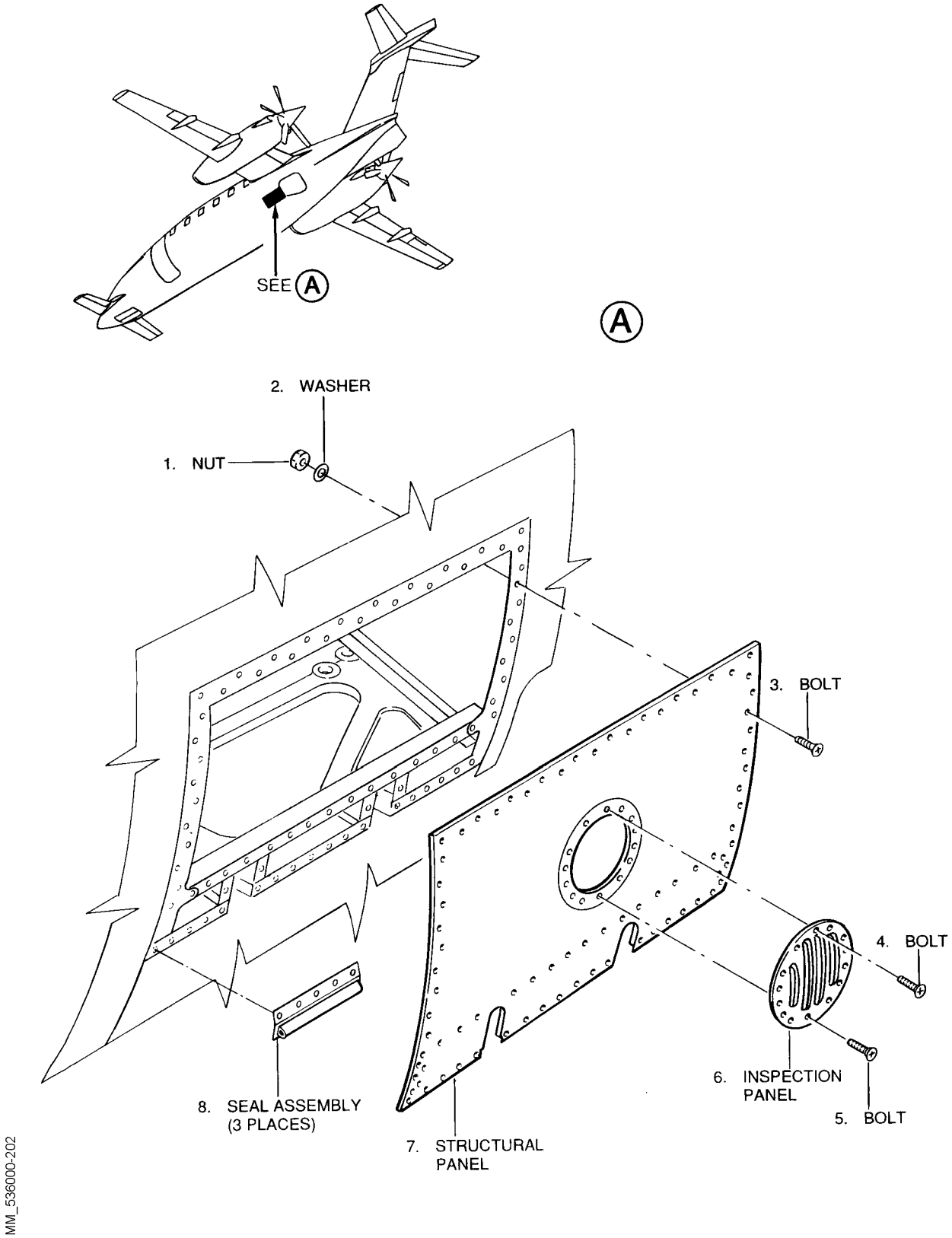


Fig. 202 - LH Structural Panel - Removal/Installation

3. LH Structural Panel (251A) - Installation (Ref. Fig. 202)

A. Referenced Information

Maintenance Manual Chapter 07-10-00

B. Procedure

(1) Make sure the applicable circuit breaker is open, tagged and safetied (Refer to the Removal Procedure).
(2) Hold the three seal assemblies (8) in the correct position for installation.
(3) Install the structural panel (7) using the bolts (3) and, where applicable, the washers (2) and nuts (1). Make sure the bolts (3) are installed at their correct locations.
(4) Install the inspection panel (6) using the 14 bolts (4) and the bolt (5). Note that the bolt (5), installed at the bottom position, is a different size from the bolts (4).
(5) Lower the airplane to the ground and remove the jacks (Refer to 07-10-00).
(6) Remove the safety tag and close this circuit breaker:

Pilot CB panel:

LDG GEAR CONT

4. RH Structural Panel (252A) - Removal (Ref. Fig. 203)

A. Referenced Information

Maintenance Manual Chapter 07-10-00

B. Procedure

(1) Open, tag and safety this circuit breaker:

Pilot CB panel:

LDG GEAR CONT

CAUTION: DO NOT REMOVE ANY OF THE STRUCTURAL PANEL ATTACHMENT BOLTS BEFORE YOU LIFT THE AIRPLANE ON JACKS. DAMAGE TO THE AIRPLANE STRUCTURE CAN RESULT.

(2) Lift the airplane on jacks until the wheels are clear of the ground (Refer to 07-10-00).
(3) Remove, and temporarily identify, the bolt (8) from the bottom position of the inspection panel (10).

NOTE: The bolt (8) is a different size from the 13 bolts (9).

(4) Remove the 13 bolts (9) and remove the panel (10).
(5) Open the refuel access door (6).
(6) Remove the bolts (7) attaching the structural panel (5) to the refuel valve (3).
(7) Remove the bolts (11) and, where applicable, the nuts (1) and washers (2).

NOTE: The bolts are different sizes. To simplify the installation procedure it is recommended that, on removal, the bolts are pushed into a sheet of cardboard in the correct pattern. Access to the nuts (1) and washers (2) is through the inspection panel (6) and main-landing-gear forward-door aperture.

(8) Collect the three seal assemblies (4).
(9) Remove the structural panel (5).

5. RH Structural Panel (252A) - Installation (Ref. Fig. 203)

A. Referenced Information

Maintenance Manual Chapter 07-10-00

B. Procedure

(1) Make sure the applicable circuit beaker is open, tagged and safetied (Refer to the Removal Procedure).
(2) Hold the three seal assemblies (4) in the correct position for installation.
(3) Install the structural panel (5) using the bolts (11) and, where applicable, the washers (2) and nuts (1). Make sure the bolts (11) are installed at their correct locations.
(4) Install the bolts (7) to attach the structural panel (5) to the refuel valve (3).
(5) Install the inspection panel (10) using the 13 bolts (9) and the bolt (8). Note that the bolt (8), installed at the bottom position, is a different size from the bolts (9).
(6) Close the refuel access door (6).
(7) Lower the airplane to the ground and remove the jacks (Refer to 07-10-00).
(8) Remove the safety tag and close this circuit breaker:

Pilot CB panel:
LDG GEAR CONT

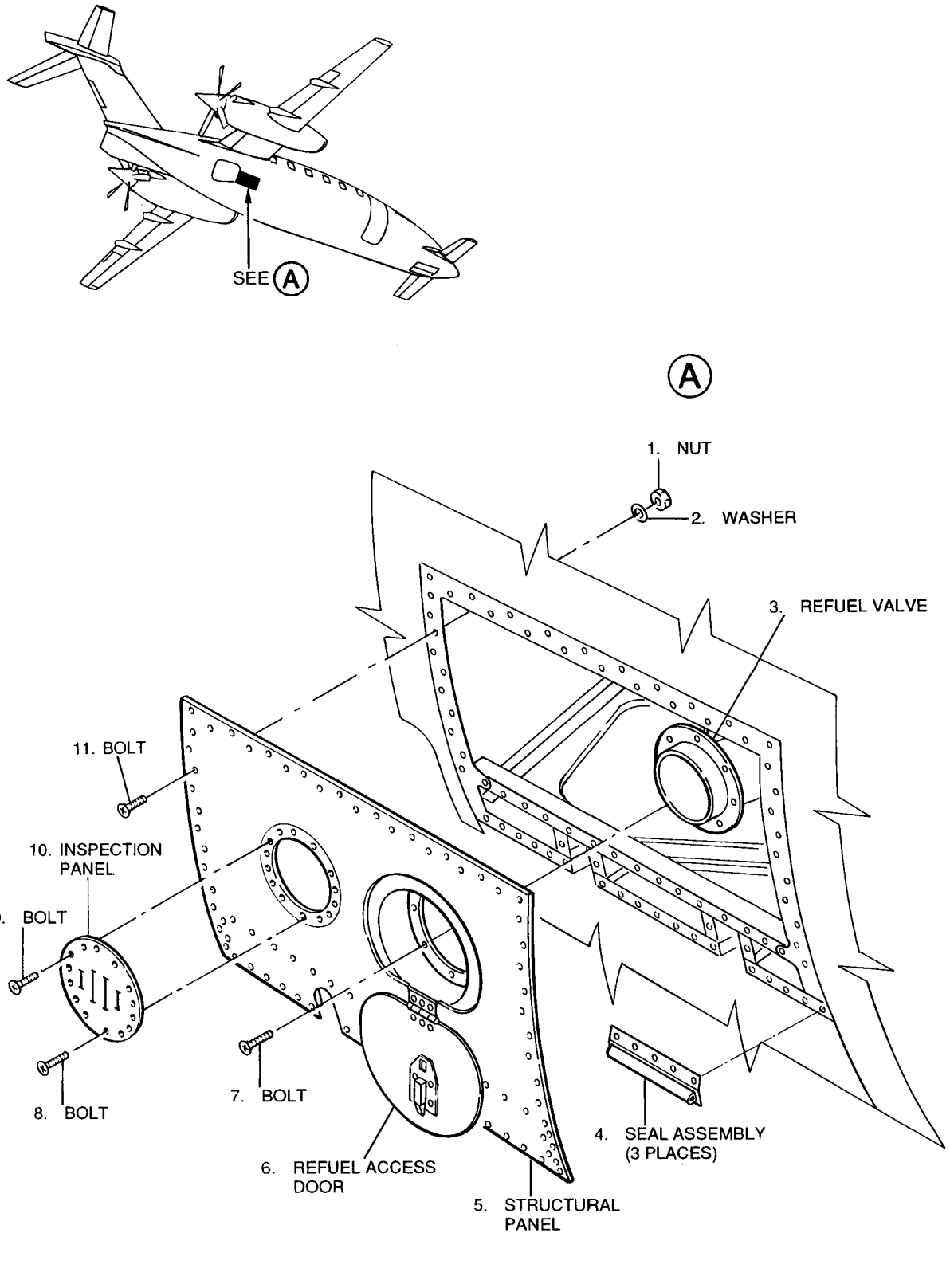


Fig. 203 - RH Structural Panel - Removal/Installation

6. Fuselage Integral Tank Panels 281AZ/282AZ - Removal

A. Fixtures, Test and Support Equipment

Warning Notice	Not Specified

B. Referenced Information

Maintenance Manual Chapter 12-00-00
Maintenance Manual Chapter 24-00-00
Maintenance Manual Chapter 24-31-00
Maintenance Manual Chapter 24-60-00
Maintenance Manual Chapter 27-50-00

C. Preparation

(1) Remove the electrical power (Refer to 24-00-00).
(2) Put a Warning Notice in the flight compartment to tell persons not to restore the electrical power.
(3) Defuel the airplane (Refer to 12-00-00).
(4) Open the baggage compartment door.

D. Remove Panel 281AZ

WARNING: OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN 24-31-00 WHEN YOU REMOVE THE BATTERY.

(1) Remove the airplane battery (Refer to 24-31-00).

WARNING: OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN 28-00-00 WHEN YOU REMOVE THE ACCESS PANEL.

(2) Remove the bolts attaching the panel to the bulkhead.
(3) Remove the panel.
(4) Remove and discard the seal from the panel.

E. Remove Panel 282AZ

(1) Remove the main junction box (Refer to 24-60-00).
(2) Remove the flap electronic control unit (Refer to 27-50-00).

WARNING: OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN 28-00-00 WHEN YOU REMOVE THE ACCESS PANEL.

(3) Remove the bolts attaching the panel to the bulkhead.
(4) Remove the panel.
(5) Remove and discard the seal from the panel.

7. Fuselage Integral Tank Panels 281AZ/282AZ - Installation

NOTE: This procedure gives a separate sub-procedure for each panel. If both panels have been removed make sure that both are correctly installed before refuelling the airplane for the leak check.

A. Materials

Methyl-Ethyl-Ketone (MEK) solvent	02-009
Lint-free Cloth	04-013

B. Expendable Parts

ITEM	NOMENCLATURE	IPC-CSN
	Seal	536000 01-30

C. Referenced Information

Maintenance Manual Chapter 12-00-00
Maintenance Manual Chapter 20-00-00
Maintenance Manual Chapter 24-00-00
Maintenance Manual Chapter 24-31-00
Maintenance Manual Chapter 24-60-00
Maintenance Manual Chapter 28-00-00

D. Install Panel 281AZ

WARNING: BE CAREFUL WHEN YOU USE THE MEK. OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN 20-00-00.

(1) Use the MEK and lint-free cloth to clean the attaching parts and their interfaces.
(2) Install a new seal into the recess in the panel.

WARNING: OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN 28-00-00 WHEN YOU INSTALL THE ACCESS PANEL.

(3) Install the panel using the bolts.
(4) Refuel the airplane (Refer to 12-00-00).
(5) Do a leak check of the panel installation. No leaks permitted.

WARNING: OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN 24-31-00 WHEN YOU INSTALL THE BATTERY.

(6) Install the airplane battery (Refer to 24-31-00).

E. Install Panel 282AZ

WARNING: BE CAREFUL WHEN YOU USE THE MEK. OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN 20-00-00.

(1) Use the MEK and lint-free cloth to clean the attaching parts and their interfaces.
(2) Install a new seal into the recess in the panel.

WARNING: OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN 28-00-00 WHEN YOU INSTALL THE PANEL.

(3) Install the panel using the bolts.
(4) Refuel the airplane (Refer to 12-00-00).
(5) Do a leak check of the panel installation. No leaks permitted.
(6) Install the flap electronic control unit (Refer to 27-50-00).
(7) Install the main junction box (Refer to 24-60-00).

F. Completion

(1) Remove the Warning Notice from the flight compartment.
(2) If required, make sure the electrical power is available (Refer to 24-00-00).
(3) Close the baggage compartment door.

8. Fuselage Integral Tank - Inspection

A. Fixtures, Test and Support Equipment

Flameproof Light Source	Not Specified
Fuel Tank Ventilator	Not Specified

B. Procedure

(1) Remove panels 281AZ and 282AZ (Refer to Para. 6).

WARNING: OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN 28-00-00 WHEN YOU WORK INSIDE THE FUEL TANK. JET FUEL IS EXPLOSIVE AND POISONOUS.

(2) Ventilate the fuel tank.
(3) Examine the interior of the integral fuel tank for the following:
- damage and corrosion of the structure
- damage and deterioration of the paint finish
- deterioration of the sealant over the fasteners and joints, and around the electrical connectors
- security of attachment of the fuel component mounting brackets.

(4) Repair or replace any defective parts as necessary.
(5) Remove all tools and equipment from the fuel tank. Make sure the interior of the fuel tank is clean.
(6) Install panels 281AZ and 282AZ (Refer to Para. 7).

9. Structural Box - Removal (Ref. Fig. 204)

A. Referenced Information

Maintenance Manual Chapter 29-10-00
Maintenance Manual Chapter 52-82-00

B. Procedure

(1) Remove the structural panel 251A (252A) (Refer to Para. 2 or 4 as applicable).
(2) LH side only: remove the pressure control unit (Refer to 29-10-00).
(3) Remove the MLG forward door complete with operating rod (Refer to 52-82-00).
(4) Remove the three nuts (13), washers (12) and bolts (11) which attach the structural box (10) to the MLG door mechanism support plate.
(5) Remove the sixteen bolts (9) which attach the hinge brackets to the plate (14).
(6) Remove the fifteen nuts (3), washers (4) and bolts (15) which attach the rear lip of the structural box (10) to the plate (14).
(7) Remove the six nuts (6, 7), washers (5, 8) and bolts (1, 2) which attach each end of the structural box (10) to the support brackets on the structure.
(8) At each end of the structural box (10), remove one mount plate securing bolt, nut and washer and remove the structural box (10).

10. Structural Box - Installation (Ref. Fig. 204)

A. Referenced Information

Maintenance Manual Chapter 29-10-00
Maintenance Manual Chapter 52-82-00

B. Procedure

(1) Put the structural box (10) in the installed position.
(2) At each end of the structural box (10), install one mount plate securing bolt, nut and washer.
(3) Install the six bolts (1, 2), washers (5, 8) and nuts (6, 7) to attach each end of the structural box (10) to the support brackets on the structure.
(4) Install the fifteen bolts (15), washers (4) and nuts (3) to attach the rear lip of the structural box (10) to the plate (14).
(5) Install the sixteen bolts (9) to attach the hinge brackets to the plate (14).
(6) Install the three bolts (11), washers (12) and nuts (13) to attach the structural box (10) to the MLG door mechanism support plate.
(7) Install the MLG forward door and operating rod (Refer to 52-82-00).
(8) LH side only: install the pressure control unit (Refer to 29-10-00).
(9) Install the structural panel 251A (252A) (Refer to Para. 3 or 5 as applicable).

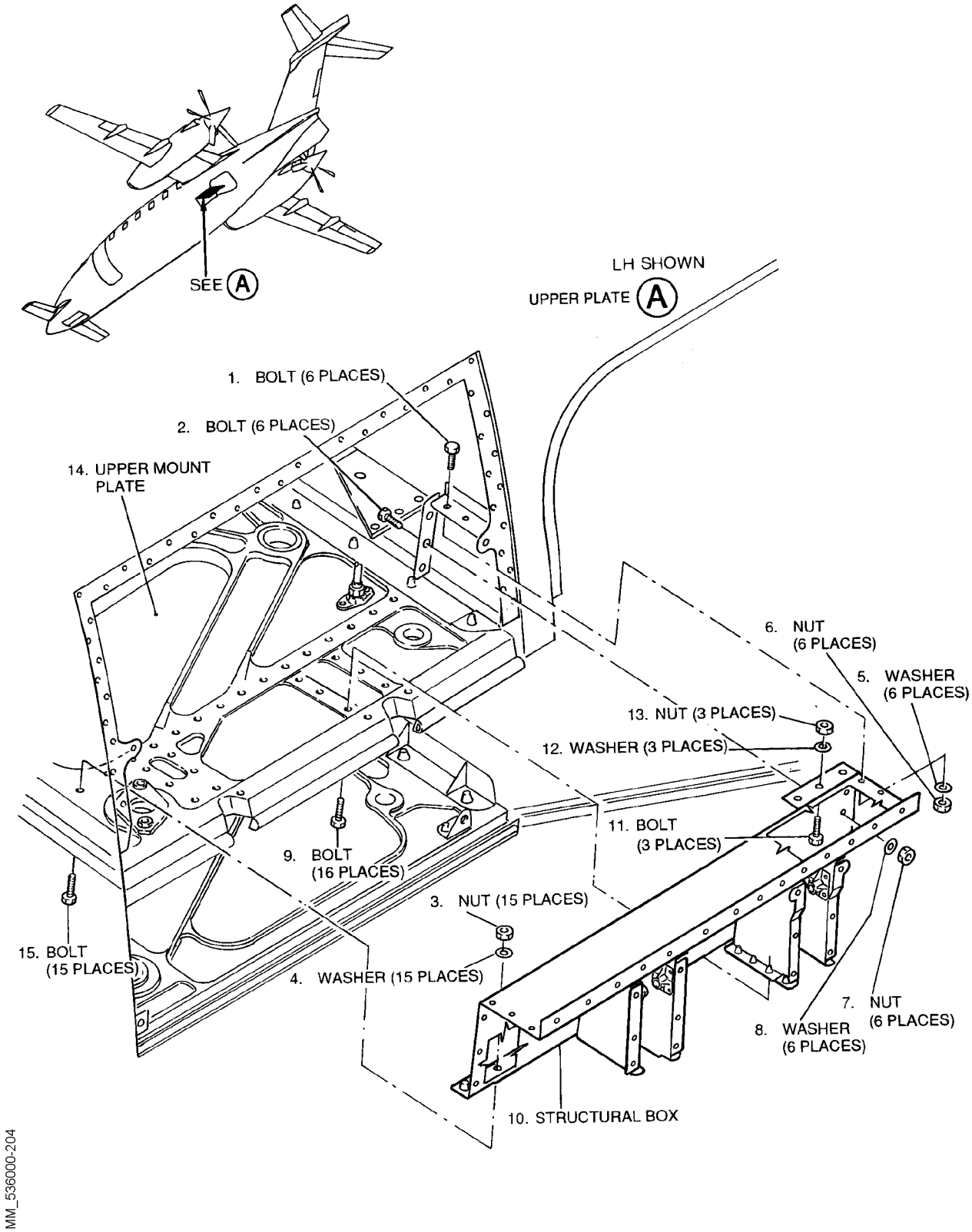


Fig. 204 - Structural Box - Removal/Installation

11. MLG Upper Mount Plate - Removal (Ref. Fig. 205)

A. Referenced Information

Maintenance Manual Chapter 32-11-00

B. Procedure

CAUTION: DO NOT REMOVE TWO (OR MORE) MOUNT PLATES AT THE SAME TIME. REMOVAL OF MORE THAN ONE MOUNT PLATE CAN RESULT IN DAMAGE AND DISTORTION OF THE AIRPLANE STRUCTURE.

(1) Remove the main landing gear (Refer to 32-11-00).
(2) LH side only: disconnect the tube (2) from the overflow valve on the mount plate (4). Put a blanking cap on the line end.
(3) Remove the bolts (1), nuts (6) and washers (5) attaching the mount plate (4) to the structure.

NOTE: Three of the bolts will have been removed during the removal of the structural box and door operating mechanism.

(4) Remove the mount plate (4) and collect the laminated washers (3).

12. MLG Upper Mount Plate - Installation (Ref. Fig. 205)

A. Materials

Methyl-Ethyl-Ketone (MEK) solvent	02-009
Lint-free Cloth	04-013

B. Referenced Information

Maintenance Manual Chapter 20-00-00
Maintenance Manual Chapter 32-11-00

C. Procedure

WARNING: BE CAREFUL WHEN YOU USE THE MEK. OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN CHAPTER 20-00-00.

(1) Use the MEK and lint-free cloth to clean the interfaces of the mount plate and structure.
(2) Put the mount plate (4) in the installed position.
(3) Refer to Fig. 205, Detail B. Use feeler gauges to measure the clearance between the mount plate and support structure.
(4) If the clearance in step (3) is more than 0.002 in (0.05 mm) install laminated washers at each bolt position to fill the gap. If the clearance is 0.002 in (0.05 mm) or less, no laminated washers are required.
(5) Install the bolts (1), washers (5) and nuts (6).

NOTE: Three of the bolts are installed during installation of the door operating mechanism and structural box.

(6) LH side only: remove the blanking cap from the tube (2) and connect the tube (2) to the overflow valve on the mount plate (4).
(7) Install the main landing gear (Refer to 32-11-00).

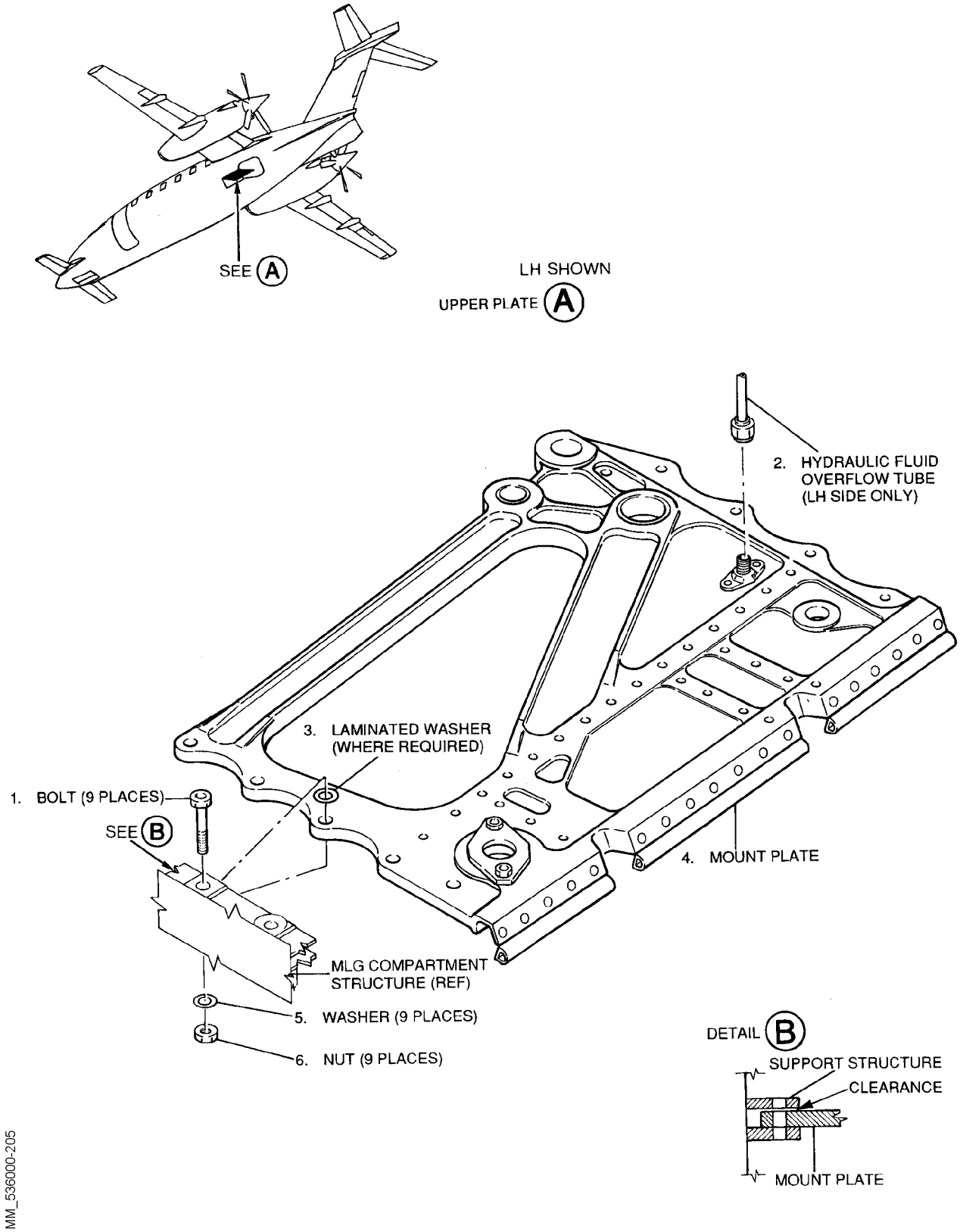


Fig. 205 - MLG Upper Mount Plate - Removal/Installation

13. MLG Lower Mount Plate - Removal (Ref. Fig. 206)

A. Referenced Information

Maintenance Manual Chapter 32-11-00

B. Procedure

CAUTION: DO NOT REMOVE TWO (OR MORE) MOUNT PLATES AT THE SAME TIME. REMOVAL OF MORE THAN ONE MOUNT PLATE CAN RESULT IN DAMAGE AND DISTORTION OF THE AIRPLANE STRUCTURE.

(1) Remove the main landing gear (Refer to 32-11-00).
(2) Remove the bolts (3).
(3) Remove the bolts (1), nuts (4) and washers (5) attaching the mount plate (2) to the structure.
(4) Remove the mount plate (2) and collect the laminated washers (6).

14. MLG Lower Mount Plate - Installation (Ref. Fig. 206)

A. Materials

Methyl-Ethyl-Ketone (MEK) solvent	02-009
Lint-free Cloth	04-013

B. Referenced Information

Maintenance Manual Chapter 20-00-00
Maintenance Manual Chapter 32-11-00

C. Procedure

WARNING: BE CAREFUL WHEN YOU USE THE MEK. OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIVEN IN CHAPTER 20-00-00.

(1) Use the MEK and lint-free cloth to clean the interfaces of the mount plate and structure.
(2) Put the mount plate (2) in the installed position.
(3) Refer to Fig. 206, Detail B. Use feeler gauges to measure the clearance between the mount plate and support structure.
(4) If the clearance in step (3) is more than 0.002 in (0.05 mm) install laminated washers at each bolt position to fill the gap. If the clearance is 0.002 in (0.05 mm) or less, no laminated washers are required.
(5) Install the bolts (1), washers (5) and nuts (4).
(6) Install the main landing gear (Refer to 32-11-00).

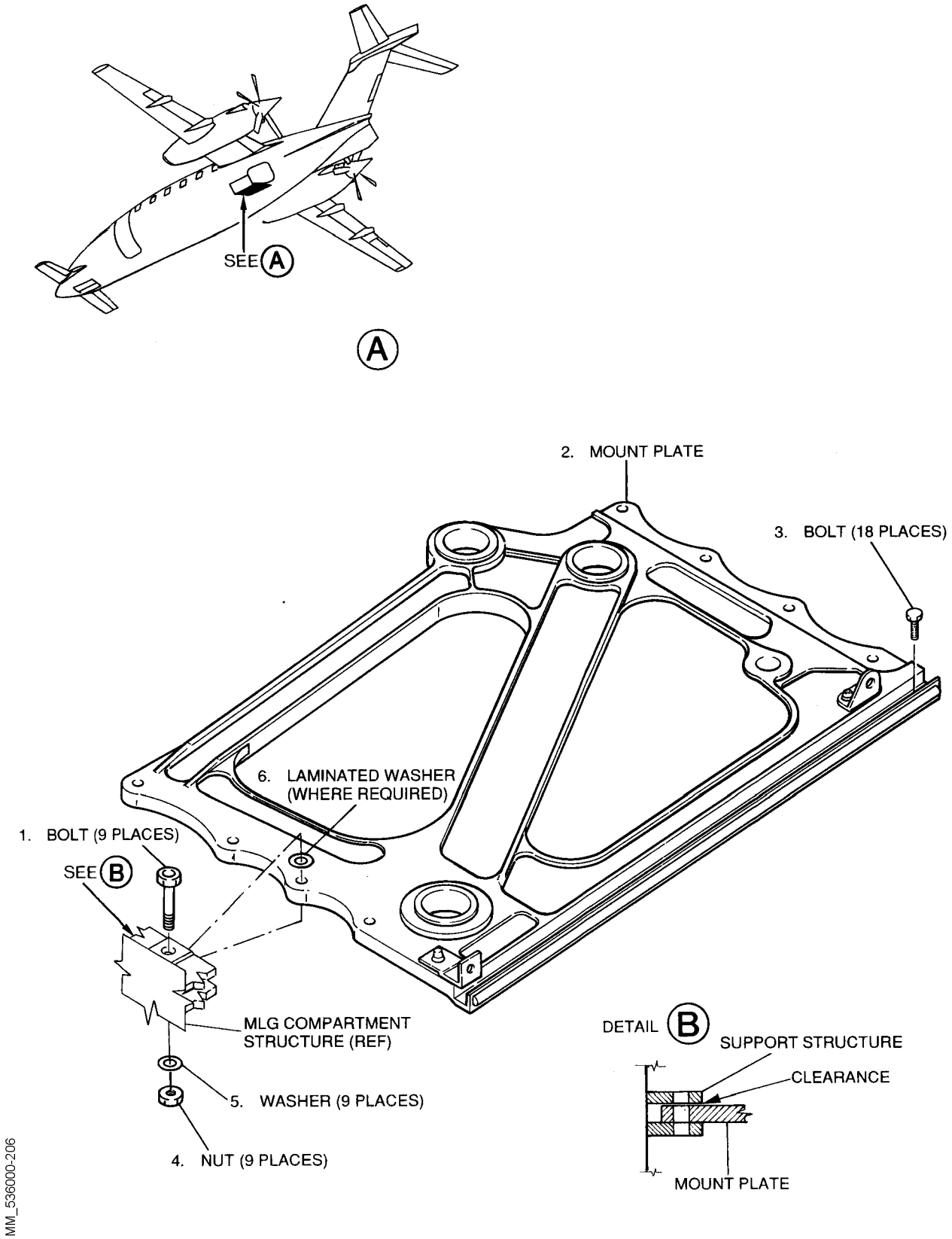


Fig. 206 - MLG Lower Mount Plate - Removal/Installation

15. Main-Landing-Gear Compartments - Inspection

A. Fixtures, Test and Support Equipment

Strong Light Source	Not Specified

B. Referenced Information

Maintenance Manual Chapter 51-10-00
Maintenance Manual Chapter 52-82-00

C. Procedure

NOTE: The inspection can be done with the airplane on jacks or on the ground. If the airplane is on jacks do step (1).

(1) If the airplane is on jacks with the landing gear extended: Open, tag and safety this circuit breaker:

Pilot CB panel:
LDG GEAR CONT

(2) Disconnect the main-landing-gear rear doors (Refer to 52-82-00).
(3) Use the light source and examine each compartment as follows:
(a) Examine the structure of the compartment for:
– cracks, dents and corrosion
– loose or missing fasteners
– deterioration of the surface finish
– security of attachment of the floor access panels.
(b) Examine the landing-gear mount-plates for:
– cracks and corrosion
– security of attachment to the structure.
(c) Examine the main-landing-gear attachment points for:
– damage and corrosion
– security of attachment
– correct locking.
(d) Examine the door stops and microswitches for:
– damage, distortion and corrosion
– make sure the jamnuts are tight and correctly locked.
(e) Examine the rear door uplatch assembly for:
– damage, distortion and corrosion
– security of attachment to the structure.
(f) Examine the air conditioning ducts for:
– damage, dents and corrosion
– where applicable, make sure the insulation is in good condition.

(g) Examine the hydraulic tubes, hoses and connectors for:
- correct installation away from moving parts
- damage, chafing and corrosion
- signs of leaks and contamination
- correct locking.

(h) Examine the electrical cables and connectors for:
- correct installation away from moving parts
- correct clipping and strapping
- damage and contamination
- correct locking.

(i) Examine the control cables for:
- kinks and broken wires
- signs of chafing against structure and other components
- correct locking of turnbuckles.

(j) Examine the door seals for:
- security of attachment
- cuts, splits and perishing.

(4) If necessary, repair or replace any defective parts.
(5) If you find damage, refer to 51-10-00 for classification and repair information.
(6) Connect the main-landing-gear rear door (Refer to 52-82-00).
(7) If applicable, remove the safety tag and close this circuit breaker:

Pilot CB panel:
LDG GEAR CONT

16. Passenger Compartment Insulation Bulkhead - Removal (Ref. Fig. 207)

A. Fixtures, Test and Support Equipment

Strong Light Source

B. Referenced Information

Maintenance Manual Chapter 24-00-00
Maintenance Manual Chapter 28-20-00
Maintenance Manual Chapter 25-40-00

C. Procedure

(1) Remove the electrical power (Refer to 24-00-00).
(2) Remove the rear vanity closet (Refer to 25-20-00).
(3) Remove the rear wall (Refer to 25-20-00).
(4) Remove the toilet (Refer to 25-40-00).
(5) Disconnect the LH and RH Electrical Terminal Board (7).
(6) Disconnect FPIU (Fuel Parameter Interface Unit) Electrical Connectors (8).
(7) Remove all Clamps that secure all Electrical Harness and the propellers and engines control cables to the Insulation Bulkhead (2, 3).

(8) Remove the screws (1).
(9) Remove the screws (5), washer (6) and nut (4).
(10) Slide out the insulation bulkhead with the six units (2, 3).

NOTE: To make removal easier if necessary disconnect the electrical connectors located on the 6000 bulkhead under the Insulation Bulkhead.

17. Passenger Compartment Insulation Bulkhead - Installation (Ref. Fig. 207)

A. Fixtures, Test and Support Equipment

Strong Light Source

B. Materials

Methyl-Ethyl-Ketone (MEK) solvent	02-009
Lint-free Cloth	04-013
Sealant	06-005
Filler	01-008
Non-metallic Scraper	Not Specified

C. Referenced Information

Maintenance Manual Chapter 20-00-00
Maintenance Manual Chapter 24-00-00
Maintenance Manual Chapter 25-20-00
Maintenance Manual Chapter 25-40-00
Maintenance Manual Chapter 91-00-00

D. Procedure

CAUTION: BE CAREFUL WHEN YOU USE THE MEK, SEALANT AND FILLER. OBEY THE HEALTH AND SAFETY INSTRUCTIONS GIEN IN CHAPTER 20-00-00.

(1) Remove all old sealant from the structure using MEK and a non-metallic scraper.
(2) Prepare the surfaces and apply a coat of sealant with filler.
(3) Place the bulkhead with six units (2, 3) in position.
(4) Secure the bulkheads (2, 3) to the structure with the screws (1) and with the screws (5), washers (6) and nut (4).
(5) Perform a Insulation Bulkhead Leakage Check (Refer to 28-00-00)
(6) Secure all Electrical Harness and the Propellers and Engine Control Cable to the Insulation Bulkhead (2, 3).
(7) Connect FPIU (Fuel Parameter Interface Unit) Electrical Connectors (8).
(8) Connect the LH and RH Electrical Terminal Board (7).
(9) Install the Electrical Connectors (if removed) under the Insulation Bulkhead.
(10) Install the rear wall (Refer to 25-20-00).

(11) Install the rear vanity closet (Refer to 25-20-00).
(12) Install the toilet (Refer to 25-40-00).
(13) Make sure the electrical power is available (Refer to 24-00-00).

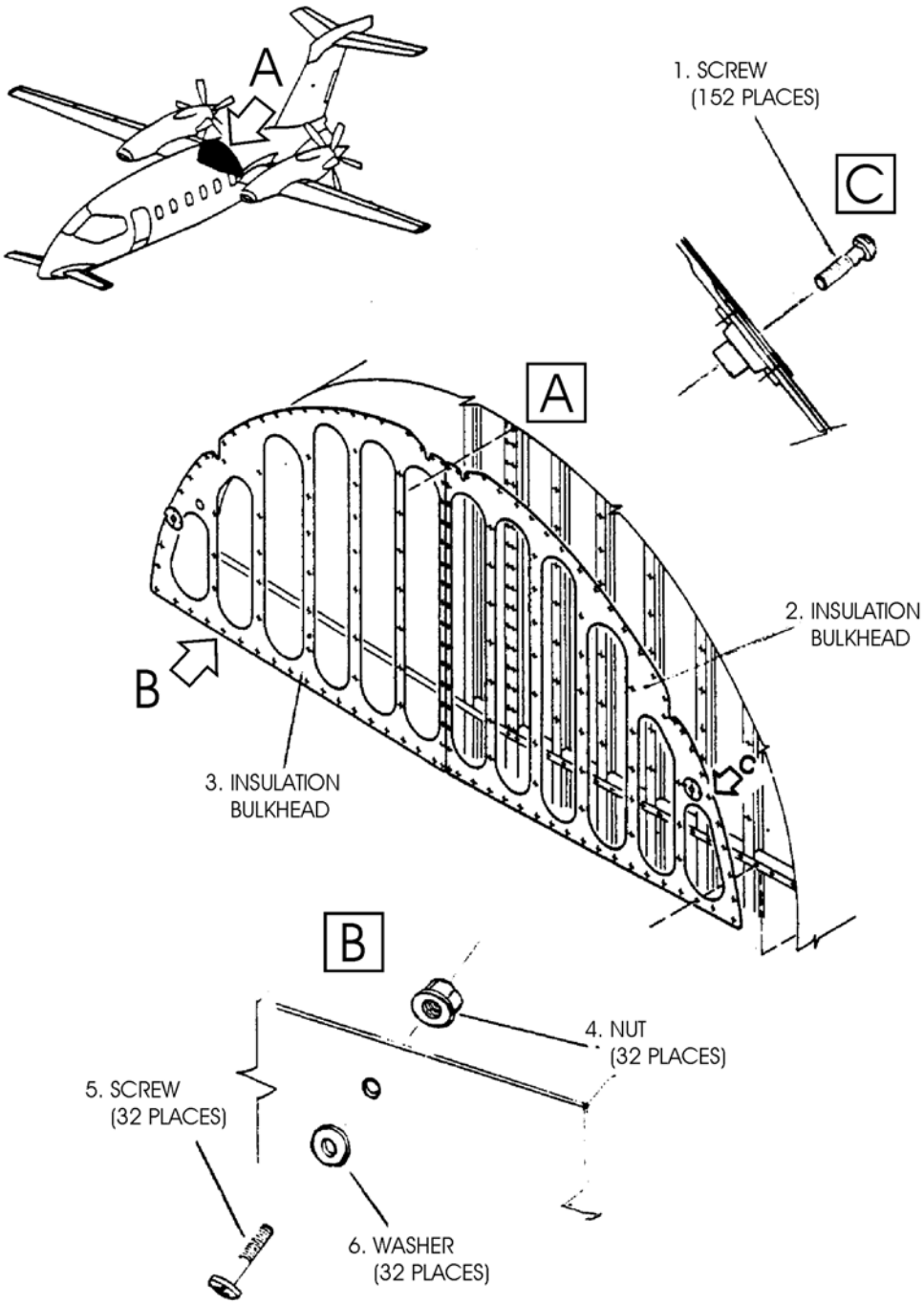


Fig. 207 - Insulation Bulkhead - Removal/Installation (Sheet 1 of 2)

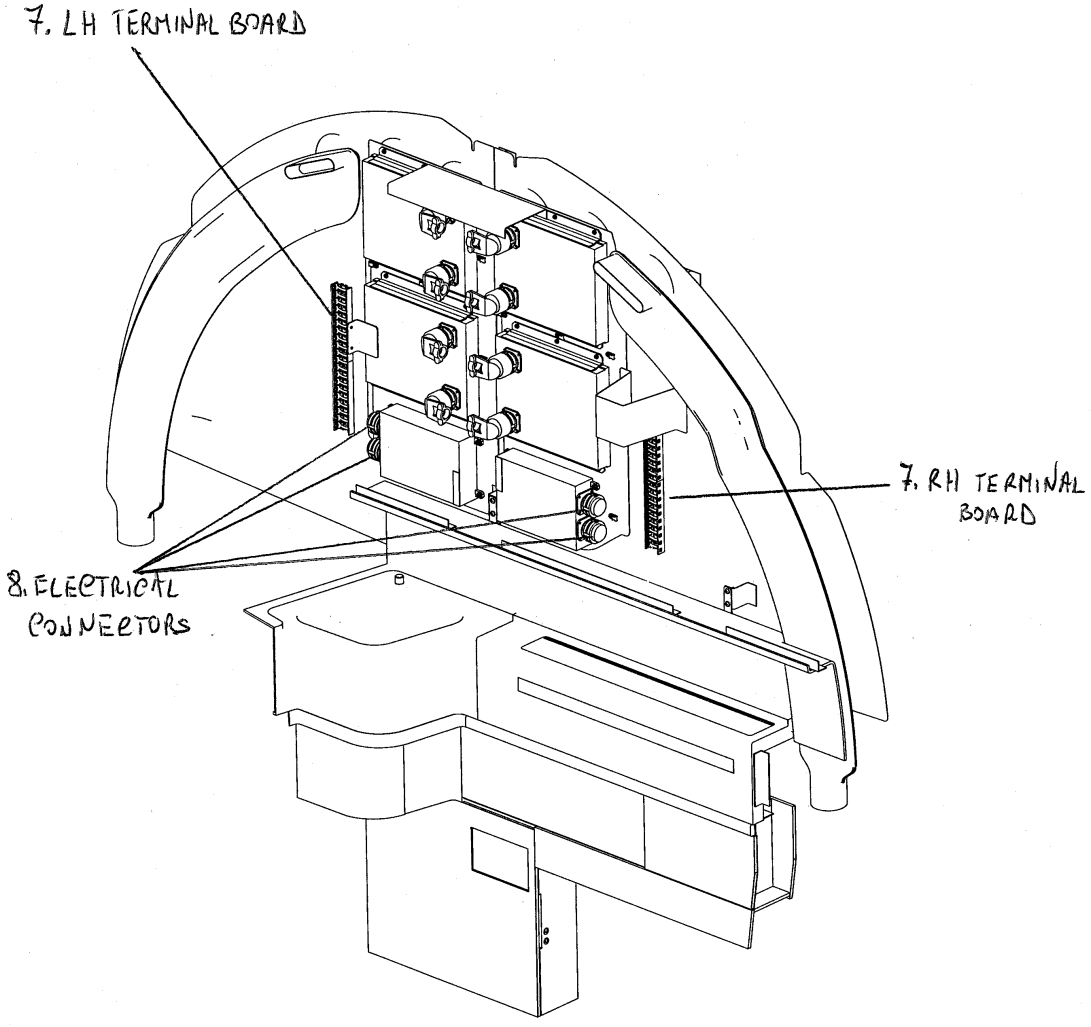


Fig. 207 - Insulation Bulkhead - Removal/Installation (Sheet 2 of 2)

INTENTIONALLY LEFT BLANK

FUSELAGE FS2295 TO FS6000 - MAINTENANCE PRACTICES

1. General (Ref. Fig. 201)

   A. This pageblock gives the Maintenance Practices for the section of the fuselage between FS2295 (Frame 19) and FS6000 (Rear Pressure Bulkhead). This section includes the following major structural areas:

      – cabin window surrounds
      – passenger compartment seat rails
      – center walkway
      – rear pressure bulkhead.

   B. The inspection of this section of the fuselage is included in the fuselage exterior and interior inspections in 53-00-00.

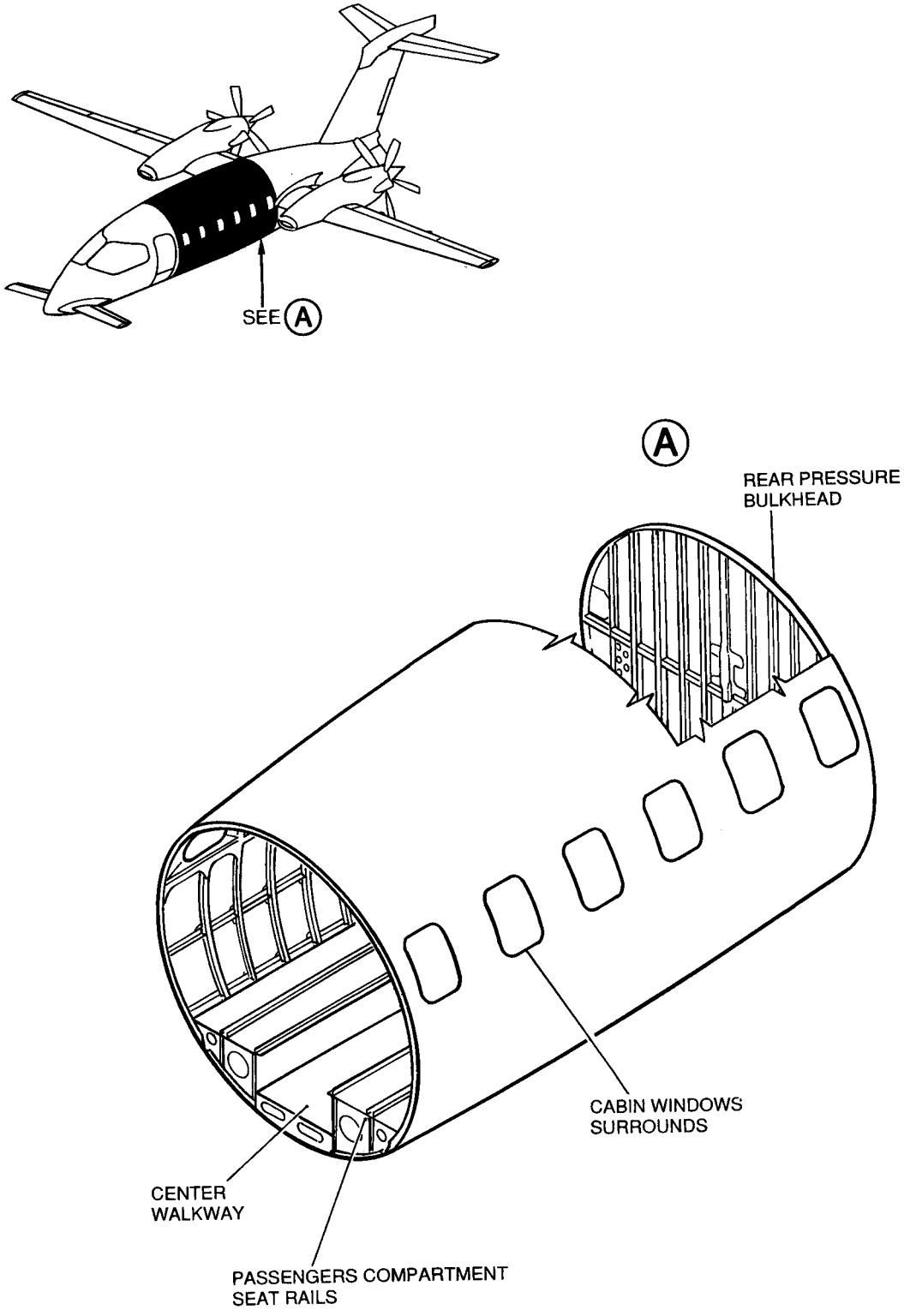


Fig. 201 - Fuselage FS2295 to FS6000 - Location

FUSELAGE FS6710 TO TAILCONE - MAINTENANCE PRACTICES

1. General (Ref. Fig. 201)

   A. This pageblock gives the Maintenance Practices for the section of the fuselage between FS6710 (Bulkhead 6710) and the composite tailcone joint. This section includes the following major structural areas:

   – baggage compartment
   – vertical stabilizer forward attachment
   – tailcone joint
   – wheel wells.

   B. The inspection of the wheel wells is included in the main landing gear compartment inspection in 53-60-00.

   C. The inspection of this section of the fuselage is included in the fuselage exterior and interior inspections in 53-00-00.

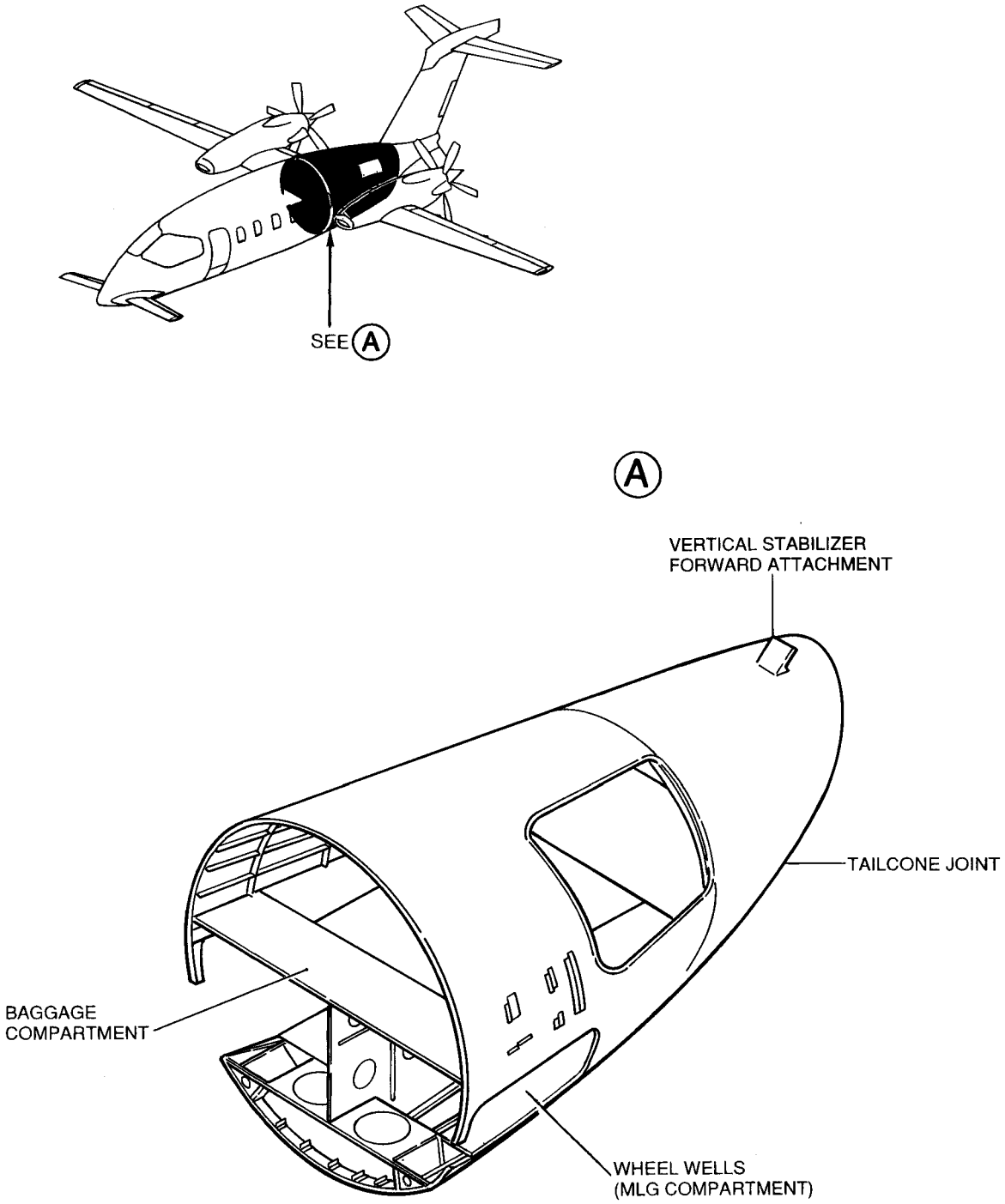


Fig. 201 - Fuselage FS6710 to Tailcone - Location

FUSELAGE TAILCONE - MAINTENANCE PRACTICES

1. General (Ref. Fig. 201)

   A. The tailcone includes the following major structural areas:

   – tailcone skins
   – rudder support shelf
   – ventral fins.

   B. The inspection of the tailcone skins and ventral fins is included in the fuselage exterior inspections in 53-00-00.

2. Ballast - Removal/Installation (Ref. Fig. 202)

   A. Removal

   (1) Remove the tailcone access panel.
   (2) Remove the ballast (so as to perform the configuration of Fig. 202 and the weights of Table 1).

   B. Installation

   (1) Install the ballast (so as to perform the configuration of Fig. 202 and the weights of Table 1).
   (2) Install the tailcone access panel.

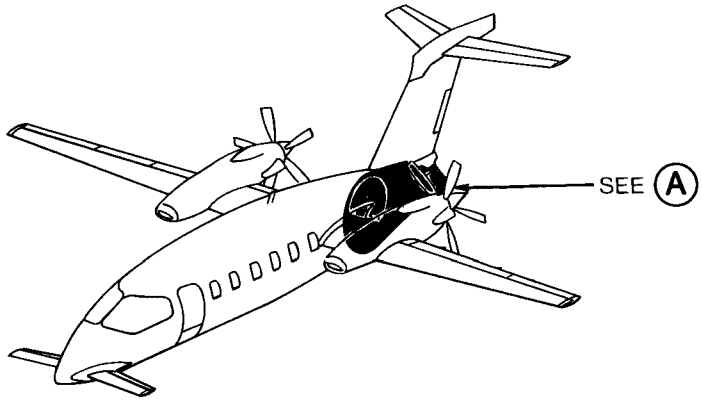
   NOTE: When the ballasts are installed in the tailcone a placard must be installed on the instrument panel (Ref. Fig. 203).

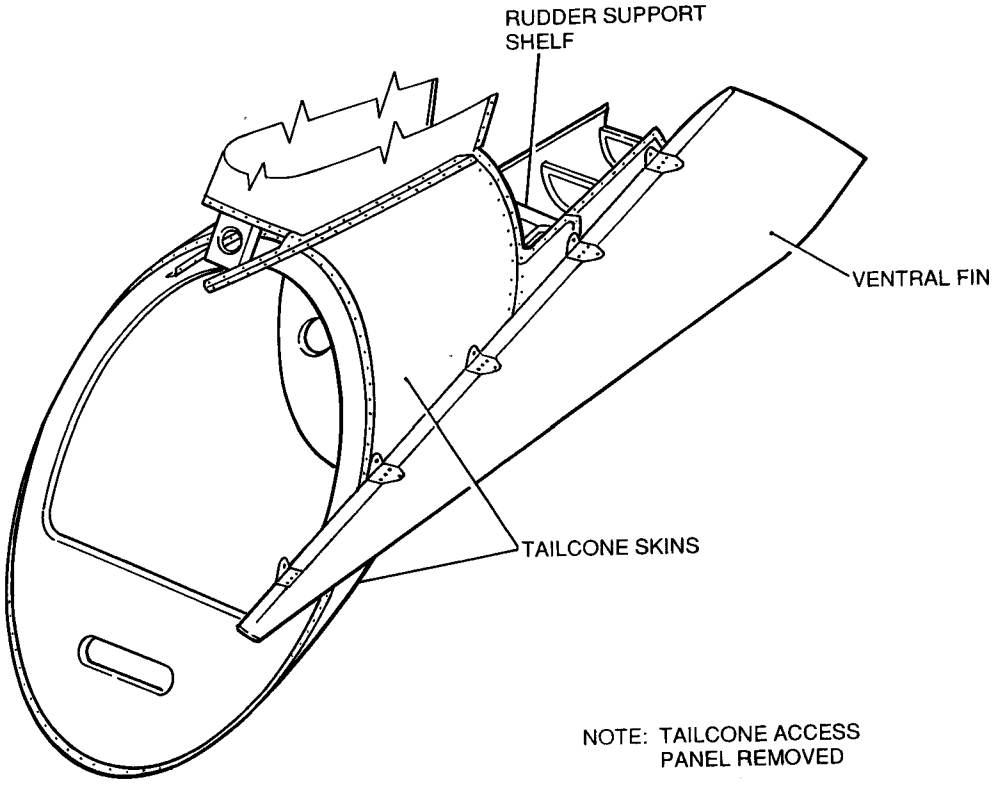
Table 1

Assy dash No. (*)	Ballast dash No. P0	Ballast dash No. P1	Ballast dash No. P2	Ballast dash No. P3	Ballast dash No. P4	Assy Arm (in) (**)	Assy Weight (lbs) (**)	Moment (in lb) (**)
-801	-403	-	-	-	-	411.35	18.4	+7568.84
-803	-403	-007	-	-	-	410.03	27.4	+11234.82
-805	-403	-005	-	-	-	409.72	30.9	+12660.35
-807	-403	-007	-007	-	-	408.68	36.5	+14916.82
-809	-403	-005	-007	-	-	408.56	40.0	+16342.40
-811	-403	-005	-005	-	-	408.24	43.5	+17758.44
-813	-403	-007	-	-007	-007	407.32	45.5	+18533.06
-815	-403	-005	-	-007	-007	407.32	49.0	+19958.68
-817	-403	-007	-	-005	-005	406.77	52.5	+21355.43
-819	-403	-005	-	-005	-005	406.81	56.0	+22781.36
-821	-403	-011	-	-005	-005	406.84	59.6	+24247.66
-823	-403	-005	-	-011	-011	406.40	63.2	+25684.48
-825	-403	-011	-	-011	-011	406.45	66.7	+27110.22

NOTE (*): THESE DASH NUMBERS INCLUDE BOTH PLATE (WITH ITS HARDWARE) AND RELATED BALLAST.

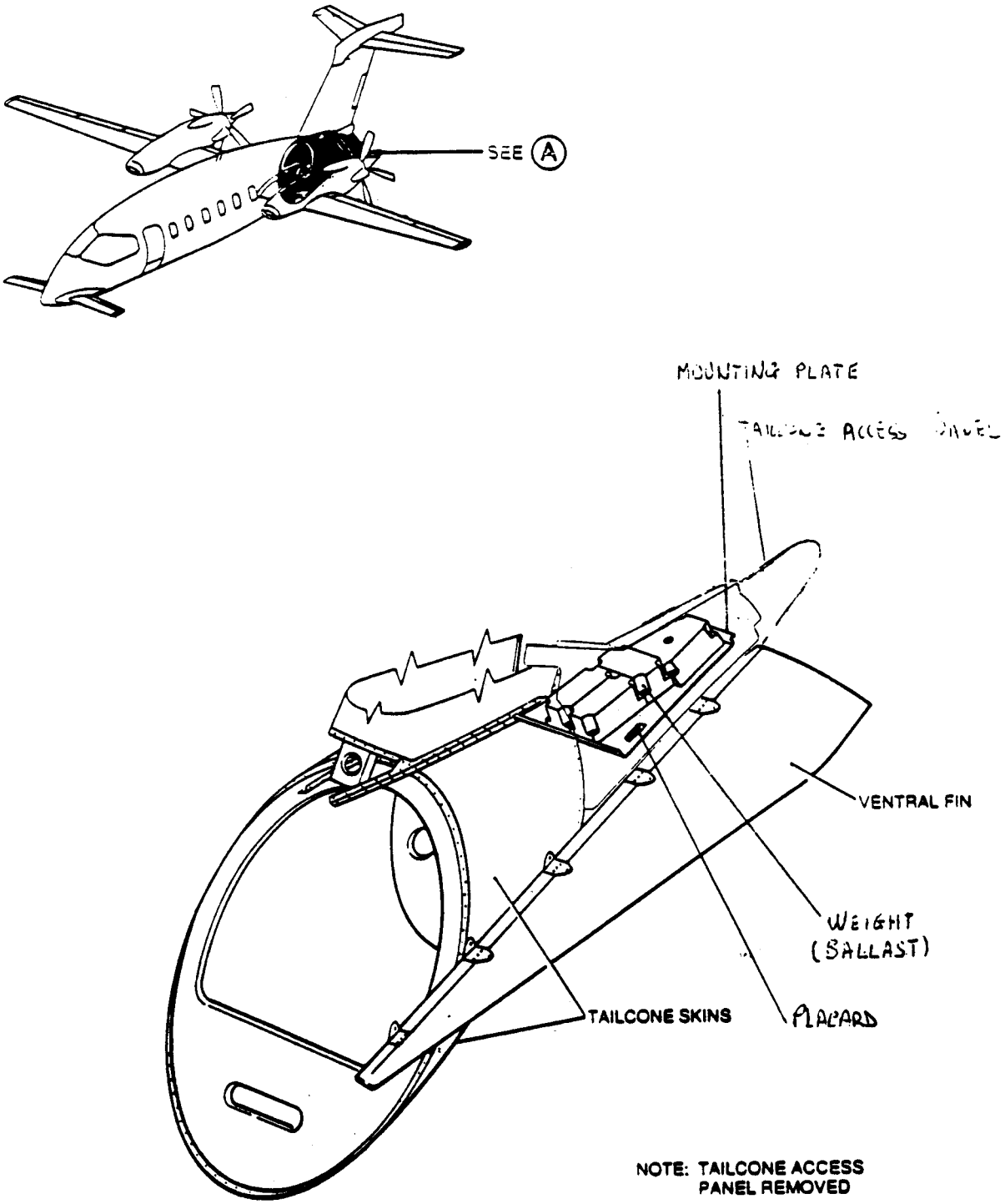
NOTE (**): THESE ARE TOTAL WEIGHTS, ARMS AND MOMENTS WHICH INCLUDE THE PLATE AND THE BALLAST VALUES.





MM_538000-201

Fig. 201 - Fuselage Tailcone - Location



MM_538000-202_1

Fig. 202 - Ballast - Removal/Installation (Sheet 1 of 2)

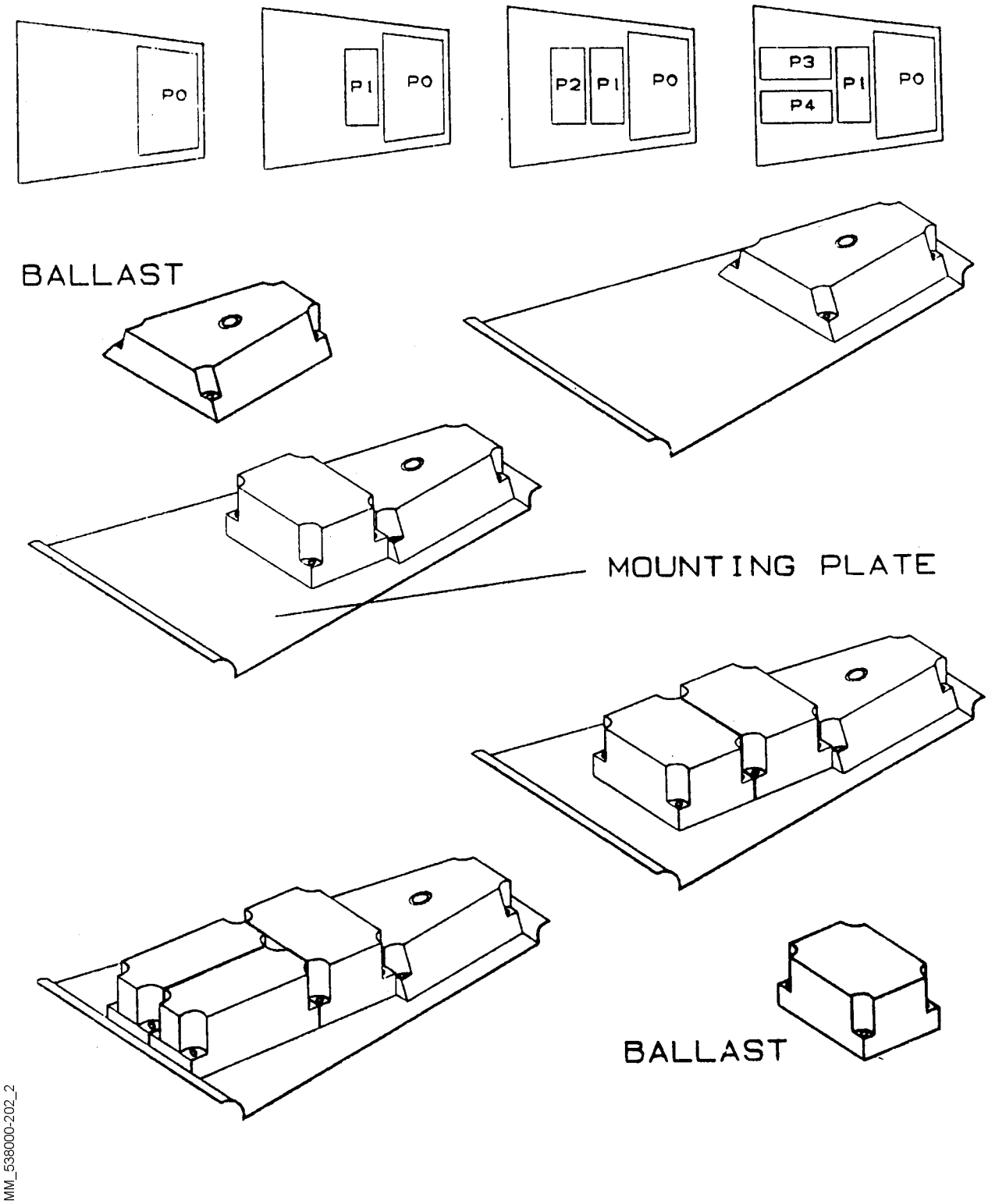
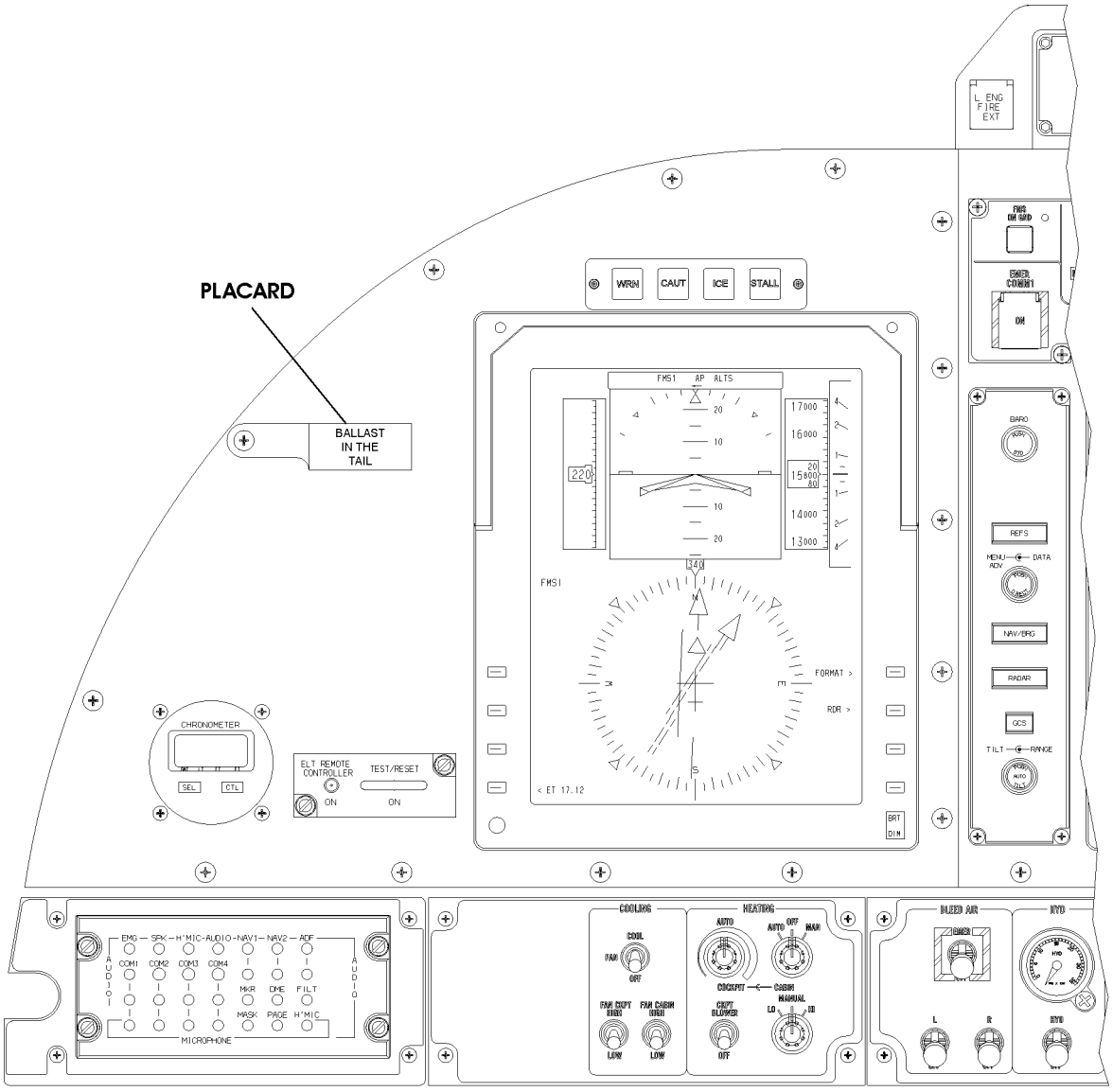


Fig. 202 - Ballast - Removal/Installation (Sheet 2 of 2)



MM-538000-203-PA-05

Fig. 203 - Ballast Placard