

FORWARD FUSELAGE II - COCKPIT BOTTOM - EXTERNAL - INSPECTION/CHECK

EFFECTIVITY: ALL

1. General

- A. This section gives the procedures to do the visual inspection of forward fuselage II - cockpit bottom for general condition.
- B. Related Zones: 123/124.
- C. Zone Boundaries: STA X = 2364.0 thru STA X = 4154.5.
- D. The procedures in this section are given in the sequence below. The tasks identified with (♦) are part of the Scheduled Maintenance Requirements Document (SMRD).

TASK NUMBER	DESCRIPTION	EFFECTIVITY
05-20-10-200-801-A ♦	FORWARD FUSELAGE II - COCKPIT BOTTOM - EXTERNAL GENERAL VISUAL INSPECTION	ALL

TASK 05-20-10-200-801-A

EFFECTIVITY: ALL

2. FORWARD FUSELAGE II - COCKPIT BOTTOM - EXTERNAL GENERAL VISUAL INSPECTION

A. General

- (1) This task gives instructions to do SMRD Zonal Task 53-Z123-213-001-A00.
- (2) You must do the external general visual inspection (GVI) of forward fuselage II, at zones 123/124, within a touching distance of the items examined.
- (3) The function of the external general visual inspection (GVI) is to find damage, failure, or irregular conditions that can be easily seen.

B. References

REFERENCE	DESIGNATION
AMM TASK 12-22-00-600-801-A/300	LIGHT DIRT - SERVICING
AMM TASK 12-22-00-600-802-A/300	HEAVY DIRT - SERVICING
AMM TASK 12-23-00-600-801-A/300	-

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	FUNCTION	PLACE
1	Does the task	Forward fuselage II - cockpit bottom

I. Preparation

SUBTASK 841-002-A

- (1) On the circuit breaker panel, on the cockpit ceiling, make sure that the SENSORS HTG circuit breaker is closed (Location tip: DC BUS 2/ICE AND RAIN PROTECTION/ SENSORS HTG).
- (2) If necessary, clean the inspection area ([AMM TASK 12-22-00-600-801-A/300](#)) or ([AMM TASK 12-22-00-600-802-A/300](#)) as applicable.

J. External General Visual Inspection ([Figure 601](#))

SUBTASK 212-002-A

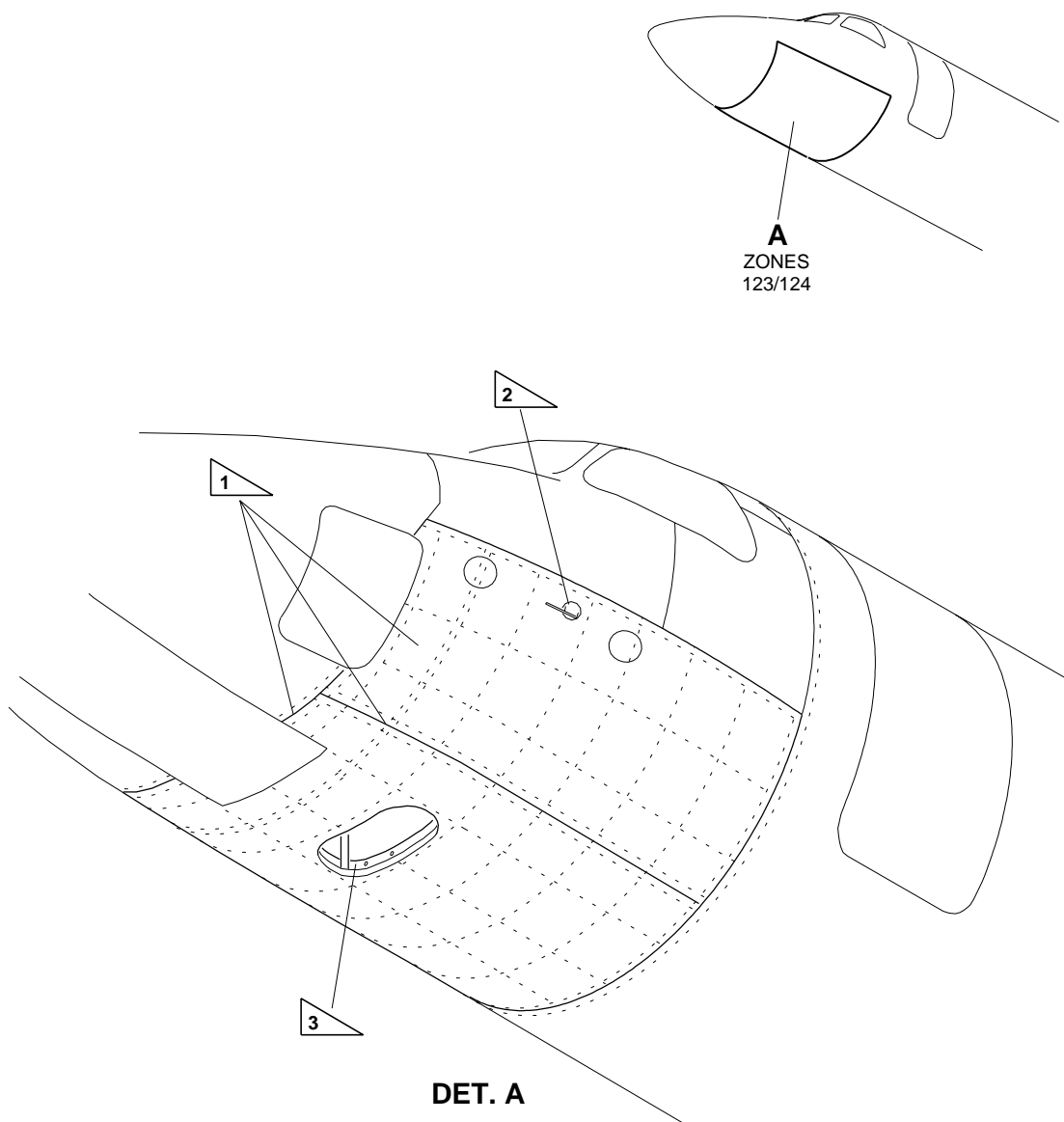
WARNING: DO NOT TOUCH THE PITOT AND TAT SENSORS IMMEDIATELY AFTER THE SYSTEM IS TURNED OFF. THE HIGH TEMPERATURE CAN CAUSE INJURY TO PERSONS.

- (1) Examine the fuselage zone for loose rivets, skin deformation, sealant poor condition, scratches, nicks, cracks, dents, painting bad condition, erosion, corrosion, and deteriorated protective treatment.
- (2) Examine the fuselage skin panel at stringers and frames/bulkheads, pressure bulkhead and splices for loose rivets, nicks, cracks, dents, erosion, corrosion, and deteriorated protective treatment ([Figure 601](#)).
- (3) Examine the fuselage skin longitudinal and circumferential splices for loose rivets, nicks, cracks, dents, erosion, corrosion, and deteriorated protective treatment ([Figure 601](#)).
- (4) Examine the cut-out frame of access door 123BL ([Figure 601](#)).
- (5) Examine the TCAS BOTTOM omni antenna, pitot static and TAT sensor for loose screws and washers, nicks, cracks, dents, scratches, gouges, erosion, corrosion, paint flakes and sealant poor condition ([Figure 601](#)).
- (6) Examine drains for signs of corrosion. Also do a check for blockage and correct operation (AMM TASK 12-23-00-600-801-A/300).

EFFECTIVITY:: ALL

Forward Fuselage II - Cockpit Bottom - External General Visual Inspection

Figure 601



- 1** EXTERNALLY INSPECT THE FUSELAGE SKIN PANEL, SKIN LONGITUDINAL AND CIRCUMFERENTIAL SPLICES
- 2** EXTERNALLY INSPECT THE PITOT STATIC AND TAT SENSOR
- 3** EXAMINE THE CUT-OUT FRAME OF DOOR 123BL

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