

Follow-On Actions

(b) If no discrepancy is found during any inspection specified in paragraph (a) of this AD: Before further flight, do a torque check of each of the 16 bolts in the barrel nuts that attach the vertical fin to body section 48 to determine if any bolt turns, per Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 767-53-0085, dated May 14, 1998; Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; or Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002.

(1) If no bolt turns: Repeat the inspections required by paragraph (a) of this AD (and applicable follow-on actions) every 3 years or 6,000 flight cycles, whichever comes first; until paragraphs (d) and (e) of this AD are done.

(2) If any bolt turns: Before further flight, do the actions specified in paragraphs (b)(2)(i) and (b)(2)(ii) of this AD, as applicable. Then repeat the inspections required by paragraph (a) of this AD (and applicable follow-on actions) every 3 years or 6,000 flight cycles, whichever comes first; until paragraphs (d) and (e) of this AD are done.

(i) For all airplanes: Replace the barrel nut at that bolt with a new, Inconel barrel nut per Part 3 of the Accomplishment Instructions of the service bulletin. No further action is required for that barrel nut only.

(ii) For Group 1 airplanes: If an H-11 steel alloy bolt is installed with the affected barrel nut, replace the bolt with a new, Inconel bolt per Figure 5 of the Accomplishment Instructions of the service bulletin. No further action is required for that bolt only.

(c) If any discrepancy of any barrel nut is found during any inspection specified in paragraph (a) or (d) of this AD: Before further flight, do the actions specified in paragraphs (c)(1) and (c)(2) of this AD, as applicable.

(1) For all airplanes: Replace the affected barrel nut with a new, Inconel barrel nut per Part 3 of the Accomplishment Instructions of Boeing Service Bulletin 767-53-0085, dated May 14, 1998; Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; or Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002. No further action is required for that barrel nut only.

(2) For Group 1 airplanes: If an H-11 steel alloy bolt is installed with the affected barrel nut, replace the bolt with a new, Inconel bolt per Figure 5 of the Accomplishment Instructions of the service bulletin. No further action is required for that bolt only.

New Requirements of This AD*Detailed Inspection/Torque Check*

(d) Within 36 months after the last inspections done per paragraphs (a) and (b) of this AD, or within 180 days after the effective date of this AD, whichever is later: Do internal and external detailed inspections and a torque check (between 3,700 and 4,100 inch-pounds of torque) of the 16 locations that attach the vertical fin to body section 48, and that have H-11 steel alloy barrel nuts or bolts, to find discrepancies (*i.e.*, cracked or damaged sealant, signs of corrosion damage, and cracked or broken barrel nuts), per Boeing Service Bulletin 767-53A0085,

Revision 2, dated May 2, 2002; or Revision 3, dated November 21, 2002. Repeat the inspections and check after that at least every 18 months until paragraph (f) of this AD is done.

Credit for Actions Done Previously

(e) Accomplishment of inspections and torque checks before the effective date of this AD per Boeing Service Bulletin 767-53-0085, dated May 14, 1998; or Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; is considered acceptable for compliance with the applicable actions specified in paragraphs (a) and (b) of this AD only.

Terminating Action

(f) Within 36 months after the effective date of this AD: Replace all H-11 steel alloy barrel nuts and bolts that attach the vertical fin to body section 48 with Inconel barrel nuts and bolts, per Boeing Service Bulletin 767-53-0085, dated May 14, 1998; Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002; or Revision 3, dated November 21, 2002. Such replacement ends the repetitive inspections required by this AD.

Part Installation

(g) As of the effective date of this AD: No person shall install, on any airplane, an Inconel vertical fin attach bolt, unless an Inconel barrel nut is installed at the same location; nor shall any person install an H-11 steel alloy attachment nut or bolt on the vertical fin on any airplane.

Alternative Methods of Compliance

(h)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 2001-19-04, amendment 39-12444, are approved as alternative methods of compliance with paragraphs (a) and (b) of this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(j) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Service Bulletin 767-53-0085, dated May 14, 1998; Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999;

Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002; or Boeing Service Bulletin 767-53A0085, Revision 3, dated November 21, 2002; as applicable.

(1) The incorporation by reference of Boeing Service Bulletin 767-53A0085, Revision 2, dated May 2, 2002; and Boeing Service Bulletin 767-53A0085, Revision 3, dated November 21, 2002; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Service Bulletin 767-53-0085, dated May 14, 1998; and Boeing Alert Service Bulletin 767-53A0085, Revision 1, dated July 1, 1999; was approved previously by the Director of the Federal Register as of October 9, 2001 (66 FR 48538, September 21, 2001).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

Effective Date

(k) This amendment becomes effective on July 1, 2003.

Issued in Renton, Washington, on May 16, 2003.

Vi L. Lipski,

*Manager, Transport Airplane Directorate,
Aircraft Certification Service.*

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2001-10980; Airspace
Docket No. 01-AWP-21]

RIN 2120-AA66

Revision of Jet Route 10

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Jet Route 10 (J-10) between the Farmington, NM, Very High Frequency Omnidirectional Radio Range and Tactical Air Navigation Aids (VORTAC), and the HIPPI intersection. The current J-10 route is aligned from Farmington, NM, via the Drake, AZ, VORTAC, to the HIPPI intersection. This action realigns J-10 from Farmington, NM, to the Flagstaff VORTAC, to the HIPPI intersection. This change is part of the FAA's National Airspace Redesign effort and is intended to improve the management of aircraft operations in Arizona.