# SAMPLE INSPECTON FOR HIGH TIME 747 AIRPLANES

Inspection consists of close examination of installed wire bundles with no clamps or wire ties removed.

1. Main Deck − Zone A
   A. General inspection
   B. STA 300 to STA 400 wiring passing from Upper Deck through Zone A to the main equipment center
2. Main Deck − Zone B
   A. General inspection
3. Main Deck − Zone C
   A. General inspection.
   B. Galley Feeders, Disconnects and Splices
4. Main Deck − Zone D
   A. General inspection
   B. Galley Feeders, Disconnects and Splices
5. Main Deck − Zone E
   A. General inspection
6. Area Aft of Door 5
   A. E8 Equipment Rack
   B. Wiring passing through Pressure Dome
   C. Wiring passing from E8 Equipment Rack through cabin floor, STA 2340
7. Main Equipment Center
   A. All installed wiring
   B. Raceway clamps
   C. Condition of all Feeder Splices
8. Forward Cargo Hold
   A. Wiring under the floor
   B. Heater Tape installation
   C. Left Hand and Right Hand Wing/Body disconnect area
   D. Wiring between STA 940 and wing forward spar
9. Aft Cargo Hold
   A. Heater Tape installation

10. Air Conditioning Bay
    A. All installed wiring
11. Nose Wheel Well
    A. All installed wiring
12. Main Landing Gear Bays
    A. All installed wiring with emphasis on Wheel Well Fire Detection Installation
13. APU compartment
    A. Wiring installation on Bulkhead
    B. Wiring installation on Walls and Doors
14. Horizontal Stabilizer compartment.
    A. All visible wiring
15. APU Battery area
    A. Generator Feeder Splices
    B. P57 Panel
16. Wing Trailing Edge
    A. All exposed wiring
17. Flight Deck
    A. All wiring exposed during removals of Flight Deck Panels, and Flight Engineers Stations. The Section 41 mod is an ideal time to inspect this area.

The leading edge and engine strut are the areas where Boeing would see the virtue of a wire by wire inspection. Wiring is released, cleaned, bundle clamps removed and bundle ties removed. However, environmentally sealed and potted installations and wiring in conduit should be left undisturbed unless damage is suspected. Wiring should be closely inspected for damage from vibration and exposure to environmental damage. Wire bundles are separated to allow inspection of individual wires. Complete inspection of the strut wiring requires removal from the strut.

18. The wing leading edge
    A. P42 refueling panel for corrosion and wire damage. If deemed necessary this panel can be shop tested
    B. Wiring for the Leading Edge Power drive units
    C. Sealed and potted installations should be left undisturbed when possible
    D. Check Power feeder for chafing and inspect all splices for signs of overheating

19. Engine Strut
    A. Check for installed dummy contacts and/or seal rods
    B. Strut/Sailboat hydraulic wiring
20. Engines 1 through 4
    A. Fire detection wiring
    B. PRV, HPSOV terminal