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## MAINTENANCE AND INSPECTION PROGRAM - DESCRIPTION

### 1. General

- A. The B767 Maintenance and Inspection Program (MIP) is controlled by the Reliability Analysis and Maintenance Planning Program, Document No. 80-81, (Reference RAMP Manual) as described in Advisory Circular 120-17A.
- (1) This MIP is the document referenced in Maintenance Operations Specifications, Part D, Item D072 (d)(e)(f), Aircraft Maintenance - Continuous Airworthiness Maintenance Program (CAMP) Authorization.
  - (2) The MIP includes the requirements of the following Boeing source documents:
    - (a) D6222T001 Maintenance Planning Document
    - (b) D6222T001-9-01 Airworthiness Limitations
    - (c) D6222T001-9-02 Airworthiness Limitations - Line Number Specific
    - (d) D6222T001-9-03 Certification Maintenance Requirements
    - (e) D6222T001-9-04 Special Compliance Items/Airworthiness Limitations
  - (3) The Manager, Maintenance Programs receives Boeing email notification of Source Document revision. A review of the revision will be assigned to a Maintenance Program Specialist for applicability to the JMC fleet.
  - (4) Applicable items will be submitted to the maintenance program revision process.
- B. This MIP is applicable to the B767 fleet as listed in the Maintenance Operations Specifications, Part D, Item D085. Each aircraft is listed by make, model, and serial number in Ops Spec, is authorized for JMC Air operations, and shall be maintained IAW the Continuous Airworthiness Maintenance Program and the limitation specified in its B767 Maintenance and Inspection Program.
- C. Aircraft and component checks, inspections, and restoration time limits are controlled by Engineering Orders (EO).
- (1) Each EO is assigned to perform and document a specific task. See 767 MIP Section 04.01 for a listing of EO numbers.
  - (2) An EO is comprised of one, or a series of, computer generated Job Cards.



- (a) Each group of cards for a check will be recorded on an Accountability Sheet, generated, and issued by the computer with each check package.
- (b) Completed Check Records, Forms, Non-Routine Sheets and Job Cards will be sent to Aircraft Records, ILN.

#### D. Reliability Program

- (1) The B767 will be maintained in accordance with the Reliability Analysis and Maintenance Planning Program (RAMP) Manual. The authorization for use of this program is Operations Specification D074. Refer to the RAMP Manual, Document 80-81, for Reliability Program responsibility, operation and organizational structure.

#### E. Job Cards

- (1) The Aircraft Job Card is an approved part of the Maintenance Program and an integral part of the manual system. The Job Card is the basic document used in the performance of scheduled maintenance and inspection.
- (2) Job Cards are used for A-Checks, C-Checks, Time Controlled Tasks and certain routine jobs. For further definition of checks and inspections, refer to paragraph 2 in this Section.
- (3) A historic PDF copy of all Job Card revisions, will be maintained by the Maintenance Programs Department in a protected (limited access) area of the computer network, they will also exist in IDMR.
- (4) Current Job Cards and their effectivity, are maintained in the CMMS software program.
  - (a) Job Cards may be revised as a result of an approved Maintenance Program Revision Request (MPRR) Form M-101.
- (5) EO task aircraft or part effectivities are assigned by the Maintenance Programs Department. EO tasks are scheduled by the Planning Department.



## 2. Checks, Inspections, and Time Limits

NOTE: A Day/Flight Day begins at 0001 Universal Coordinated Time (UCT). The day of accomplishment, is the UCT date the check was recorded in the aircraft log. The day of accomplishment is excluded from the Days counted in determining when the next Line Maintenance Check is due.

### A. Line Maintenance Checks

- (1) The Line Maintenance Checks consist of the Daily Check (Form B767-1A, Form B767-1B), Service Check (Form B767-2A, Form B767-2B) and A-Check (Job Cards). These checks will be maintained by the Maintenance Programs Department. The Daily and Service Check Forms reside in the B767 Line Maintenance Forms Manual, which is available on the company Extranet.
  - (a) Daily and Service Checks are only required at stations where the aircraft type is normally scheduled, and only when Maintenance personnel are on duty. When an aircraft arrives at a station where that type is not normally scheduled, such as due to a flight diversion, ad hoc Charter or equipment substitution, it is not necessary to perform a Line Maintenance Check. In addition, when an active flight on delay causes the aircraft to exceed the minimum ground time for the next higher check, the next higher check is not required.

NOTE: If an irregular operation (charter, extra section, etc.) routes an aircraft through a station where the aircraft type is not normally scheduled, and the actual ground time requires a higher check not normally performed by the station, the higher check is not required.
  - (b) The Line Maintenance Checks contain Certification Maintenance Requirements (CMRs). These are tasks which have been developed as part of the aircraft certification. Because of these requirements that are imbedded into the Line Checks, a review of the Line Checks must be completed when being considered for escalation.

### B. Daily Check

- (1) A walk-around check consisting of superficial inspections and essential servicing. It provides verification of:
  - (a) The security of doors/panels.

- (b) The absence of fluid leaks, structural damage and other obvious discrepancies affecting airworthiness of the aircraft and/or powerplant.
  - (2) A Daily Check (Form B767-1A) is accomplished when the scheduled ground time exceeds 2 hours, and a Service Check is not due. Only one Daily Check is required per flight day.
    - (a) Flight Day - means a 24 hour period (from midnight to midnight) UCT during which at least one flight is initiated for affected aircraft.
  - (3) The Daily Check shall be accomplished in accordance with the B767 Daily Check Description (Form B767-1A), and will be documented by signature on the first page of the B767 Daily Check Sign-Off Record (Form B767-1B) and the log book airworthiness release.
- C. Service Check
- (1) A walk-around check consisting of superficial inspections and essential servicing. It includes all the Daily Check items plus additional system check items. It provides verification of:
    - (a) The security of doors/panels.
    - (b) The absence of fluid leaks, structural damage and other obvious discrepancies affecting airworthiness of the aircraft and/or powerplant.
  - (2) A Service Check (Form B767-2A) is accomplished when a Service Check has not been accomplished in the past three days, and scheduled ground time is three hours or more.
  - (3) The Service Check shall be accomplished in accordance with the B767 Service Check Description (Form B767-2A) and will be documented by signature on the first page of the B767 Service Check Sign-Off Record (Form B767-2B) and the log book airworthiness release.
- D. A-Check
- (1) Consists of those items described for the A-Check, plus additional in-depth checks of various systems and sub-systems.
    - (a) Service Check and Daily Check requirements are not incorporated into the A-Check program.

- (2) The A-Check is accomplished as follows:
- (a) Low Utilization Program – This A-Check contains twelve tasks numbered 1 through 12, with each task being accomplished every 750 flight hours. These tasks are designed to be sequentially scheduled in this numeric sequence and meet all A-Check interval requirements.
    - 1 The Low Utilization A-Check program is assigned to airplanes on flight schedules with extensive ground time available.
  - (b) High Utilization Program – This A-Check contains five segments of 150 flight hour tasks, with the 5<sup>th</sup> segment complying with the original 750 hour A-Check. There are thirty segmented tasks, numbered 1 through 30, and these segments will be sequentially scheduled in this numeric sequence, meeting all A-Check interval requirements.
    - 1 The 4A requirements of the Low Utilization Program have been de-escalated to 3A (15A in the High Utilization Program) to aid in scheduling that requirement for the thirty-segment program.
    - 2 The High Utilization A-Check program is assigned to airplanes on flight schedules with minimum ground time available.
- (3) A-Check Program Bridging
- (a) Any time an aircraft transitions between the above described programs, a bridging A-Check will be performed that contains at least all tasks required to bring that aircraft into the latter program.
  - (b) An alternate method of bridging would involve issuing all tasks of the former program prior to entering the latter program. This method will zero base all A-Check requirements and provide an acceptable means of transitioning into the desired program.

E. C-Check

- (1) The 767 C-Check is a Continuous Maintenance Visit (CMV) program, not a block or a segmented maintenance visit. C-Check visits are numbered C1 through C999, which means a 767 C-Check will never repeat itself (the C-Check never reverts back to C1).



- (a) Tasks assigned to a given C-Check visit will be determined by the individual task's repeat interval. The following tables illustrate the CMV numbering system:

**Table 1:**

Interval	Assigned
1C	Every C-Check
2C	Every Other C-Check
3C	Every Third C-Check
4C	Every Fourth C-Check
6C	Every Sixth C-Check
8C	Every Eighth C-Check
12C	Every Twelfth C-Check

**Table 2:**

	CMV C-Check Number												
	C1 2	C1 3	C1 4	C1 5	C1 6	C1 7	C1 8	C1 9	C2 0	C2 1	C2 2	C2 3	C2 4
1C	X	X	X	X	X	X	X	X	X	X	X	X	X
2C	X		X		X		X		X		X		X
3C	X			X			X			X			X
4C	X				X				X				X
6C	X						X						X
8C					X								X
12 C	X												X

- (b) Some C-Check tasks have a threshold interval followed by a repeat interval. This is expressed as 8C 4C, where the task is first due at the C8 Check, and then repeats at a 4C interval.
- (c) The C-Check consists of aircraft Systems, Zonal, CPCP, and Structure Inspections.
- (d) A-Check tasks are not included in the C-Check. Planning may choose to include the next A-Check due with a C-Check package, depending on the time remaining on the current A-Check.



- (2) The C-Check is accomplished at 6000 flight hours, 3000 flight cycles or 24 months, whichever comes first.
    - (a) Systems and Zonal C-Check task intervals are 6,600 flight hours or 24 months, whichever comes first.
    - (b) Structures C-Check task intervals are 3,000 flight cycles or 24 months, whichever comes first.
  - (3) The assignment of C-Check tasks to CMV numbered C-Checks assumes the airplane is operated until it reaches 6,600 hours, 3,000 cycles or 24 months, whichever ever comes first. The airplane is then promptly inducted into C-check and completed in a normal time frame. The next C-Check due is calculated from the day the C-check is signed off.
    - (a) If the airplane is placed into storage, and induction into C-Check is delayed beyond the due date, the number of days beyond the due date will be deducted from the calculated next C-Check due date, or all tasks due at the next C-Check will be accomplished. This will ensure that sensitive tasks are accomplished IAW the program design.
  - (4) Completion of C-Check tasks is documented by signature on the Job Cards issued for that particular check.
- F. Mid Structures Check (S2C)
- (1) The Mid Structures consists of Systems, Structures, and Zonal Inspections, with a focus on the lower lobe of the fuselage.
  - (2) The Mid Structures Check is accomplished with every other C-Check at the even numbered C-Checks, i.e. C2, C4, C6, C8, C10, C12 etc.
- G. Full Structures Check (S4C)
- (1) The Full Structures consists of Systems, Structures, and Zonal Inspections, with a focus on both the lower and upper lobes of the fuselage.
  - (2) The Full Structures Check is accomplished with every fourth C-Check, i.e. C4, C8, C12, C16, C20 etc.
- H. Final Check



- (1) A Service Check is issued at the completion of a C-Check, and consists of items covering superficial inspections and essential servicing of those systems/components disturbed during a major inspection ("C" Check). It provides verification of:
  - (a) The security of doors/panels;
  - (b) The absence of fluid leaks;
  - (c) Proper servicing of systems;
  - (d) Removal of safety locks, covers, etc.;
  - (e) Proper operation of select systems;
  - (f) The presence of the proper type and quantity of loose and/or emergency equipment;
  - (g) The completeness of the inspection, including paperwork and log book;
  - (h) Proper aircraft markings, interior and exterior.

#### I. Aircraft Weight Check

- (1) Aircraft weights are reviewed every 48 months and adjusted per aircraft fleet weigh and sampling. Aircraft weights and weight change analysis is scheduled per JMC-NEA-0810-0010 (767-200SF) and JMC-NEA-0810-0009 (767-300SF). Aircraft sample weighs are accomplished per JMC-EA-0810-0013 (767-200SF) and JMC-EA-0810-0014 (767-300SF) using CMMS jobcard JMC-08-001-GB-01. The aircraft weight check compliance is mandatory per Operations Specifications, Part E, Item E096.

#### II. Corrosion Prevention and Control Program (CPCP)

- (1) Effective with MIP B767 Revision 23, CPCP Tasks previously located in Section 10 have been integrated into the Zonal and Structural Inspection Programs contained in Sections 7 and 8 respectively.

#### III. Airworthiness Limitations and Certification Maintenance Requirements

- (1) See Section 09.00 for a description of Airworthiness Limitations and Certification Maintenance Requirements.

**L. Life Limited Parts (LLP)**

- (1) Certain B767 parts are life limited by Type Certificate A1NM. These parts are shown in Section 10 of this manual.
- (2) Parts and sub-components not listed herein will be checked, inspected at the same interval specified for the components or assembly to which such components are related.

**M. Control**

- (1) Certain scheduled maintenance tasks have a month specification/interval. With the exception of items required by AD or CFR, these tasks are normally scheduled to be accomplished by the end of the month in which they are due.
- (2) The accumulation of time for a part begins upon installation of the part on an airplane, unless the time limit is expressly stated from date of manufacture or restoration.
- (3) The accumulation of time based on date of installation stops when a part is removed from an airplane and properly prepared for storage, to arrest any environmental and operational factors affecting an installed part.

**3. Engine Maintenance Programs**

- A. Engine Maintenance Programs are described in the Reliability Analysis and Maintenance Planning Program (RAMP) Document No. 80-81.

**4. Electrical Wiring Interconnection System (EWIS) Maintenance Program**

- A. CFR 121.1111 requires an operator to include in its maintenance program all the electrical wiring interconnection system (EWIS) instructions for continued airworthiness (ICA) that the type certificate (TC) and Supplemental Type Certificate (STC) holders have developed.
- B. JMC has incorporated Design Approval Holder (DAH) TC (Boeing) and STC (Various) EWIS ICA into the JMC B767 Maintenance Program. DAH EWIS ICA is approved by the respective FAA Oversight Office.
- C. Boeing EWIS ICA



- (1) Boeing EWIS ICA is contained in the Boeing MPD, Task Card system, AMM, and SWPM.
  - (2) JMC subscribes to Boeing revision service for the MPD, AMM, SWPM, and task card system for each airframe/engine combination operated.
  - (3) Boeing MPD EWIS task type and interval are incorporated in the MIP and then managed under the authority of Ops Spec D074, Reliability Program Authorization: Entire Aircraft, to include escalations. Any escalations of an aircraft check interval, such as "C-Check", will be done with the concurrence of the EMI-CHDO.
  - (4) The Boeing EWIS/FTS tracking and identification system utilized in the MPD is embodied in the JMC B767 MIP. Boeing identifies EWIS ICA by the use of the Enhanced Zonal Analysis Procedures acronym in parentheses, i.e., (EZAP), in the Task Description, and (SFAR 88) to identify FTS ICA.
  - (5) Boeing task card numbering and content is embodied in JMC Job Cards. Card content includes instructions/procedures to perform the tasks, cleaning, protection, and caution instruction/procedures. JMC Job Card titles containing EWIS ICA are annotated -EZAP, cards containing FTS ICA are annotated -SFAR 88, and integrated cards carry both identifiers.
  - (6) JMC Engineering Orders make reference to the Boeing AMM and SWPM.
- D. STC Holder EWIS ICA
- (1) JMC shall review new STC ICA for compatibility with Boeing EWIS ICA.
  - (2) STC EWIS ICA shall be identified as (STC EZAP).
- DI. Revisions to EWIS ICA
- (1) JMC will not modify TC or STC EWIS ICA content.
  - (2) TC and STC holders' EWIS ICA revisions shall be submitted to the EMI-CHDO for review and approval prior to incorporation into the JMC maintenance program by the MPRR process (ref. GMM 01.03).
  - (3) The EMI-CHDO will be notified of incorporation of FAA approved EWIS ICA revisions into the JMC maintenance program by the Notification of Manual Revision process (ref. GMM 01.01).

MAINTENANCE AND INSPECTION PROGRAM STANDARDS AND TERMINOLOGY

1. General

A. Inspection Standards and Terminology

- (1) This section sets forth standards and definitions of terms used in aircraft inspection programs. The terminology applies to work cards, engineering orders, special inspections, manuals, etc., where a degree of inspection is to be stated.
- (2) The Reliability Analysis and Maintenance Planning (RAMP) Program Manual, Document 80-81, Chapter 10, provides the reliability control mechanism for the managing of maintenance, restoration and inspection programs of aircraft, power plants and components.

B. Systems Definitions and Standards

- (1) Access - Airplane Zone Number (area) where task is performed.
- (2) Close-Up Inspection - A final condition and security check before an area is obscured from vision by the installation of plates, doors, and/or the installation of units and appliances. The area is checked to assure all tools, rags, shavings, debris, etc., have been removed, as well as a check for obvious defects. The close up items on a work document are identified by "okay to close," or "okay to install" printed, stamped or written on the face of the card. A close up inspection is performed immediately preceding the actual close-up or the installation of the affected plate, door, and/or unit or appliance.
- (3) Extended Operations (ETOPS) - Refer to Special Operations Manual, Chapter 1, ETOPS for Maintenance Inspection Program requirements.
- (4) Detailed Inspection (DI) or (DET) - An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available light is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids, such as mirrors or magnifying lenses, may be necessary. Surface cleaning and elaborate access procedures may be required.
  - (a) Inspection of structures may be performed without removal of Corrosion Inhibiting Compounds (CICs) and should be performed

## B767 MAINTENANCE AND INSPECTION PROGRAM - CMMS SYSTEM

### 1. Engineering Order Description and Format

#### A. General

(1) The Engineering Order (EO) is a mechanism which allows for tracking, and scheduling of aircraft and aircraft maintenance tasks. The EO also provides for aircraft and component maintenance, modification, repair, and overhaul specifications by the defined work instructions in the CMMS job cards.

(a) Creating a Requirement in IFS Maintenix

1 Use process **JMNG1B** for creating a requirement.

(b) Job Card creation in IFS Maintenix

1 Use process **JMNG1C** to create and or revise a job card.



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AIRCRAFT BLOCK CHAIN NAME JMC-767 A CHECK					
BLOCK	ATA CHP	ATA SEC	CODE	NAME	MAINTENANCE INTERVAL
1	5	20	JMC- A CHECK #1	JMC-767 A CHECK #1	750 HRS
2	5	20	JMC- A CHECK #2	JMC-767 A CHECK #2	750 hrs
3	5	20	JMC- A CHECK #3	JMC-767 A CHECK #3	750 hrs
4	5	20	JMC- A CHECK #4	JMC-767 A CHECK #4	750 hrs
5	5	20	JMC- A CHECK #5	JMC-767 A CHECK #5	750 hrs
6	5	20	JMC- A CHECK #6	JMC-767 A CHECK #6	750 hrs
7	5	20	JMC- A CHECK #7	JMC-767 A CHECK #7	750 hrs
8	5	20	JMC- A CHECK #8	JMC-767 A CHECK #8	750 hrs
9	5	20	JMC- A CHECK #9	JMC-767 A CHECK #9	750 hrs
10	5	20	JMC- A CHECK #10	JMC-767 A CHECK #10	750 hrs
11	5	20	JMC- A CHECK #11	JMC-767 A CHECK #11	750 hrs
12	5	20	JMC- A CHECK #12	JMC-767 A CHECK #12	750 hrs





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AIRCRAFT BLOCK CHAIN NAME JMC-767 SEGMENT A CHECK					
BLOCK	ATA CHP	ATA SEC	CODE	NAME	MAINTENANCE INTERVAL
1	5	20	JMC-A CHECK SEG #1	JMC-767 A CHECK SEG #1	150 hrs
2	5	20	JMC-A CHECK SEG #2	JMC-767 A CHECK SEG #2	150 hrs
3	5	20	JMC-A CHECK SEG #3	JMC-767 A CHECK SEG #3	150 hrs
4	5	20	JMC-A CHECK SEG #4	JMC-767 A CHECK SEG #4	150 hrs
5	5	20	JMC-A CHECK SEG #5	JMC-767 A CHECK SEG #5	150 hrs
6	5	20	JMC-A CHECK SEQ #6	JMC-767 A CHECK SEG #6	150 hrs
7	5	20	JMC-A CHECK SEQ #7	JMC-767 A CHECK SEG #7	150 hrs
8	5	20	JMC-A CHECK SEQ #8	JMC-767 A CHECK SEG #8	150 hrs
9	5	20	JMC-A CHECK SEQ #9	JMC-767 A CHECK SEG #9	150 hrs
10	5	20	JMC-A CHECK SEQ #10	JMC-767 A CHECK SEG #10	150 hrs
11	5	20	JMC-A CHECK SEQ #11	JMC-767 A CHECK SEG #11	150 hrs
12	5	20	JMC-A CHECK SEQ #12	JMC-767 A CHECK SEG #12	150 hrs
13	5	20	JMC-A CHECK SEQ #13	JMC-767 A CHECK SEG #13	150 hrs
14	5	20	JMC-A CHECK SEQ #14	JMC-767 A CHECK SEG #14	150 hrs
15	5	20	JMC-A CHECK SEQ #15	JMC-767 A CHECK SEG #15	150 hrs
16	5	20	JMC-A CHECK SEQ #16	JMC-767 A CHECK SEG #16	150 hrs
17	5	20	JMC-A CHECK SEQ #17	JMC-767 A CHECK SEG #17	150 hrs
18	5	20	JMC-A CHECK SEQ #18	JMC-767 A CHECK SEG #18	150 HRS



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AIRCRAFT BLOCK CHAIN NAME JMC-767 SEGMENT A CHECK					
BLOCK	ATA CHP	ATA SEC	CODE	NAME	MAINTENANCE INTERVAL
19	5	20	JMC-A CHECK SEQ #19	JMC-767 A CHECK SEG #19	150 HRS
20	5	20	JMC-A CHECK SEQ #20	JMC-767 A CHECK SEG #20	150 HRS
21	5	20	JMC-A CHECK SEQ #21	JMC-767 A CHECK SEG #21	150 HRS
22	5	20	JMC-A CHECK SEQ #22	JMC-767 A CHECK SEG #22	150 HRS
23	5	20	JMC-A CHECK SEQ #23	JMC-767 A CHECK SEG #23	150 HRS
24	5	20	JMC-A CHECK SEQ #24	JMC-767 A CHECK SEG #24	150 HRS
25	5	20	JMC-A CHECK SEQ #25	JMC-767 A CHECK SEG #25	150 HRS
26	5	20	JMC-A CHECK SEQ #26	JMC-767 A CHECK SEG #26	150 HRS
27	5	20	JMC-A CHECK SEQ #27	JMC-767 A CHECK SEG #27	150 HRS
28	5	20	JMC-A CHECK SEQ #28	JMC-767 A CHECK SEG #28	150 HRS
29	5	20	JMC-A CHECK SEQ #29	JMC-767 A CHECK SEG #29	150 HRS
30	5	20	JMC-A CHECK SEQ #30	JMC-767 A CHECK SEG #30	150 HRS



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AIRCRAFT BLOCK CHAIN NAME JMC-767 C CHECK						
BLOCK	ATA CHP	ATA SEC	CODE	CODE	NAME	MAINTENANCE INTERVAL
1	5	20	JMC-C1 CHECK	CHK62921	JMC-767 C1 CHECK	6,600 HRS 3000 CY 730 DAYS
2	5	20	JMC-C2 CHECK	CHK62922	JMC-767 C2 CHECK	6,600 HRS 3000 CY 730 DAYS
3	5	20	JMC-C3 CHECK	CHK62927	JMC-767 C3 CHECK	6,600 HRS 3000 CY 730 DAYS
4	5	20	JMC-C4 CHECK	CHK62928	JMC-767 C4 CHECK	6,600 HRS 3000 CY 730 DAYS
5	5	20	JMC-C5 CHECK	CHK62929	JMC-767 C5 CHECK	6,600 HRS 3000 CYC 730 DAYS
6	5	20	JMC-C6 CHECK	CHK62930	JMC-767 C6 CHECK	6,600 HRS 3000 CY 730 DAYS
7	5	20	JMC-C7 CHECK	CHK62931	JMC-767 C7 CHECK	6,600 HRS 3000 CY 730 DAYS



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AIRCRAFT BLOCK CHAIN NAME JMC-767 C CHECK						
BLOCK	ATA CHP	ATA SEC	CODE	CODE	NAME	MAINTENANCE INTERVAL
8	5	20	JMC-C8 CHECK	CHK62932	JMC-767 C8 CHECK	6,600 HRS 3000 CY 730 DAYS
9	5	20	JMC-C9 CHECK	CHK62933	JMC-767 C9 CHECK	6,600 HRS 3000 CY 730 DAYS
10	5	20	JMC-C10 CHECK	CHK62934	JMC-767 C10 CHECK	6,600 HRS 3000 CY 730 DAYS
11	5	20	JMC-C11 CHECK	CHK62935	JMC-767 C11 CHECK	6,600 HRS 3000 CY 730 DAYS
12	5	20	JMC-C12 CHECK	CHK62915	JMC-767 C12 CHECK	6,600 HRS 3000 CY 730 DAYS
13	5	20	JMC-C13 CHECK	CHK37584	JMC-767 C13 CHECK	6,600 HRS 3000 CY 730 DAYS
14	5	20	JMC-C14 CHECK	CHK31246	JMC-767 C14 CHECK (MID STRUCTURES)	6,600 HRS 3000 CY 730 DAYS



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AIRCRAFT BLOCK CHAIN NAME JMC-767 C CHECK						
BLOCK	ATA CHP	ATA SEC	CODE	CODE	NAME	MAINTENANCE INTERVAL
15	5	20	JMC-C15 CHECK	CHK31247	JMC-767 C15 CHECK	6,600 HRS 3000 CY 730 DAYS
16	5	20	JMC-C16 CHECK	CHK31248	JMC-767 C16 CHECK (FULL STRUCTURES)	6,600 HRS 3000 CY 730 DAYS
17	5	20	JMC-C17 CHECK	CHK39139	JMC-767 C17 CHECK	6,600 HRS 3000 CY 730 DAYS
18	5	20	JMC-C18 CHECK	CHK39142	JMC-767 C18 CHECK (MID STRUCTURES)	6,600 HRS 3000 CY 730 DAYS
19	5	20	JMC-C19 CHECK	CHK39143	JMC-767 C19 CHECK	6,600 HRS 3000 CY 730 DAYS
20	5	20	JMC-C20 CHECK	CHK39144	JMC-767 C20 CHECK (FULL STRUCTURES)	6,600 HRS 3000 CY 730 DAYS
21	5	20	JMC-C21 CHECK	CHK48339	JMC-767 C21 CHECK	6,600 HRS 3000 CY 730 DAYS



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AIRCRAFT BLOCK CHAIN NAME JMC-767 C CHECK						
BLOCK	ATA CHP	ATA SEC	CODE	CODE	NAME	MAINTENANCE INTERVAL
22	5	20	JMC-C22 CHECK	CHK48343	JMC-767 C22 CHECK (MID STRUCTURES)	6,600 HRS 3000 CY 730 DAYS
23	5	20	JMC-C23 CHECK	CHK48344	JMC-767 C23 CHECK	6,600 HRS 3000 CY 730 DAYS
24	5	20	JMC-C24 CHECK	CHK48345	JMC-767 C24 CHECK (FULL STRUCTURES)	6,600 HRS 3000 CY 730 DAYS



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REQUIRMENT	DESCRIPTION	THRES	REPEAT	THRES (MXI)	REPEAT (MXI)	SUB-CLASS	APPL	JOB CARD
JMC-DTI-5310-0092	INSPECT - FUSELAGE SKIN, STA 599 AND 621, BLO (DTI 65106)	9000 CYC/ 3850 CYC		9000 FC	3850 FC	INSPECT	Repair - Damage Tolerance Inspection	DTI 53100092-001
JMC-JEA-2550-0004	INSTALL - ENGINE PALLET KIT (200) (JEA53140)	AR		AR		MINOR	OPEN	JMC-JEA-2550-0004-001
JMC-JEA-2550-0005	REMOVE - ENGINE PALLET KIT (200) (JEA53168)	AR		AR		MINOR	OPEN	JMC-JEA-2550-0005-001
JMC-JEA-2550-0006	INSTALL - MIL SYS KIT (CRAF CONFIG) (200) (JEA53500)	AR		AR		MAJOR	OPEN	JMC-JEA-2550-0006-001
JMC-JEA-2550-0007	REMOVE - MIL SYS KIT (CRAF CONFIG) (200) (JEA53558)	AR		AR		MAJOR	OPEN	JMC-JEA-2550-0007-001
JMC-JEA-2550-0016	RELOCATE - CLS, MILITARY RC1 - COMMERCIAL RC2 (200) (JEA57749)	AR		AR		MINOR	OPEN	JMC-JEA-2550-0016-001
JMC-JEA-2550-0017	RELOCATE - CLS, COMMERCIAL RC2 - MILITARY RC1 (200) (JEA57750)	AR		AR		MINOR	OPEN	JMC-JEA-2550-0017-001
JMC-JEA-2550-0018	RELOCATE - CLS, COMMERCIAL TO MILITARY (300) (JEA61338)	AR		AR		MINOR	OPEN	JMC-JEA-2550-0018-001
JMC-JEA-2550-0019	Relocate - CLS, Military to Commercial (300) (JEA61339)	AR		AR		MINOR	OPEN	JMC-JEA-2550-0019-001
JMC-JEA-2550-0020	REMOVE - RAPID CHANGE CLS MAIN DECK (200) (JEA61781)	AR		AR		MINOR	OPEN	JMC-JEA-2550-0020-001



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REQUIRMENT	DESCRIPTION	THRES	REPEAT	THRES (MXI)	REPEAT (MXI)	SUB-CLASS	APPL	JOB CARD
JMC-JEA-2550-0021	Install - Rapid Change CLS Main Deck (200) (JEA61782)	AR		AR		MINOR	OPEN	JMC-JEA-2550-0021-001
JMC-JEA-7200-0001	CF6-80A WASH, P&W ECOPOWER WASH SYSTEM (JEA61378)	AR		13 MO	13 MO	MINOR	OPEN	JMC-JEA-7200-0001-001
JMC-NEA-0810-0009	UPDATE - FLEET WEIGHT 300SF (NEA60144)	1461 DAYS		1461 Days	1461 Days	INSPECT	JMC Fleet Weigh Program	JMC-NEA-0810-0009-001
JMC-NEA-2212-0001	TEST - RECURRENT, AUTO STAB TRIM INHIBIT	1500 HRS		1500 FH	1500 FH	INSPECT	SB 767-22-0143 Post Mod	JMC-NEA-2212-0001-001
JMC-NEA-2510-0001	INSP/ADJ - CREW SEAT HORIZ LIMIT SWITCHES (IPECO SEATS) (NEA60977)	304 DAYS		1500 FC 3000 FH	1500 FC 3000 FH	INSPECT	Aircraft with IPECO seats	JMC-NEA-2510-0001-001
JMC-NEA-2540-0001	INSPECT - REPETITIVE, FWD LAV WSTE RCPT (AD 74-08-09) (NEA21278)	1000 HRS		1000 FH	1000 FH	INSPECT	Per AD, All Aircraft	JMC-NEA-2540-0001-001
JMC-NEA-2620-0001	INSP - Fire EXT System, AFT Cargo CMPT (AD 2007-10-03) (NEA59138)	8000FH 730 DAYS		730 Days 1 FH	730 Days 8000 FH	INSPECT	767-200 and -300 series airplanes with a metered fire extinguisher system in the aft cargo compartment. SBs 767-26A130, 767-26A123, 767-26-0118.	JMC-NEA-2620-0001-001 JMC-NEA-2620-0001-002





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JMC-NEA-2751-0008	INSP - RIGHT OB/FLAP, O/B 3/10 LINK (AD 2006-10-08) (NEA52658)	2190 DAYS		2190 Days	2190 Days	INSPECT	SB 767-27A0167	JMC-NEA-2751-0008-001
JMC-NEA-2751-0009	INSP - LEFT, O/B FLAP, O/B 3/10 LINK (AD 2006-10-08) (NEA52659)	2190 DAYS		2190 Days	2190 Days	INSPECT	SB 767-27A0167	JMC-NEA-2751-0009-001
JMC-NEA-2751-0010	INSP - RIGHT O/B FLAP, I/B 3/10 LINK (AD 2006-10-08) (NEA52660)	2190 DAYS		2190 Days	2190 Days	INSPECT	SB 767-27A0167	JMC-NEA-2751-0010-001
JMC-NEA-2751-0011	INSP - LEFT, O/B FLAP, I/B 3/10 LINK (AD 2006-10-08) (NEA52661)	2190 DAYS		2190 Days	2190 Days	INSPECT	SB 767-27A0167	JMC-NEA-2751-0011-001
JMC-NEA-2751-0012	INSP - RIGHT I/B FLAP, O/B 3/10 LINK (AD 2006-10-08)(NEA52662)	2190 DAYS		2190 Days	2190 Days	INSPECT	SB 767-27A0167	JMC-NEA-2751-0012-001 JMC-NEA-2751-0012-002 JMC-NEA-2751-0012-003
JMC-NEA-2751-0013	INSP - LEFT, I/B FLAP, O/B 3/10 LINK (AD 2006-10-08) (NEA52663)	2190 DAYS		2190 Days	2190 Days	INSPECT	SB 767-27A0167	JMC-NEA-2751-0013-001 JMC-NEA-2751-0013-002 JMC-NEA-2751-0013-003
JMC-NEA-2751-0014	INSP - #1 ROTARY ACTUATOR RING GEAR & SPLINE (AD 2014-22-09) (NEA61675)	4380 DAYS		4380 Days	4380 Days	INSPECT	SB 767-27A0229	JMC-NEA-2751-0014-001
JMC-NEA-2751-0015	INSP - #2 Rotary Actuator Ring Gear & Spline (AD 2014-22-09) (NEA61714)	4380 DAYS		4380 Days	4380 Days	INSPECT	SB 767-27A0229	JMC-NEA-2751-0015-001
JMC-NEA-2751-0016	INSP - #3 ROTARY ACTUATOR RING GEAR & SPLINE (AD 2014-22-09) (NEA61715)	4380 DAYS		4380 Days	4380 Days	INSPECT	SB 767-27A0229	JMC-NEA-2751-0016-001



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REQUIRMENT	DESCRIPTION	THRES	REPEAT	THRES (MXI)	REPEAT (MXI)	SUB-CLASS	APPL	JOB CARD
JMC-NEA-2751-0017	INSP - #4 ROTARY ACTUATOR RING GEAR & SPLINE (AD 2014-22-09) (NEA61716)	4380 DAYS		4380 Days	4380 Days	INSPECT	SB 767-27A0229	JMC-NEA-2751-0017-001
JMC-NEA-2751-0018	INSP - #5 ROTARY ACTUATOR RING GEAR & SPLINE (AD 2014-22-09) (NEA61717)	4380 DAYS		4380 Days	4380 Days	INSPECT	SB 767-27A0229	JMC-NEA-2751-0018-001
JMC-NEA-2751-0019	INSP - #6 ROTARY ACTUATOR RING GEAR & SPLINE (AD 2014-22-09) (NEA61718)	4380 DAYS		4380 Days	4380 Days	INSPECT	SB 767-27A0229	JMC-NEA-2751-0019-001
JMC-NEA-2751-0020	INSP - #7 ROTARY ACTUATOR RING GEAR & SPLINE (AD 2014-22-09) (NEA61719)	4380 DAYS		4380 Days	4380 Days	INSPECT	SB 767-27A0229	JMC-NEA-2751-0020-001
JMC-NEA-2751-0021	INSP - #8 ROTARY ACTUATOR RING GEAR & SPLINE (AD 2014-22-09) (NEA61720)	4380 DAYS		4380 Days	4380 Days	INSPECT	SB 767-27A0229	JMC-NEA-2751-0021-001
JMC-NEA-2921-0001	RAM AIR TURBINE DEPLOYMENT TEST, (AD 96-20-05) (NEA21392)	183 DAYS 3000 HRS		181 Days 1 FH	181 Days 3000 FH	INSPECT	Installed cokponent applicabilty per SB 767-29A0080	JMC-NEA-2921-0001-001
JMC-NEA-3040-0001	INSP - FLIGHT DECK WINDOW L1 WIRING (AD 2010-15-01) (NEA57871)	6000 HRS		6000 FH	6000 FH	INSPECT	P/N in SB 767-30-0039	JMC-NEA-3040-0001-001



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JMC-NEA-5300-0045	INSP - INNER CHORD, STA 859.5, LBL89, WL200, B767 (AD 2012-22-17) (NEA60259)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0209, Groups 1, 2, 3	JMC-NEA-5300-0045-001
JMC-NEA-5300-0046	INSP - INNER CHORD, STA 859.5, RBL89, WL200, B767 (AD 2012-22-17) (NEA60264)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0209, Groups 1, 2, 3	JMC-NEA-5300-0046-001
JMC-NEA-5300-0047	INSP - INNER CHORD, STA 883.5, LBL89, WL200, B767 (AD 2012-22-17) (NEA60324)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0209, Groups 1, 2, 3	JMC-NEA-5300-0047-001
JMC-NEA-5300-0048	INSP - INNER CHORD, STA 883.5, RBL89, WL200, B767 (AD 2012-22-17) (NEA60325)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0209, Groups 1, 2, 3	JMC-NEA-5300-0048-001
JMC-NEA-5300-0049	INSP - INNER CHORD, STA 903.5, LBL89, WL200, B767 (AD 2012-22-17) (NEA60326)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0209, Groups 2, 3	JMC-NEA-5300-0049-001
JMC-NEA-5300-0050	INSP - INNER CHORD, STA 903.5, RBL89, WL200, B767 (AD 2012-22-17) (NEA60327)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0209, Groups 2, 3	JMC-NEA-5300-0050-001
JMC-NEA-5300-0051	INSP - INNER CHORD REPAIR, STA 859.5, LBL89, B767 (AD2 2012-22-17) (NEA60344)	12000 CYC/ 12000 CYC		12000 FC	12000 FC	INSPECT	SB 767-53A0209, Groups 1, 2, 3	JMC-NEA-5300-0051-001



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REQUIREMENT	DESCRIPTION	THRES	REPEAT	THRES (MXI)	REPEAT (MXI)	SUB-CLASS	APPL	JOB CARD
JMC-NEA-5300-0052	INSP - INNER CHORD REPAIR, STA 859.5, RBL89, B767 (AD 2012-22-17) (NEA60353)	12000 CYC/ 12000 CYC		12000 FC	12000 FC	INSPECT	SB 767-53A0209, Groups 1, 2, 3	JMC-NEA-5300-0052-001
JMC-NEA-5300-0053	INSP - INNER CHORD REPAIR, STA 883.5, LBL89, B767 (AD 2012-22-17) (NEA60354)	12000 CYC/ 12000 CYC		12000 FC	12000 FC	INSPECT	SB 767-53A0209, Groups 1, 2, 3	JMC-NEA-5300-0053-001
JMC-NEA-5300-0054	INSP - INNER CHORD REPAIR, STA 883.5, RBL89, B767 (AD 2012-22-17) (NEA60355)	12000 CYC/ 12000 CYC		12000 FC	12000 FC	INSPECT	SB 767-53A0209, Groups 1, 2, 3	JMC-NEA-5300-0054-001
JMC-NEA-5300-0055	INSP - INNER CHORD REPAIR, STA 903.5, LBL89, 767 (AD 2012-22-17) (NEA60356)	12000 CYC/ 12000 CYC		12000 FC	12000 FC	INSPECT	SB 767-53A0209, Groups 2, 3	JMC-NEA-5300-0055-101 JMC-NEA-5300-0055-201
JMC-NEA-5300-0056	INSP - INNER CHORD REPAIR, STA 903.5, RBL89, B767 (AD 2012-22-17) (NEA60357)	12000 CYC/ 12000 CYC		12000 FC	12000 FC	INSPECT	SB 767-53A0209, Groups 2, 3	JMC-NEA-5300-0056-101 JMC-NEA-5300-0056-201
JMC-NEA-5300-0057	INSP - MDCD FWD PULL IN PIN (NEA 60580)	9000 CYC OR NEXT C-CHECK/ 3000 CYC		3000 FC	3000 FC	INSPECT	IAI SB 368-53-063	JMC-NEA-5300-0057-001



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JMC-NEA-5300-0058	INSP - MDCD AFT PULL IN PIN (NEA60593)	9000 CYC OR NEXT C-CHECK/ 3000 CYC		3000 FC	3000 FC	INSPECT	IAI SB 368-53-063	JMC-NEA-5300-0058-001
JMC-NEA-5300-0059	INSP/REP - STRINGERS AT RELIEF VALVES (NEA62063)	608 DAYS		730 Days	730 Days	INSPECT	IAI 767-200 and 767-300 Freighters	JMC-NEA-5300-0059-101 JMC-NEA-5300-0059-201 JMC-NEA-5300-0059-301
JMC-NEA-5300-0062	INSP - LT SKIN & SPLICE FITTINGS STR 29 STA 786 (AD 2016-04-07) (NEA62433)	3000 CYC/ 6000 CYC 18000 HR		730 Days 3000 FC 18000 FH	99999 Days 6000 FC 18000 FH	INSPECT	SB 767-53A0263	JMC-NEA-5300-0062-001
JMC-NEA-5300-0063	INSP - RT SKIN & SPLICE FITTINGS STR 29 STA 786 (AD 2016-04-07) (NEA62446)	3000 CYC/ 6000 CYC 18000 HR		730 Days 3000 FC 18000 FH	99999 Days 6000 FC 18000 FH	INSPECT	SB 767-53A0263	JMC-NEA-5300-0063-001
JMC-NEA-5310-0105	INSP - FASTENERS, NLG WHEEL WELL PANELS, B767 (AD 2002-12-05) (NEA39712)	3000 CYC/ 540 DAYS		540 Days 3000 FC	540 Days 3000 FC	INSPECT	SB 767-53A0090	NEA-5310-0105-001 NEA-5310-0105-002
JMC-NEA-5310-0137	INSP - STRINGERS AND SPLICE FITTINGS (NEA61909)	730 DAYS		730 Days	730 Days	INSPECT	IAI 767-200 and 767-300 Freighters	JMC-NEA-5310-0137-201 JMC-NEA-5310-0137-301
JMC-NEA-5313-0001	INSP - NOSE WHEEL WELL, STA 287, RBL25, (AD 2005-02-02) (NEA48543)	1461 DAYS		1 Days	1461 Days	INSPECT	SB 767-53A0113	JMC-NEA-5313-0001-001



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JMC-NEA-5313-0002	INSP - NOSE WHEEL WELL, STA 287, LBL25, (AD 2005-02-02) (NEA48548)	1461 DAYS		1 Days	1461 Days	INSPECT	SB 767-53A0113	JMC-NEA-5313-0002-001
JMC-NEA-5315-0001	INSP/RPR - LAP SPLICE, S-2R, STA 368-434 (AD 2016-20-03) (NEA61884)	43000 CYC/ 9000 CYC		3000 FC	4500 FC	INSPECT	sb 767-767-53A0260	JMC-NEA-5315-0001-001
JMC-NEA-5315-0002	INSPECT SKIN LAP SPLICES, HFEC, SEC 43 & 46, S26 L & R (AD 2017-11-04) (NEA62529) (-300)	60,000 CYC/ 3,000 CYC		60000 FC	6000 FC	INSPECT	SB 767-53A0264 Group 6 and 7, IAI SB 368-53-082 Rev 2	JMC-NEA-5315-0002-GR7-PT3
JMC-NEA-5315-0003	INSPECT SKIN LAP SPLICES, HFEC, SEC 43 & 46, S8 L & R, S17R (AD 2017-11-04) (NEA62548) (-300)	60,000 CYC/ 3,000 CYC		60000 FC	9000 FC	INSPECT	SB 767-53A0264 Groups 6 and 7, IAI SB 368-53-082 Rev 2	JMC-NEA-5315-0003-GR7-PT4
JMC-NEA-5315-0004	INSPECT SKIN LAP SPLICES, HFEC, SEC 41, S17 L & R (AD 2017-11-04) (NEA62549)	50,000 CYC/ -200 1,500 CYC -300 3,000 CYC		50000 FC	6000 FC	INSPECT	SB 767-53A0264 Groups 1, 3, 6 and 7, IAI SB 368-53-082 Rev 2	JMC-NEA-5315-0004-GR1-PT6 ABX- NEA-5315-0004-GR3-PT6 JMC-NEA-5315-0004-GR7-PT6



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JMC-NEA-5315-0005	INSPECT SKIN LAP SPLICES, LFEC, SEC 41, S17 L & R (AD 2017-11-04) (NEA62550)	50,000 CYC/ -200 1,500 CYC -300 3,000 CYC		50000 FC	1500 FC	INSPECT	SB 767-53A0264 Groups 1, 3, 6 and 7, IAI SB 368-53-082 Rev 2	JMC-NEA-5315-0004-GR1-PT7 ABX-NEA-5315-0004-GR3-PT7 JMC-NEA-5315-0004-GR7-PT7
JMC-NEA-5315-0007	INSPECT SKIN LAP SPLICES, HFEC, SEC 41, S8 L & R (AD 2017-11-04) (NEA62884) (LN 6)	50,000 CYC/ 1,500 CYC		50000 FC	3000 FC	INSPECT	SB 767-53A0264, IAI SB 368-53-082	JMC-NEA-5315-0007-GR1-PT1
JMC-NEA-5315-0008	INSPECT SKIN LAP SPLICES, HFEC, SEC 41, S17 L & R (AD 2017-11-04) (NEA62885) (LN 6)	50,000 CYC/ 1,500 CYC		50000 FC	6000 FC	INSPECT	SB 767-53A0264, IAI SB 368-53-082	JMC-NEA-5315-0008-GR1-PT2
JMC-NEA-5315-0009	INSPECT SKIN LAP SPLICES, HFEC, SEC 41 & 46, S36L (AD 2017-11-04) (NEA64004) (-300)	45,000 CYC/ 1,350 CYC		45000 FC	2700 FC	INSPECT	SB 767-53A0264 Group 6 and 7, IAI SB 368-53-082, Rev 2	JMC-NEA-5315-0009-GR7-PT3
JMC-NEA-5315-0010	INSPECT SKIN LAP SPLICES, HFEC, SEC 43, S26L & S36R, (AD 2017-11-04) (NEA64006) (-300)	25,000 CYC/ 750 CYC		25000 FC	1500 FC	INSPECT	SB 767-53A0264, IAI SB 368-53-082, Group 6 & 7.	JMC-NEA-5315-0010-GR7-PT3
JMC-NEA-5315-0011	INSPECT SKIN LAP SPLICES, HFEC, SEC 46, S26 L & R, S36L, (AD 2017-11-04) (NEA64007)	50,000 CYC/ 1,500 CYC		50000 FC	3000 FC	INSPECT	SB 767-53A0264, IAI SB 368-53-082, Group 1 & 3.	JMC-NEA-5315-0011-GR3-PT3



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JMC-NEA-5315-0012	INSPECT SKIN LAP SPLICES, HFEC, SEC 43, S26 L & R, S36 L & R, (AD 2017-11-04) (NEA64008) (LN 6)	40,000 CYC/ 1,200 CYC		40000 FC	2400 FC	INSPECT	SB 767-53A0264, IAI SB 368-53-082, Group 1 & 3.	JMC-NEA-5315-0012-GR1-PT3
JMC-NEA-5315-0013	INSPECT SKIN LAP SPLICES, HFEC, SEC 46, S2R, (AD 2017-11-04) (NEA64012) (-300)	47,000 CYC/ 1,410 CYC		47000 FC	4230 FC	INSPECT	SB 767-53A0264 Groups 6 and 7, IAI SB 368-53-082 Rev 2	JMC-NEA-5315-0013-GR1-PT7 JMC-NEA-5315-0013-GR3-PT7 JMC-NEA-5315-0013-GR7-PT7
JMC-NEA-5315-0014	INSPECT SKIN LAP SPLICE, HFEC, SEC 43, S2R (AD 2017-11-04) (NEA64013)	23,000 CYC/ 690 CYC		60000 FC	9000 FC	INSPECT	SB 767-53A0264 Groups 6 and 7, IAI SB 368-53-082 Rev 2	JMC-NEA-5315-0014-GR7-PT4
JMC-NEA-5315-0015	INSPECT SKIN LAP SPLICES, HFEC, SEC 46, S2R, S8 L & R, (AD 2017-11-04) (NEA64014)	50,000 CYC/ 1,500 CYC		50000 FC	4500 FC	INSPECT	SB 767-53A0264, IAI SB 368-53-082, Group 1 and 3 Aircraft.	JMC-NEA-5315-0015-GR3-PT4
JMC-NEA-5315-0016	INSPECT SKIN LAP SPLICES, HFEC, SEC 43, S2R, S8 L & R, (AD 2017-11-04) (NEA64015)	40,000 CYC/ 1,200 CYC		40000 FC	3600 FC	INSPECT	SB 767-53A0264, IAI SB 368-53-082, Group 1 and 3.	JMC-NEA-5315-0016-GR1-PT4





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JMC-NEA-5330-0034	INSP - FUS SKIN & CHORD STRAPS STA 1725.5, (AD 2006-09-09) (NEA51404)	6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53-0118. Effectivity shown in SB 767-53-0118 is complete for 767 airplanes through line number 939. However, 767 airplanes after line number 939 are also affected by this service bulletin	JMC-NEA-5330-0034-001
JMC-NEA-5330-0040	INSP - RH EXT Skin/OTR Chord, STA 1809.5 (AD 2011-14-02) (NEA51875)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0131	JMC-NEA-5330-0040-001
JMC-NEA-5330-0041	INSP - LH EXT SKIN/OTR CHORD, STA 1809.5 (AD 2011-14-02) (NEA51876)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0131	JMC-NEA-5330-0041-001
JMC-NEA-5330-0042	INSP - RH HORIZONTAL INNER CHORD, STA 1809.5 (AD 2011-14-02) (NEA51877)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0131	JMC-NEA-5330-0042-001



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REQUIREMENT	DESCRIPTION	THRES	REPEAT	THRES (MXI)	REPEAT (MXI)	SUB-CLASS	APPL	JOB CARD
JMC-NEA-5330-0043	INSP - LH HORIZONTAL INNER CHORD, STA 1809.5 (AD 2011-14-02) (NEA51878)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0131	JMC-NEA-5330-0043-001
JMC-NEA-5330-0069	INSP - LH VERTICAL INNER CHORD, STA 1809.5 (AD 2011-14-02) (NEA60382)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0131	JMC-NEA-5330-0069-001
JMC-NEA-5330-0070	INSP - RH VERTICAL INNER CHORD, STA 1809.5 (AD 2011-14-02) (NEA60383)	3000 CYC/ 6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0131	JMC-NEA-5330-0070-001
JMC-NEA-5330-0071	INSP - LH VERTICAL INNER CHORD, STA 1809.5 (AD 2011-14-02) (POST EA 60386) (NEA60384)	6000 CYC		6000 FC	6000 FC	INSPECT	SB 767-53A0131	JMC-NEA-5330-0071-001
JMC-NEA-5330-0072	INSP - RH VERTICAL INNER CHORD, STA 1809.5 (AD 2011-14-02) (POST EA 60387) (NEA60385)	6000 CYC		6000 FC	6000 FC	INSPECT	SB 767-53A0131	JMC-NEA-5330-0072-001
JMC-NEA-5350-0001	EC INSP - L STA 883 EXIT LOWER SILL (AD 2012-12-14) (NEA59492)	7500 CYC		3000 FC	7500 FC	INSPECT	SB 767-53A0228, Group 1, Configuration 1	JMC-NEA-5350-0001-001
JMC-NEA-5350-0002	VIS INSP - L STA 883 EXIT LOWER SILL (AD 20112-12-14) (NEA59510)	3750 CYC		3000 FC	3750 FC	INSPECT	SB 767-53A0228, Group 1, Configuration 1	JMC-NEA-5350-0002-001



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REQUIREMENT	DESCRIPTION	THRES	REPEAT	THRES (MXI)	REPEAT (MXI)	SUB-CLASS	APPL	JOB CARD
JMC-NEA-5350-0003	EC INSP - R STA 883 EXIT LOWER SILL (AD 2012-12-14) (NEA59522)	7500 CYC		37500 FC	7500 FC	INSPECT	SB 767-53A0228, Group 1, Configuration 1	JMC-NEA-5350-0003-001
JMC-NEA-5350-0004	EC INSP - L STA 883 EXIT LOWER SILL (AD 2012-12-14) (NEA59523)	37500 CYC/ 7500 CYC		37500 FC	7500 FC	INSPECT	SB 767-53A0228, Group 2	JMC-NEA-5350-0004-001
JMC-NEA-5350-0005	EC-INSP - R STA 883 EXIT LOWER SILL (AD 2012-12-14) (NEA59524)	37500 CYC/ 7500 CYC		37500 FC	7500 FC	INSPECT	SB 767-53A0228, Group 2	JMC-NEA-5350-0005-001
JMC-NEA-5350-0006	VIS INSP - L STA 883 EXIT LOWER SILL (AD 2012-12-14) (NEA59529)	37500 CYC/ 3750 CYC		37500 FC	3750 FC	INSPECT	SB 767-53A0228, Group 2	JMC-NEA-5350-0006-001
JMC-NEA-5350-0007	VIS INSP - R STA 883 EXIT LOWER SILL (AD 2012-12-14) (NEA59530)	3750 CYC		3000 FC	3750 FC	INSPECT	SB 767-53A0228, Group 1, Configuration 1	JMC-NEA-5350-0007-001
JMC-NEA-5350-0008	VIS INSP - R STA 883 EXIT LOWER SILL (AD 2012-12-14) (NEA59531)	37500 CYC/ 3750 CYC		37500 FC	3750 FC	INSPECT	SB 767-53A0228, Group 2	JMC-NEA-5350-0008-001
JMC-NEA-5350-0009	VIS INSP - L STA 903 EXIT LOWER SILL (AD 2012-12-14) (NEA5932)	37500 CYC/ 3750 CYC		37500 FC	3750 FC	INSPECT	SB 767-53A0228, Group 2	JMC-NEA-5350-0009-001



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JMC-NEA-5350-0010	VIS INSP - R STA 903 EXIT LOWER SILL (AD 2012-12-14) (NEA59533)	37500 CYC/ 3750 CYC		37500 FC	3750 FC	INSPECT	SB 767-53A0228, Group 2	JMC-NEA-5350-0010-001
JMC-NEA-5360-0001	INSP - LWR VHF ANTENNA SKIN & STRUCTURE (AD 2011-02-06) (NEA58456)	25000 CYC/ 3000 CYC		3000 FC	3000 FC	INSPECT	SB 767-53-0207	JMC-NEA-5360-0001-001
JMC-NEA-5380-0001	INSP - APB WEB TO Y-RING ATTACHMENT, BS 1582, (AD 2004-05-16) (NEA30576)	6000 CYC		3000 FC	6000 FC	INSPECT	SB 767-53A0087	JMC-NEA-5380-0001-001
JMC-NEA-5380-0002	VIS/EC INSP - LT OUTER CHORD, BULKHEAD, (AD 2005-11-02, 2003-18-10) (NEA49286)	3000 CYC		3000 FC	3000 FC	INSPECT	SB 767-53A0078	JMC-NEA-5380-0002-001
JMC-NEA-5380-0003	VIS/EC INSP - RT OUTER CHORD, BULKHEAD, (AD 2005-11-02, 2003-18-10) (NEA49292)	3000 CYC		3000 FC	3000 FC	INSPECT	SB 767-53A0078	JMC-NEA-5380-0003-001
JMC-NEA-5380-0006	INSP - APB WEB LAP/TEAR STRAP/SUPER TEAR STRAP SPLICES (AD 2009-06-19) (NEA45958)	35000 CYC/ 3000 CYC		1600 FC	1600 FC	INSPECT	SB 767-53A0139, 767-53A0105, 767-53A0026	JMC-NEA-5380-0006-001
JMC-NEA-5380-0006	INSP AFT PRESSURE BULKHEAD, WEB SPLICES, VISUAL AND EDDY BS 1582, (AD 2005-03-11, 2004-14-19, 2012-09-08) (NEA45958)	1800 CYC		1600 FC	1600 FC	INSPECT	SB 767-53A0139, 767-53A0105, 767-53A0026	JMC-NEA-5380-0006-001



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REQUIREMENT	DESCRIPTION	THRES	REPEAT	THRES (MXI)	REPEAT (MXI)	SUB-CLASS	APPL	JOB CARD
JMC-NEA-5380-0011	INSP - APB, WEB UNDER PRESSURE CHORD JOINT (200 SERIES POST EA 59837) (AD 2016-13-03) (NEA62676)	37500 CYC/ 12000 CYC		50000 FC	12000 FC	INSPECT	OPEN	JMC-NEA-5380-0011-101
JMC-NEA-5380-0011	INSP - APB, WEB UNDER PRESSURE CHORD JOINT (300 SERIES) (AD 2016-13-03) (NEA62676)	37500 CYC/ 12000 CYC		50000 FC	12000 FC	INSPECT	OPEN	JMC-NEA-5380-0011-201
JMC-NEA-5400-0001	INSP STRUT UPPER LINK, PRE SIP (NEA61889)	18000 CYC/ 2000 CYC		18000 FC	2000 FC	INSPECT	OPEN	JMC-NEA-5400-0001-101 JMC-NEA-5400-0001-201
JMC-NEA-5414-0003	INSP - LUGS, DIAGONAL BRACE, #1 PYLON - PRE SIP (AD 2000-07-05, 2004-16-12) (NEA40155)	1000 CYC/ 3000 CYC		3000 FC	3000 FC	INSPECT	OPEN	JMC-NEA-5414-0003-001 JMC-NEA-5414-0003-002
JMC-NEA-5414-0004	INSP - LUGS, DIAGONAL BRACE, #2 PYLON - PRE SIP (AD 2000-07-05, 2004-16-12) (NEA40156)	1000 CYC/ 3000 CYC		3000 FC	3000 FC	INSPECT	OPEN	JMC-NEA-5414-0004-001 JMC-NEA-5414-0004-002
JMC-NEA-5415-0001	INSP - MIDSPAR FUSE PIN, #1 PYLON OUTBOARD - PRE SIP (AD 2010-03-08) (NEA21366)	2000 CYC 730 DAYS		1825 Days 5000 FC	730 Days 2000 FC	INSPECT	OPEN	JMC-NEA-5415-0001-001
JMC-NEA-5415-0002	INSP - MIDSPAR FUSE PIN, #1 PYLON INBOARD - PRE SIP (AD 2010-03-08) (NEA21367)	2000 CYC 730 DAYS		1825 Days 5000 FC	730 Days 2000 FC	INSPECT	OPEN	JMC-NEA-5415-0002-001



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REQUIRMENT	DESCRIPTION	THRES	REPEAT	THRES (MXI)	REPEAT (MXI)	SUB-CLASS	APPL	JOB CARD
JMC-NEA-5415-0003	INSP - MIDSPAR FUSE PIN, #2 PYLON OUTBOARD - PRE SIP (AD 2010- 03-08) (NEA21368)	2000 CYC 730 DAYS		1825 Days 5000 FC	730 Days 2000 FC	INSPECT	OPEN	JMC-NEA-5415-0003-001
JMC-NEA-5415-0004	INSP - MIDSPAR FUSE PIN, #2 PYLON INBOARD - PRE SIP (AD 2010-03- 08) (NEA21369)	2000 CYC 730 DAYS		1825 Days 5000 FC	730 Days 2000 FC	INSPECT	OPEN	JMC-NEA-5415-0004-001
JMC-NEA-5415-0005	INSP - FTG, PYLON MIDSPAR, DETAILED + HFEC, LT - PRE SIP (NEA36939)	600 CYC/ 1500 CYC		600 CYC/ 1500 CYC		INSPECT	OPEN	JMC-NEA-5415-0005-001
JMC-NEA-5415-0006	INSP - FTG, PYLON MIDSPAR, DETAILED + HFEC, RT - PRE SIP (NEA36940)	600 CYC/ 1500 CYC		600 CYC/ 1500 CYC		INSPECT	OPEN	JMC-NEA-5415-0006-001
JMC-NEA-5415-0007	INSP - L/W UPPER LINK FUSE PINS - PRE SIP (AD 2010-22-01) (NEA61882)	3000 CYC 730 DAYS		730 Days 3000 FC	730 Days 3000 FC	INSPECT	OPEN	JMC-NEA-5415-0007-001
JMC-NEA-5415-0008	INSP - MIDSPAR FITTING TANGS - PRE SIP (2010-14-18) (NEA61896)	18028 CYC/ 400 CYC		18028 FC	400 FC	INSPECT	OPEN	JMC-NEA-5415-0008-101 JMC-NEA-5415-0008-102 JMC-NEA-5415-0008-103 JMC-NEA-5415-0008-104 JMC-NEA-5415-0008-201 JMC-NEA-5415-0008-202 JMC-NEA-5415-0008-203 JMC-NEA-5415-0008-204



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JMC-NEA-5415-0009	INSP - R/W UPPER LINK FUSE PINS - PRE SIP (AD 2010-22-01) (NEA61925)	3000 CYC 730 DAYS		730 Days 3000 FC	730 Days 3000 FC	INSPECT	OPEN	JMC-NEA-5415-0009-001
JMC-NEA-5610-0002	INSP - R2 WINDOW, CAM & STRIKER BRACKETS (NEA64756)	730 DAYS		730 Days	730 Days	INSPECT	All IAI Freighter Aircraft	JMC-NEA-5610-0002-001
JMC-NEA-5700-0002	INSP - BOLTS, WING SIDE LOAD FTG, LEFT, INBD (AD2000-10-51) (NEA36688)	300 CYC		300 CYC		INSPECT	OPEN	JMC-NEA-5700-0002-001
JMC-NEA-5700-0003	INSP - BOLTS, WING SIDE LOAD FTG, LEFT OTBD (AD 2000-10-51) (NEA36698)	300 CYC		300 CYC		INSPECT	OPEN	JMC-NEA-5700-0003-001
JMC-NEA-5700-0004	INSP - BOLTS, WING SIDE LOAD FTG, RIGHT INBD (AD 200-10-51) (NEA36700)	300 CYC		300 CYC		INSPECT	OPEN	JMC-NEA-5700-0004-001
JMC-NEA-5700-0005	INSP - BOLTS, WING SIDE LOAD FTG, RIGHT OTBD (AD 2000-10-51) (NEA36701)	300 CYC		300 CYC		INSPECT	OPEN	JMC-NEA-5700-0005-001
JMC-NEA-5700-0011	INSP - WING SKIN, UPPER LEFT, STA 375 (AD 2012-08-14) (NEA60568)	36000 HRS/ 12000 CYC		5000 FC 15000 FH	5000 FC 15000 FH	INSPECT	SB 767-53A0117 Applicability List	JMC-NEA-5700-0011-001
JMC-NEA-5700-0012	INSP - WING SKIN, UPPER RIGHT, STA 375 (AD 2012-08-14) (NEA60569)	36000 HRS/ 12000 CYC		5000 FC 15000 FH	5000 FC 15000 FH	INSPECT	SB 767-53A0117 Applicability List	JMC-NEA-5700-0012-001
JMC-NEA-5700-0013	INSP L/W AFT PITCH LOAD FITTING EXTERNAL SKIN (NEA60916)	12000 HRS/ 3000 CYC		3000 FC 12000 FH	3000 FC 12000 FH	INSPECT	SB 767-57A0097	JMC-NEA-5700-0013-001



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JMC-NEA-5700-0014	INSP L/W INTERNAL SKIN WITH FREEZE PLUG REPAIR (NEA61081)	48000 HRS/ 12000 CYC		2190 Days 12000 FC 48000 FH	99999 Days 12000 FC 48000 FH	INSPECT	SB 767-57A0097	JMC-NEA-5700-0014-001
JMC-NEA-5700-0015	INSP R/W AFT PITCH LOAD FITTING EXTERNAL SKIN (NEA61209)	12000 HRS/ 3000 CYC		3000 FC 12000 FH	3000 FC 12000 FH	INSPECT	SB 767-57A0097	JMC-NEA-5700-0015-001
JMC-NEA-5700-0016	INSP R/W INTERNAL SKIN WITH FREEZE PLUG REPAIR (NEA61212)	48000 HRS/ 12000 CYC		2190 Days 12000 FC 48000 FH	99999 Days 12000 FC 48000 FH	INSPECT	SB 767-57A0097	JMC-NEA-5700-0016-001
JMC-NEA-5710-0054	INSP LH UNDERWING LONGERON FITTINGS (AD 2012-15-12) (NEA61072)	7000 HRS/ 3000 CYC 28000 HRS/ 12000 CYC		3000 FC 7000 FH	12000 FC 28000 FH	INSPECT	OPEN	JMC-NEA-5710-0054-001
JMC-NEA-5710-0055	INSP RH UNDERWING LONGERON FITTINGS (AD 2012-15-12) (NEA61446)	7000 HRS/ 3000 CYC 28000 HRS/ 12000 CYC		3000 FC 7000 FH	12000 FC 28000 FH	INSPECT	OPEN	JMC-NEA-5710-0055-001





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JMC-NEA-5711-0054	INSP - FITTINGS, FRONT SPAR PITCH LOAD, L (AD 2000-12-17) (NEA33175)	3000 CYC 540 DAYS/ 6000 CYC 1080 DAYS		540 Days 3000 FC	1080 Days 6000 FC	INSPECT	Pre SIP Inspection. SB 767-57- 0053	JMC-NEA-5711-0054-001
JMC-NEA-5711-0055	INSP - FITTINGS, FRONT SPAR PITCH LOAD, R (AD 2000-12-17) (NEA33176)	3000 CYC 540 DAYS/ 6000 CYC 1080 DAYS		540 Days 3000 FC	1080 Days 6000 FC	INSPECT	Pre SIP Inspection. SB 767-57- 0053	JMC-NEA-5711-0055-001
JMC-NEA-5720-0003	INSP/WING RS LWR KICK LD FTG BLT, OPT 2, (AD 1999-19-29) (NEA26094)	540 DAYS		540 DAYS		INSPECT	OPEN	JMC- NEA-5720-0003-12-0 201 ABX- NEA-5720-0003-12-0 202 ABX- NEA-5720-0003-12-0 203 ABX- NEA-5720-0003-12-0 204 ABX- NEA-5720-0003-12-0 205 ABX- NEA-5720-0003-12-0 206
JMC-NEA-5720-0004	INSP - FTG, FRONT SPAR PITCH LOAD, R (AD 2004-16-12) (NEA37028)	3000 CYC 540 DAYS		18 MO 3000 FC	18 MO 3000 FC	INSPECT	OPEN	JMC-NEA-5720-0004-001



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JMC-NEA-5720-0005	INSP - FTG, FRONT SPAR PITCH LOAD, L, HFEC (AD 2004-16-12) (NEA37029)	3000 CYC 540 DAYS		18 MO 3000 FC	18 MO 3000 FC	INSPECT	OPEN	JMC-NEA-5720-0005-001
JMC-NEA-5740-0083	INSPECT - I/B SLAT MID SUPPORT LINK DOOR (NEA53756)	12000 CYC/ 3000 CYC		12000 FC	3000 FC	INSPECT	Ex ANA Aircraft	JMC-NEA-5740-0083-001
JMC-NEA-5750-0011	INSP - #1 FLAP SPRT RIB NUT SEALANT, B767-200 (AD 2013-18-02) (NEA60712)	365 DAYS		365 DAYS		INSPECT	OPEN	JMC-NEA-5750-0011-001
JMC-NEA-5750-0012	INSP - #1 FLAP SPRT RIB NUT SEALANT, B767-300 (AD 2013-18-02) (NEA60714)	365 DAYS		365 DAYS		INSPECT	OPEN	JMC-NEA-5750-0012-001
JMC-NEA-5750-0013	INSP - #2 FLAP SPRT RIB NUT SEALANT, B767-200 (AD 2013-18-02) (NEA60731)	365 DAYS		365 DAYS		INSPECT	OPEN	JMC-NEA-5750-0013-001
JMC-NEA-5750-0014	INSP - #2 FLAP SPRT RIB NUT SEALANT, B767-300 (AD 2013-18-02) (NEA60732)	365 DAYS		365 DAYS		INSPECT	OPEN	JMC-NEA-5750-0014-001
JMC-NEA-5750-0015	INSP - #7 FLAP SPRT RIB NUT SEALANT, B767-200 (AD 2013-18-02) (NEA60733)	365 DAYS		365 DAYS		INSPECT	OPEN	JMC-NEA-5750-0015-001
JMC-NEA-5750-0016	INSP - #7 FLAP SPRT RIB NUT SEALANT, B767-300 (AD 2013-18-02) (NEA60734)	365 DAYS		365 DAYS		INSPECT	OPEN	JMC-NEA-5750-0016-001
JMC-NEA-5750-0017	INSP - #8 FLAP SPRT RIB NUT SEALANT, B767-200 (AD 2013-18-02) (NEA60735)	365 DAYS		365 DAYS		INSPECT	OPEN	JMC-NEA-5750-0017-001



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JMC-NEA-5750-0018	INSP - #8 FLAP SPRT RIB NUT SEALANT, B767-300 (AD 2013-18-02) (NEA60736)	365 DAYS		365 DAYS		INSPECT	OPEN	JMC-NEA-5750-0018-001
JMC-NEA-7830-0002	INSP LH T/R SYNC LOCK SYSTEM (AD 94-16-03) (80A) (NEA21531)	4000 HRS		1 FH	4000 FH	INSPECT	SB 767-78-0060	JMC-NEA-7830-0002-001
JMC-NEA-7830-0003	INSP RH T/R SYNC LOCK SYSTEM (AD 94-16-03) (80A) (NEA21532)	4000 HRS		1 FH	4000 FH	INSPECT	SB 767-78-0060	JMC-NEA-7830-0003-001
JMC-NEA-7830-0004	TEST - #1 ENG POS T/R SYNC LOCK SYSTEM (AD 94-12-10) (4000) (NEA58111)	4000 HRS		1 FH	4000 FH	INSPECT	SB 767-78-0062	JMC-NEA-7830-0004-001
JMC-NEA-7830-0005	TEST - #2 ENG POS T/R SYNC LOCK SYSTEM (AD 94-12-10) (4000) (NEA58112)	4000 HRS		1 FH	4000 FH	INSPECT	SB 767-78-0062	JMC-NEA-7830-0005-001
JMC-NEA-7900-0006	TEST OIL INLET TUBE, CF6-80A (NEA22555)	1500 HRS		1500 FH	1500 FH	INSPECT	OPEN	JMC-NEA-7900-0006-001
JMC-NEA-7920-0002	INSP - MAIN OIL FILTER FOR DEBRIS, PW4000	250 HRS		250 HRS		INSPECT	OPEN	JMC-NEA-7920-0002-001