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1. Background:

Multiple operators have reported cases of disbonded heat shield clickbond fasteners common to the Main Landing Gear Wheel Well Pressure deck. At 171 flight cycles 4 clickbonds were found to be disbonded common to the L/H Main Landing Gear Wheel Well Pressure Deck. A second operator reported that at 380 flight cycles there were 8 clickbonds found to be disbonded at the Main Landing Gear Wheel Well Pressure Deck Heat Shield locations.

Boeing issued S/B B787-81205-SB530020 to correct this discrepancy.

2. Action:

This Engineering Authorization (EA) gives instructions to replace the Main Landing Gear Wheel Well Pressure Deck Heat Shields and install additional clickbond fasteners to retain the new heat shields. In service, disbonded clickbond fasteners have resulted in the inability to continue operation until the clickbonds were reinstalled. If this EA is not incorporated, disbonded fasteners could result in detachment of the Main Landing Gear Wheel Well Pressure Deck Heat Shields and inability to dispatch the airplane.

3. Effectivity:

| OP # | NOMENCLATURE | M&E # | UNIT | QTY |
|------|--------------|----------------|-----------------|-----|
| 001 | 787-8 | 78-2000-9-0001 | 0901-0910, 0912 | 11 |
| 002 | 787-8 | 78-2000-9-0001 | 0907 | 1 |
| | | | | |

4. Time of Accomplishment:

Planning is instructed to schedule this EA for accomplishment within the following constraints.

| FORECAST M&E | CONSTRAINT | CONSTRAINT VALUE | OPS |
|----------------|--------------------------|------------------|-----|
| 78-0553-8-0018 | Not to Exceed | 31-Dec-2015 | 001 |
| 78-0553-8-0020 | Not to Exceed | 31-Dec-2015 | 002 |
| 78-0553-8-0028 | As scheduled by Planning | | 003 |

Note

Due to time involved, Engineering recommends that aircraft be accomplished during heavy check opportunities, whenever possible.

5. Manpower:

Planning is instructed to ensure that the manpower necessary to accomplish this EA is allocated at the scheduled visits.

| OP | ELAPSED TIME | LABOR HOURS | PERSONS | SPECIAL SKILL (IF REQUIRED) | CON- STRAINTS |
|-----|--------------|-------------|---------|-----------------------------|---------------|
| 001 | 40 | 40 | 1 | Mech | |
| 001 | 1 | 1 | 1 | Insp | |
| 002 | 40 | 40 | 1 | Mech | |
| 002 | 1 | 1 | 1 | Insp | |
| 003 | 20 | 20 | 1 | Mech | |
| 003 | 1 | 1 | 1 | Insp | |

6. Cost Information:

| AFE NO. | JOB NO. | ACCOUNT NO. | COST CENTER | COMMENTS |
|---------|---------|-------------|-------------|----------|
| | | | | |

7. Electrical Load:

| OP Number | Fleet | Current | Bus | Change(kVA) | Phase of Flight | Power Factor |
|-----------|-------|---------|-----|-------------|-----------------|--------------|
| | | | | | | |
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8. Suggested Inventory Action:

Inventory Planning is instructed to make the following stock changes to support this EA.

| NEW MFG P/N | OLD MFG P/N | DESCRIPTION | DISPOSITION |
|----------------|----------------|-------------|------------------|
| 44-4444-4-4444 | 22-2222-2-2222 | Test Desc | Test Disposition |

9. Related Documents:

The following documents were used in the development of this EA but are not required for accomplishment.

| DOCUMENT NO. | REV | DATE | DESCRIPTION |
|-----------------|-----|------|-------------|
| AC 120-79 | | | |
| ECRA 5310-06655 | | | |

10. Weight and Balance:

| OP# | FLEET | ITEM | WEIGHT (LBS) | ARM (IN) | MOMENT (IN-LBS) | COMMENTS AND INSTRUCTIONS |
|-----|-------|------|--------------|----------|-----------------|---------------------------|
| 001 | 787-8 | | +1 | +0.00 | +813 | Test comment |
| 002 | 787-8 | | +1 | +0.00 | +813 | |
| | | | | | | |

11. Internal Publications Affected:

Methods and Standards is instructed to incorporate the following Service Bulletins in their entirety.

| SB NO. | REV | DATE | OR LATER REVISION? | COMMENTS & INSTRUCTIONS |
|---------------------|-----|------------|--------------------|-------------------------|
| B787-81205-SB530020 | 002 | 4-Mar-2014 | Y/N | |

Methods and Standards is instructed to incorporate the following Manual Change EC/RA's.

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Methods and Standards is instructed to make the following custom manual changes.

| REVISE/NEW/DELETE | FLEET CODE | MANUAL TYPE | ATA/CHAP/SECTION OR LOCATION | PAGE/SERIES/SHEET/INDEX/TASK | COMMENTS & INSTRUCTIONS |
|-------------------|------------|-------------|------------------------------|------------------------------|-------------------------|
| | | | | | |
| | | | | | |

Methods and Standards is instructed to incorporate the following documents into the Interiors Furnishings Manual (IFM).

| FLEET | MANUAL TYPE | PART NUMBER | NOMENCLATURE | ATA CHAPTER/SECTION | COMMENTS & INSTRUCTIONS |
|-------|-------------|-------------|--------------|---------------------|-------------------------|
| | | | | | |
| | | | | | |

12. Electrical Loads:

Avionics Engineering is instructed to update the aircraft Electrical Loads Report to reflect the changes made in this EA.

| OP# | FLEET | CURRENT | BUS | CHANGE (KVA) | PHASE OF FLIGHT | POWER FACTOR |
|-----|-------|---------|----------|--------------|-----------------|--------------|
| 001 | 787-8 | 1.0 A | test val | 0.0000 | test val | 0.00 |

13. Software Changes:

| OP# | DESTINATION HARDWARE P/N | ERD, FIN, EQUIP# | LOCATION ADDRESS (SLID) | OLD SOFTWARE PART NUMBER | NEW SOFTWARE PART NUMBER | COMMENTS AND INSTRUCTIONS |
|-----|--------------------------|------------------|-------------------------|--------------------------|--------------------------|---------------------------|
| 001 | 182513-001 | E4220001M8 | LS1755836 | UAL27-DCA8-0001 | UAL26-DCA8-0000 | Test Comment |

14. Supplemental Instructions:

| DEPARTMENT | REV | SPECIAL INSTRUCTIONS |
|---------------------------------------|-----|--|
| Material Control & Inventory Planning | A | Ensure parts are available to accomplish the EA. |
| Tooling Logistics | | Ensure tooling are available to accomplish the EA |
| Technical Publications | | Ensure required documents are available on-line to accomplish EA. |
| Quality Control | | Review EA worksteps for accuracy and workability. |
| Warranties | A | File warranty with the Boeing Company per S/B B787-81205-SB830020 Issue 002, page 18. Note that the warranty covers labor, material and tooling. |

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Operation Overview

Technical Documents:

Maintenance must have the following documents to accomplish this operation.

| DOCUMENT NO. | REV | DATE | DCN# | DESCRIPTION |
|------------------|-----|------------------|------|--|
| 787 SRM 51-40-10 | 1 | March 31, 2017 | 1115 | Adhesively Bonded Standoff Stud Installation Process-Standard Repair |
| 787 AMM 53-58-01 | 1.5 | January 15, 2017 | 4444 | Heat Shield - Removal |

Tools/Software Required:

Maintenance must have the following tools to accomplish this operation.

| MFG P/N | DESCRIPTION | UNIT OF ISSUE | M&E | REQUIRED |
|-------------|--|---------------|----------------|----------|
| MIT450Z3613 | TESTER, HEAT SHIELD TENSION, EA5310-05921, BAC | 22 | 22 | No |
| B3444444 | PANEL, REAR SHIELD | 23 | 85-1562-2-0056 | Yes |

Bill of Materials - List of Parts:

Maintenance must have the following parts to accomplish this operation.

| MFG P/N | Part Description | Quantity per Acft/Unit | Unit of Issue | Part Action |
|------------|------------------|------------------------|---------------|-----------------|
| 036Z0156-1 | KIT, HEAT SHIELD | 22 | LB | Keep them ready |



General Information

CAUTIONS:

1. **KEEP THE WORK AREA, WIRES AND ELECTRICAL BUNDLES CLEAN OF METAL PARTICLES OR CONTAMINATION WHEN YOU USE TOOLS. UNWANTED MATERIAL, METAL PARTICLES OR CONTAMINATION CAUGHT IN WIRE BUNDLES CAN CAUSE DAMAGE TO THE BUNDLES. DAMAGED WIRE BUNDLES CAN CAUSE SPARKS OR OTHER ELECTRICAL DAMAGE.**
2. **PROTECT/CLEAN ELECTRICAL WIRING INTERCONNECTION SYSTEM (EWIS) IN ACCORDANCE WITH SECTIONS 20-60-02 AND 20-60-07 OF THE 787 AMM. EWIS IS DEFINED AS WIRES, POWER FEEDERS, WIRING DEVICES, AND TERMINATION DEVICES INSTALLED IN ANY AREA OF THE AIRPLANE. EWIS HAS THE PURPOSE OF TRANSMITTING ELECTRICAL ENERGY, DATA, AND SIGNALS BETWEEN TWO OR MORE INTENDED TERMINATION POINTS.**

GENERAL NOTES:

1. Contact Engineering if the aircraft or component has been repaired or modified in such a manner that prevents the inspection/repair/modification from being accomplished in accordance with the instructions contained in this workcard
2. If open-up/access/close-up steps required by this workcard are accomplished by other routine workcards, it is permissible to (N/A) those steps on this workcard referencing the applicable routine workcard.
3. Manuals included as reference material are identified by parentheses and the words Reference Only in the Technical Data Required list. Reference materials are not required to perform the task and are included for mechanics convenience
4. Obey all of the warnings and cautions given in the specified manual sections.
5. Unless shown differently, these dimensions and tolerances are used:
 - Linear dimensions are in inches
 - Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03-inch
 - Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
 - Angular tolerance is plus or minus 2 degrees
 - Hole dimensions for standard solid rivets and fasteners are in SRM Chapter 51
6. Torque Values:
 - Values for structural fasteners are given in 787 Structural Repair Manual, Chapter 51.
 - Values for airframe maintenance tasks are included in Chapter 20 of 787 Airplane Maintenance Manual (AMM).
 - Values for electrical maintenance tasks are included in Chapter 20 of Standard Wiring Practices Manual (SWPM).
 - Values for engine maintenance tasks are included in Chapter 70 of 787 Airplane Maintenance Manual (AMM).
 - Non-standard torque values for maintenance tasks are included in the applicable installation step.
7. Use the approved fastener and process material substitutions in accordance with SRM Chapter 51.

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8. If the length of any fastener specified in this service bulletin does not meet the installation standards in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51.
9. A General Visual Inspection is defined as: A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normal available lighting conditions such as daylight, hangar lighting, flashlight or droplight and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.
10. A Detailed Inspection is defined as: An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required.
11. The instructions in this operation may include operation of tools or test equipment. Boeing Engineering Tool Drawings, the Illustrated Tool and Equipment Manual, and the Special Tool and Ground Handling Drawing Index contain data on versions of the tools or test equipment that you can use. It is permitted to use replaced tools. It is not permitted to use superseded tools.
12. The work instructions in this Engineering Authorization refer to procedures included in other Boeing documents. When the words "refer to" are used and United Airlines has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.
13. If it is necessary to remove more parts for access, you can remove those parts. If you can get access without removing identified parts, it is not necessary to remove all of the identified parts. Jacking and shoring limitations must be observed.

Access and Open-up:

Work Instructions

- 1.0 Gain access to the R/H Main Landing Gear and remove and retain the wheel well pressure deck AFT heat shield (ref.787 AMM 53-58-01). Ensure to retain all attachment hardware. Also ensure to remove and retain the threaded spacers from existing clickbond studs.

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| Mechanic |
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2.0 Gain access to the R/H Main Landing Gear and remove and retain the wheel well pressure deck MIDDLE heat shield (ref.787 AMM 53-58-01). Ensure to retain all attachment hardware. Also ensure to remove and retain the threaded spacers from existing clickbond studs.

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Clickbond Installation and Testing:

CAUTION: MUST BE TAKEN TO AVOID SANDING INTO THE CARBON FIBER. ONLY MINIMUM SANDING IS REQUIRED TO PREPARE AREA FOR BONDING.

3.0 At 27 locations shown in Figure 3, Detail "F", hand sand the surfaces to remove the enamel and Primer. Sand area minimum as shown in Figure 3 (Sheet 6 of 7), Detail "F". (ref 787 SRM 51-40-10).

CAUTION: MUST BE TAKEN TO AVOID SANDING INTO THE CARBON FIBER. ONLY MINIMUM SANDING IS REQUIRED TO PREPARE AREA FOR BONDING.

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4.0 At 27 locations shown in Figure 3, Detail "F", place locating template P/N 2MIT450Z3613 at the fastener location and glue in position new stand off stud P/N CB4005K3CR6-12 using adhesive per BMS5-141 (ref 787 SRM 51-40-10).

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5.0 Perform a proof test on the Clickbond at 72 locations (45 existing plus 27 new). Perform the test using the 787 SRM chapter 51-40-10 (see Figure 3 (Sheet 7 of 7) Detail "G" sheet for locations).

If any clickbond fails the test, remove and replace with new using the 787 SRM chapter 51- 40-10. Ensure to generate a separate Non-Routine (N/R) for each failed clickbond location and record in the N/R # using the spaces below:

| | |
|----------------|-----------------|
| 1) sample data | 2) sample data |
| 3) sample data | 4) sample data |
| 5) sample data | 6) sample data |
| 7) sample data | 8) sample data |
| 9) sample data | 10) sample data |

Mechanic

6.0 In the areas to be painted at the 27 locations shown in Figure 3 (Sheet 6 of 7) Detail "F" circle note 4, apply surface protection to the area as follows:

- Clean the surface and reactivate primer (Ref SOPM 20-41-02)
- Apply Primer BMS10-103, Type 1 and Enamel 8000B70846BMQBC2 per BMS10-60, Type 1. (Ref 787-8 SRM 51-40-10).

N/A this step if Primer and Paint was not required at any of the locations

Mechanic

MIDDLE Heat Shield Installation:

7.0 Obtain and position in place a new MIDDLE heat shield P/N 771SM43391-14 (see Figure 4 circle note 1). Install the heat shield in place using the retained hardware as specified in steps 7.1 thru 7.3.



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7.1 On the forward edge of the new heat shield (ref. step 7.0), use the following hardware to attach to the aircraft structure: See Figure 4 circle note 2 for locations. Also see Figure 5 for the hardware stack up.

- Qty 9, Threaded Spacers P/N CB9658K3-550. Install spacers hand tight onto the bonded stud.
- Qty 9, PD-Washer-Heat Shield P/N 453Z2404-3.
- Qty 9, Self locking Nut, P/N BACN10YR3CM.

Install Nut using a torque range of 19-25 in-lbs. Ensure that the screw chamfer extends past the end of the nut.

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7.2 Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 3 for locations. Also see Figure 5 for the hardware stack up.

- Qty 9, Threaded Spacers P/N CB9658K3-360. Install spacers hand tight onto the bonded stud.
- Qty 9, PD-Washer-Heat Shield P/N 453Z2404-3.
- Qty 9, Self locking Nut, P/N BACN10YR3CM.

Install Nut using a torque range of 19-25 in-lbs. Ensure that the screw chamfer extends past the end of the nut.

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7.3 Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.

- Qty 9, Threaded Spacers P/N CB9658K3-360. Install spacers hand tight onto the bonded stud.
- Qty 9, PD-Washer-Heat Shield P/N 453Z2404-3.
- Qty 9, Self locking Nut, P/N BACN10YR3CM.

Install Nut using a torque range of 19-25 in-lbs. Ensure that the screw chamfer extends past the end of the nut.

7.3.1 Here is a third level substep. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.

7.3.2 Here is a third level substep. Duplicate. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.

7.3.2.1 Here is a fourth level substep. Duplicate. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.



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- 7.3.2.2 Here is a fourth level substep. Duplicate. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.
- 7.3.2.2.1 Here is a fifth level substep. Duplicate. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.
- 7.3.2.2.2 Here is a fifth level substep. Duplicate. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.
- 7.3.2.2.2.1 Here is a sixth level substep. Duplicate. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.
- 7.3.2.2.2.2 Here is a sixth level substep. Duplicate. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.
- 7.3.2.2.2.2.1 Here is a seventh level substep. Duplicate. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.
- 7.3.2.2.2.2.1.1 Here is a eighth level substep. Duplicate. Secure the center section of the new heat shield (ref. step 7.0), using the following hardware: See Figure 4 circle note 4 for locations. Also see Figure 5 for the hardware stack up.

Mechanic

Mechanic

AFT Heat Shield Installation:

- 8.0 Obtain and position in place a new AFT heat shield P/N 771SM43391-16 (see Figure 4 circle note 5). Install the heat shield in place using the retained hardware as specified in steps 8.1 thru 8.3.



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8.1 On the forward edge of the new heat shield (ref. step 8.0), use the following hardware to attach to the aircraft structure: See Figure 4 circle note 6 for locations. Also see Figure 5 for the hardware stack up.

- Qty 9, Threaded Spacers P/N CB9658K3-550. Install spacers hand tight onto the bonded stud.
- Qty 9, PD-Washer-Heat Shield P/N 453Z2404-3.
- Qty 9, Self locking Nut, P/N BACN10YR3CM.

Install Nut using a torque range of 19-25 in-lbs. Ensure that the screw chamfer extends past the end of the nut.

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8.2 Secure the center section of the new heat shield (ref. step 8.0), using the following hardware: See Figure 4 circle note 7 for locations. Also see Figure 5 for the hardware stack up.

- Qty 9, Threaded Spacers P/N CB9658K3-360. Install spacers hand tight onto the bonded stud.
- Qty 9, PD-Washer-Heat Shield P/N 453Z2404-3.
- Qty 9, Self locking Nut, P/N BACN10YR3CM.

Install Nut using a torque range of 19-25 in-lbs. Ensure that the screw chamfer extends past the end of the nut.

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8.3 Secure the center section of the new heat shield (ref. step 8.0), using the following hardware: See Figure 4 circle note 8 for locations. Also see Figure 5 for the hardware stack up.

- Qty 9, Threaded Spacers P/N CB9658K3-360. Install spacers hand tight onto the bonded stud.
- Qty 9, PD-Washer-Heat Shield P/N 453Z2404-3.
- Qty 9, Self locking Nut, P/N BACN10YR3CM.

Install Nut using a torque range of 19-25 in-lbs. Ensure that the screw chamfer extends past the end of the nut.

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9.0 On the inboard side of the Middle heat shield, connect the bonding jumper using the following hardware in the following stack-up order (see Figure 4 circle note 9 for location):

Screw | Washer | Heat Shield | Washer | Bonding Jumper | Washer | Nut

- Screw, P/N BACS12HL3AU15 (install with screw head on the pressure side of the Heat Shield).
- Washer, P/N NAS1149C0363R.
- Bonding Jumper, P/N BACJ40AP20-().
- Nut, P/N BACN10YR3CM.

Install Nut using a torque range of 19-25 in-lbs. Ensure that the Screw chamfer extends past the end of the nut)

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10.0 Perform a resistance check for the bonding jumper in step 9.0 to ensure maximum resistance is 1.0 milliOhm or less. Refer to the SWPM 20-20-10 Category 1. Also see 787 AMM 53-58-01 - Heat shield installation

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11.0 On the inboard side of the Aft heat shield, connect the bonding jumper using the following hardware in the following stack-up order (see Figure 2 circle note 10 for location):

Screw | Washer | Heat Shield | Washer | Bonding Jumper | Washer | Nut

- Screw, P/N BACS12HL3AU15 (install with screw head on the pressure side of the Heat Shield).
- Washer, P/N NAS1149C0363R.
- Bonding Jumper, P/N BACJ40AP20-().
- Nut, P/N BACN10YR3CM.
- Install Nut using a torque range of 19-25 in-lbs. Ensure that the Screw chamfer extends past the end of the nut)

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12.0 Perform a resistance check for the bonding jumper in step 11.0 to ensure maximum resistance is 1.0 milliOhm or less. Refer to the SWPM 20-20-10 Category 1. Also see 787 AMM 53-58-01 - Heat shield installation

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Sign-Off:

13.0 Sign-off the completed operation in SCEPTRE using transaction scLOCc.

*****END OF WORK STEPS/ NO FURTHER SIGNOFFS REQUIRED*****



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Fig 1. R/H MLG - Aft and Middle Heat Shield Clickbond Fasteners Installation & Test

