

**SUPPLEMENTARY INFORMATION:** On May 18, 1994, the FAA issued AD 94-11-02, amendment 39-8918 (59 FR 27229, June 10, 1994), applicable to all Boeing Model 767 series airplanes, to require repetitive detailed visual 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. That action was prompted by reports of longitudinal fatigue cracks on certain midspar fuse pins installed on Boeing Model 767 series airplanes. The actions required by that AD are intended to prevent loss of the strut and engine due to cracking of both fuse pins on the same strut.

#### Actions Since Issuance of Previous Rule

Since the issuance of AD 94-11-02, an operator has reported a fractured outboard midspar fuse pin (part number (P/N) 311T3102-1) of the left engine pylon, which was found during a scheduled maintenance visit. The fuse pin also had corrosion on the pin and within the bore. The airplane had accumulated 9,456 total flight cycles, and 38,911 total flight hours. The initial inspection for airplanes with midspar fuse pins having P/N 311T3102-1, as required by AD 94-11-02, begins prior to the accumulation of 15,000 total landings on the fuse pin, or within 90 days after the effective date of the existing AD, whichever occurs later. In light of this information, the FAA finds it necessary to reduce the compliance time for the initial inspection for airplanes with midspar fuse pins. This AD also includes inspecting for corrosion of the midspar fuse pins, in addition to cracks, and limits the applicability in the existing AD.

#### Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002 (Boeing Alert Service Bulletin 767-54A0062, dated April 14, 1994, was referenced in the existing AD for accomplishment of the actions specified). Revision 5 of the service bulletin reduces certain compliance times, references certain actions specified in related service bulletins that would eliminate the need for the repetitive inspections, and clarifies certain procedures. Revision 5 describes procedures for repetitive detailed and eddy current inspections for cracks and corrosion of certain midspar fuse pins, and replacement of any cracked midspar fuse pin with a new fuse pin. The service bulletin also describes procedures for a magnetic particle

inspection to verify cracks if the fuse pins are removed from the strut. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

#### Related ADs

This AD provides an optional terminating action for the repetitive inspections by accomplishment of the modification of the nacelle strut and wing structure required by the following ADs:

- AD 2000-19-09, amendment 39-11910 (65 FR 58641, October 17, 2000), which is applicable to certain Boeing Model 767 series airplanes powered by Rolls-Royce RB211 series engines;

- AD 2001-02-07, amendment 39-12091 (66 FR 8085, March 5, 2001), which is applicable to certain Boeing Model 767 series airplanes powered by Pratt & Whitney engines; and

- AD 2001-06-12, amendment 39-12159 (66 FR 17492, May 7, 2001), which is applicable to certain Boeing Model 767 series airplanes powered by General Electric engines.

All the previous ADs require prior or concurrent accomplishment of the following service bulletins, which are specified in Service Bulletin 767-54A0062, Revision 5, as the appropriate sources of service information for accomplishment of the rework of the side load fitting and tension fasteners, as applicable, and replacement of midspar fuse pins or modification of the nacelle strut and wing structure. Doing either of these actions would eliminate the need for the repetitive inspections specified in Service Bulletin 767-54A0062, Revision 5.

- Boeing Service Bulletin 767-54-0069, Revision 1, dated January 29, 1998, describes procedures for rework of the side load fitting and tension fasteners, as applicable, and replacement of midspar fuse pins with new, higher-strength midspar fuse pins. The rework involves increasing the size of the tension bolts of the inboard and outboard side load fittings. The replacement also involves installing new, higher-strength bolts and radius fillers in the side load fittings and backup support structure, and installing higher-strength fasteners common to the front spar and rib number 8 rib post.

- Boeing Service Bulletin 767-54-0080, dated October 7, 1999, describes procedures for modification of the nacelle strut and wing structure. The modification consists of replacing many of the significant load-bearing components of the strut (e.g., the side link fittings assemblies, the midspar fittings, the side load fittings, certain

fuse bolt assemblies) with improved components.

- Boeing Service Bulletin 767-54-0081, dated July 29, 1999, describes procedures for modification of the nacelle strut and wing structure. The modification consists of replacing many of the significant load-bearing components of the strut and wing (e.g., the side link fittings, the midspar fittings, the side load fittings, certain fuse pin assemblies) with improved components.

- Boeing Service Bulletin 767-54-0082, dated October 28, 1999, describes procedures for modification of the nacelle strut and wing structure. The modification consists of replacing many of the significant load-bearing components of the strut-to-wing attachment (e.g., midspar fuse pins, side links, side link fuse pins, diagonal brace, and diagonal brace fuse pins) with improved components.

#### Explanation of Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 94-11-02 to continue to require 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 AD reduces certain compliance times for certain inspections, expands certain detailed and eddy current inspections, and limits the applicability in the existing AD.

#### Difference Between This AD and Service Bulletin

Boeing Alert Service Bulletin 767-54A0062, Revision 5, specifies that all actions for which the Boeing 767 Airplane Maintenance Manual (AMM) is specified as the appropriate source of service information for work instructions may instead be done according to an "operator's equivalent procedure." However, this AD requires that engine removal and support, when any fuse pin is removed from a strut, must be accomplished per the procedures specified in the applicable section of the AMM. An "operator's equivalent procedure" may be used only if approved as an alternative method of compliance per paragraph (o)(1) of this AD.

#### Explanation of Change Made to Existing Requirements

The FAA has changed all references to a "detailed visual inspection" in the existing AD to "detailed inspection" in this AD. Additionally, a note has been