# BAC5793

REVISION
**V**
5/1/2014

APPLICATION OF CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS

| BAC 5793 DEPARTURES | *EFF DATE* | SUBCONTRACTOR(S) AFFECTED | ON MODELS | MFG DEPTS OF DIV BELOW AFFECTED |
|---|---|---|---|---|
| **6-106** | 5/1/2014 | NIPPI CORPORATION, AEROSPACE DIVISION 3175 SHOWA-MACHI, KANAZAWA-KU YOKOHAMA, 236-8540 JAPAN | 767, 777 | NONE |
| **6-107** | 5/9/2014 | NONE | ALL COMMERCIAL AIRPLANES AND DERIVATIVES THEREOF | A-7300, A-3250, A-3254, A-W315, AND A-W325 |
| **6-108** | 8/18/2014 | JAPANESE SUBCONTRACTORS | ALL COMMERCIAL AIRPLANES AND DERIVATIVES THEREOF | NONE |
| **6-109** | 11/4/2014 | NONE | ALL COMMERCIAL AIRPLANES AND DERIVATIVES THEREOF | SHOPS A-W315 AND A-W325 ONLY |
| **6-110** | 10/1/2014 | NONE | ALL COMMERCIAL AIRPLANES AND DERIVATIVES THEREOF | BOEING PORTLAND |
| **6-112** | 1/9/2015 | NONE | ALL COMMERCIAL AIRPLANES AND DERIVATIVES THEREOF | A-W315 AND A-W325 |
| **6-113** | 4/24/2015 | ALL | ALL COMMERCIAL AIRPLANES AND DERIVATIVES THEREOF | BCA AND SUPPORTING |
| **6-114** | 7/22/2016 | ALL | 777X, 787 | BCA AND SUPPORTING |
| **9-19** | 10/28/2004 | NOT AVAILABLE | | |
| **9-20** | 10/28/2004 | NOT AVAILABLE | | |
| **9-25** | 10/14/2015 | ALL | F1 ALL BDS (EXCEPT 494) | BDS AND SUPPORTING |

THIS SPECIFICATION ESTABLISHES THE REQUIREMENTS FOR SPRAY OR BRUSH APPLICATION OF BMS10-20, TYPE II, A CORROSION RESISTANT FINISH FOR INTEGRAL FUEL TANKS.

**REASON**

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| TO PROVIDE SPECIFICATION COVERAGE FOR NIPPI TO USE INFRARED (IR) OVEN FOR DRYING/CURING BMS10-20, TYPE II, CLASS A, GRADE A FUEL TANK COATING. |
| TO ALLOW 30 MINUTES INDUCTION TIME FOR BMS10-20, GRADE A ON METAL PARTS. |
| TO ALLOW USE OF JIS K 1524 MEK FOR SURFACE PREPARATION AND MEK RUB TEST. |
| TO REVISE THICKNESS REQUIREMENTS FOR COMPLEX SHAPED PARTS. |
| TO ALLOW BOEING PORTLAND TO USE THEIR EXISTING OVENS CAPABLE OF HOLDING +/- 25 F TOLERANCE AT SET POINTS OF 165 F (74 C) TO 175 F (80 C). |
| TO REVISE REWORK PROVISION FOR LOCALIZED ANODIZED SURFACES IN SECTION 8.5B. WHERE THE ONE TIME LIMITATION HAS BEEN REMOVED. |
| TO REDUCE MINIMUM FORCE DRY TIME PRIOR TO SEALING FROM 3 HOURS TO 90 MINUTES FOR WING ASSEMBLES THAT HAVE PREVIOUSLY APPLIED FUEL SEALANT. |
| 1) SURFACE PREPARATION AND THICKNESS REQUIREMENTS FOR COMPOSITES<br>2) REWORK REQUIREMENTS FOR TI AND CRES<br>3) MORE STRINGENT WET ADHESION REQUIREMENT<br>4) MANDATE 100 PERCENT ADHESION TEST FREQUENCIES FOR COMPOSITES. |
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| REVISE SECTION 8.1.1.2 TITLE TO SEALED ANODIZED ALUMINUM. UPDATE TO REV. V. |