

Příloha 1

Vzorová úkolová karta (TC)

Boeing 737NG



**737-600/700/800/900
TASK CARDS**

AIRLINE CARD NO		TITLE INLET COWL - INNER SURFACE			BOEING CARD NO. 71-010-01-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA L INLET COWL	VERSION	THRESHOLD	REPEAT	APPLICABILITY AIRPLANE ENGINE
STATION	SKILL AIRPL				
		ACCESS			ZONE 412

Detailed inspection of the left inlet cowl's inner surface.

A. References

Reference	Title
AMM 71-11-01-300-801-F01	Replace the Thermal Anti-Ice (TAI) Exhaust Duct (P/B 801)
SRM 54-10-01	Structural Repair Manual



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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 71-010-01-01	
TASK 71-11-01-200-801-F00				MECH	INSP
1. Inlet Cowl Inspection					
(Figure 1)					
A. General					
(1) This task examines the skin of the inlet cowl for damage.					
B. Procedure					
SUBTASK 71-11-01-210-001-F00					
(1) Examine the internal skin, the external skin and the lip skin of the inlet cowl for the damage that follows:					
(a) Cracks					
(b) Nicks, gouges, scratches and corrosion					
(c) Dents					
(d) Holes					
(e) Erosion (on the lip skin)					
(f) Missing sealant between the lip skin segments (3 locations)					
1) Missing sealant is permitted between the segments. It is not necessary to re-apply the sealant.					
SUBTASK 71-11-01-220-001-F00					
(2) If you find damage, refer to this reference (SRM 54-10-01) for the permitted limits.					
SUBTASK 71-11-01-210-004-F00					
(3) If you find blockage in the acoustic panel holes in the inner barrel, use the limits for acoustic area loss (Figure 2)					
(a) Acoustic area loss is usually counted when more than half the holes in an area are blocked and the area is more than one square inch (6.45 square cm).					
1) Holes are counted as blocked if fully or not fully filled with adhesive, resin, fibers, paint or other material.					
2) Holes which are angled but are otherwise clear are permitted and not considered blocked.					
3) Some small areas of perforation blockage are part of the new part production bonding process.					
SUBTASK 71-11-01-210-003-F00					
(4) Visually examine the cowl Thermal Anti-Ice (TAI) duct louver for signs of cracks or missing louvers.					
<u>NOTE:</u> The TAI duct louver is found at the 6 o'clock position of the inlet cowl.					
<u>NOTE:</u> To repair the TAI exhaust duct, remove the duct from the inlet cowl. Do this task: Replace the Thermal Anti-Ice (TAI) Exhaust Duct, AMM TASK 71-11-01-300-801-F01. It is not necessary to remove the inlet cowl to do this repair.					
(a) If one or more missing louvers are found with no cracks in the slotted areas, it is permitted to return the airplane to service.					

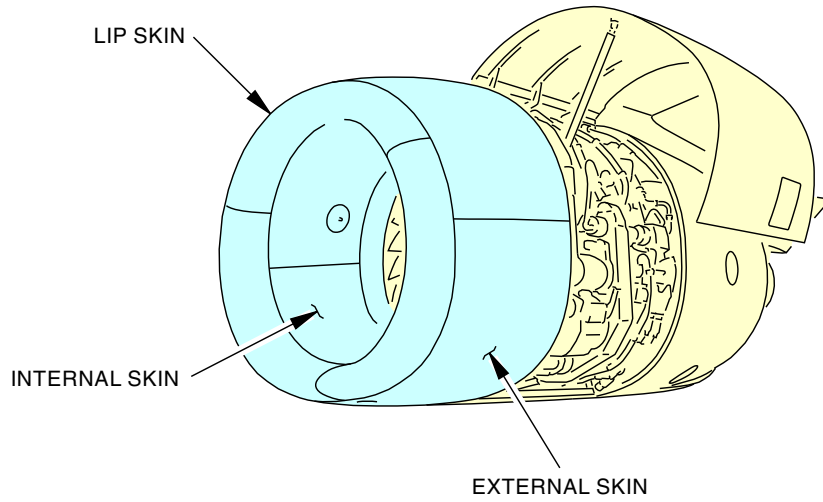


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<p>1) Missing louvers should be repaired in 800 hrs after you note the missing louvers.</p> <p>(b) If one or more missing louvers are found with cracks in the slotted areas, it is permitted to return the airplane to service with these conditions:</p> <p>1) If cracks are found in the slotted areas but do not exceed 1 in. (25.40 mm) in length, do these steps for a temporary repair:</p> <ul style="list-style-type: none">a) Do a stop drill repair with a #30 drill (0.1285 inch dia.) at the end of the cracks.b) Return the airplane to service. <p>2) Cracks should be repaired in 800 hrs after you do the temporary repair.</p> <ul style="list-style-type: none">a) Refer to component manual for the applicable repair. <p>3) If the crack damage is more than 1 in. (25.40 mm) in length in any slot area, the duct should be replaced or contact the vendor (Goodrich) for disposition.</p> <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP

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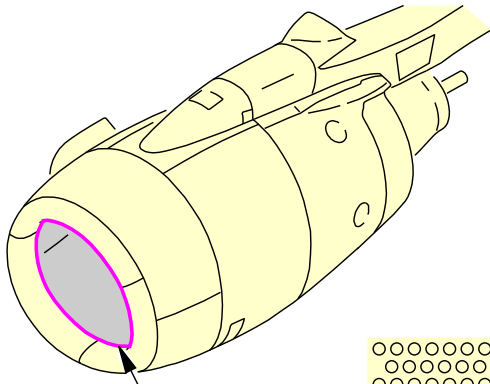
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**Inlet Cowl Inspection
Figure 1**

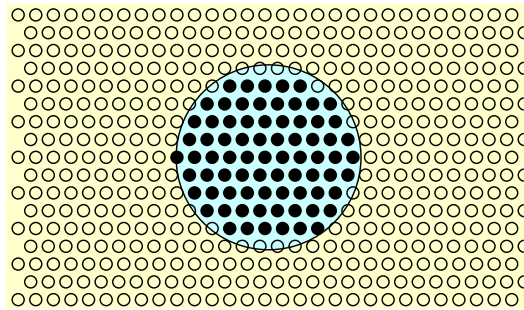
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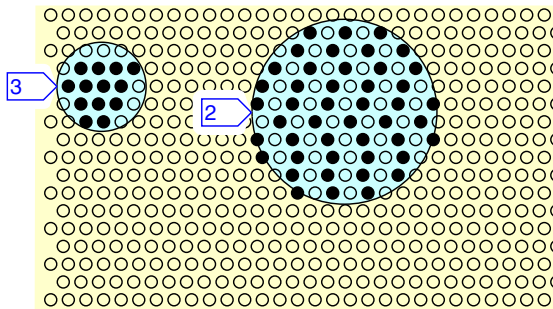
ACOUSTIC AREA

A



ACOUSTIC AREA LOST

A 1



ACOUSTIC AREA NOT LOST

A

- 1 MORE THAN 1 SQUARE INCH (6.45 SQUARE cm) AND MORE THAN 50 OUT OF 100 ADJACENT HOLES BLOCKED.
- 2 MORE THAN 1 SQUARE INCH (6.45 SQUARE cm) AND LESS THAN 51 OUT OF 100 ADJACENT HOLES BLOCKED.
- 3 LESS THAN 1 SQUARE INCH (6.45 SQUARE cm).

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**Inner Barrel Acoustic Panel Inspection
Figure 2**