

times specified in paragraphs (c)(1)(i) and (c)(1)(ii) of this AD.

(i) Within 12,000 flight cycles or 42 months after doing the replacement per paragraph (a) of this AD, whichever is first.

(ii) Within 12 months after the effective date of this AD.

(2) For all other airplanes: Within 12,000 flight cycles or 42 months after the effective date of this AD, whichever is first.

(d) For airplanes having actuators with rod end assemblies P/Ns 65-44760-28 and 69-73485-9: If maintenance records show that the assemblies on the airplane were never changed, or were exchanged with a rod end assembly directly acquired from Boeing or Parker Hannifin, and were not part-marked by vibro-engraving or other part markings that penetrate the surface, this is considered acceptable for compliance with the actions specified in paragraph (c) of this AD.

#### *Corrective Action*

(e) If vibro-engraving is found during the inspection required by paragraph (c) of this AD: Before further flight, rework or replace the affected rod end with a new rod end, as applicable, per the Work Instructions of Boeing Alert Service Bulletin 737-27A1243, dated July 26, 2001, excluding Evaluation Form.

#### *Part Installation*

(f) After the effective date of this AD, no person shall install on any airplane a rod end having vibro-engraving, or other part markings that penetrate the surface, unless that part has been reworked as required by this AD.

#### *Alternative Methods of Compliance*

(g)(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 2000-02-03, amendment 39-11521, are approved as alternative methods of compliance with paragraph (a) 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*

(h) 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*

(i) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 737-27A1211, dated November 19, 1998, Boeing Alert Service Bulletin 737-27A1211, Revision 1, dated December 9, 1999, or Boeing Alert Service Bulletin 737-27A1211, Revision 2,

dated December 21, 2000, including Information Notice 737-27A1211 IN 03, dated July 26, 2001, excluding Evaluation Form; and Boeing Alert Service Bulletin 737-27A1243, dated July 26, 2001, excluding Evaluation Form; as applicable.

(1) The incorporation by reference of Boeing Alert Service Bulletin 737-27A1243, dated July 26, 2001, excluding Evaluation Form; and Boeing Alert Service Bulletin 737-27A1211, Revision 2, dated December 21, 2000, including Information Notice 737-27A1211 IN 03, dated July 26, 2001, excluding Evaluation Form; 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 Alert Service Bulletin 737-27A1211, dated November 19, 1998; and Boeing Alert Service Bulletin 737-27A1211, Revision 1, dated December 9, 1999; was approved previously by the Director of the Federal Register as of February 29, 2000 (65 FR 3801, January 25, 2000).

(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*

(j) This amendment becomes effective on March 5, 2003.

Issued in Renton, Washington, on January 22, 2003.

**Vi L. Lipski,**

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

[FR Doc. 03-1832 Filed 1-28-03; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. 2002-NM-308-AD; Amendment 39-13026; AD 2003-03-02]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Boeing Model 767 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all Boeing Model 767 series airplanes, that currently requires repetitive detailed and eddy current inspections to detect cracks of certain midspar fuse pins, and replacement of any cracked midspar fuse pin with a new fuse pin. This amendment reduces

certain compliance times for certain inspections, expands the detailed and eddy current inspections, and limits the applicability in the existing AD. This amendment also provides for optional terminating action, which ends the repetitive inspections. The actions specified in this AD are intended to prevent loss of the strut and engine due to corrosion damage and cracking of both fuse pins on the same strut. This action is intended to address the identified unsafe condition.

**DATES:** Effective February 13, 2003.

The incorporation by reference of a certain publication, as listed in the regulations, is approved by the Director of the Federal Register as of February 13, 2003.

The incorporation by reference of Boeing Alert Service Bulletin 767-54A0062, dated April 14, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of June 10, 1994 (59 FR 27229, May 26, 1994).

Comments for inclusion in the Rules Docket must be received on or before March 31, 2003.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2002-NM-308-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: [9-anm-iarcomment@faa.gov](mailto:9-anm-iarcomment@faa.gov). Comments sent via fax or the Internet must contain "Docket No. 2002-NM-308-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, PO Box 3707, Seattle, Washington 98124-2207. This information may be examined 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.

**FOR FURTHER INFORMATION CONTACT:** Suzanne Masterson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2772; fax (425) 227-1181.