

(3) For airplanes having midspar fuse pins that have accumulated 10,000 or more total landings, but less than 15,000 total landings, as of June 10, 1994, accomplish the inspections within 120 days after June 10, 1994.

(4) For airplanes having midspar fuse pins that have accumulated less than 10,000 total landings as of June 10, 1994, accomplish the inspections prior to the accumulation of 10,000 total landings on the fuse pin, or within 120 days after June 10, 1994, whichever occurs later.

(b) For airplanes having a midspar fuse pin, P/N 311T3102-2 or 311T2102-1: Prior to the accumulation of 15,000 total landings on the fuse pin, or within 90 days after June 10, 1994, whichever occurs later, perform a detailed inspection and an eddy current inspection to detect cracks on the midspar fuse pins, in accordance with Boeing Alert Service Bulletin 767-54A0062, dated April 14, 1994; or Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002. Repeat these inspections thereafter at intervals not to exceed 3,000 landings until accomplishment of paragraph (h) of this AD.

#### *Replacement/Repetitive Inspections*

(c) If any crack is found during an inspection required by paragraph (a) or (b) of this AD, prior to further flight, replace the cracked midspar fuse pin with a new fuse pin, in accordance with Boeing Alert Service Bulletin 767-54A0062, dated April 14, 1994; or Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002. Thereafter, perform the detailed and eddy current inspections specified in paragraph (a) or (b) of this AD, as applicable, on the new fuse pin at the time specified in paragraph (c)(1) or (c)(2) of this AD.

(1) For airplanes having midspar fuse pins, P/N 311T3102-1: Perform the initial inspection of the new fuse pin prior to the accumulation of 10,000 total landings on the new fuse pin. Repeat the inspection thereafter at intervals not to exceed 3,000 landings until accomplishment of paragraph (j) of this AD.

(2) For airplanes having midspar fuse pins, P/Ns 311T3102-2 and 311T2102-1: Perform the initial inspection of the new fuse pin prior to the accumulation of 15,000 total landings on the new fuse pin. Repeat the inspection thereafter at intervals not to exceed 3,000 landings until accomplishment of paragraph (j) of this AD.

#### *Fuse Pin Removal*

(d) When any fuse pin is removed from a strut equipped with a General Electric

engine, the engine must be removed in accordance with procedures described in the Boeing 767 Maintenance Manual, subject 71-00-02; or supported in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(e) When any fuse pin is removed from a strut equipped with a Pratt & Whitney engine, the engine must be removed in accordance with procedures described in the Boeing 767 Maintenance Manual, subject 71-00-02; or supported in accordance with procedures described in the Boeing 767 Maintenance Manual, subject 54-51-02, Temporary Revisions (TR), dated April 22, 1994; or supported in accordance with a method approved by the Manager, Seattle ACO.

(f) When any fuse pin is removed from a strut equipped with a Rolls-Royce engine, the engine must be removed in accordance with procedures described in the Boeing 767 Maintenance Manual, subject 71-00-02; or supported in accordance with procedures described in the Boeing 767 Maintenance Manual, subject 54-51-02; or supported in accordance with a method approved by the Manager, Seattle ACO.

(g) Any midspar fuse pin, P/N 311T3102-1, 311T3102-2, or 311T2102-1, that has been removed from the strut and inspected for cracks using the 100 percent magnetic particle inspection technique described in Boeing Alert Service Bulletin 767-54A0062, dated April 14, 1994; or Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002; may be reinstalled on the strut provided that the fuse pin is found to be crack-free during the magnetic particle inspection. Prior to the accumulation of 3,000 total landings after reinstallation of the fuse pin, the fuse pin must be inspected in accordance with the requirements of paragraph (a), (b), or (h) of this AD, as applicable.

#### **New Requirements of this AD**

##### *Initial and Repetitive Inspections*

(h) For airplanes having midspar fuse pins, P/Ns 311T3102-1, 311T3102-2, 311T3102-3, 311T3102-4, 311T2102-1 or 311T2102-2: Do a detailed inspection and an eddy current inspection for cracks and corrosion per Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002. Do the inspections at the later of the times specified in paragraphs (h)(1) and (h)(2) of this AD. Repeat the inspections at least every 3,000 landings or 5 years, whichever is first. Accomplishment of the initial inspections in

this paragraph ends the repetitive inspections required by paragraphs (a) and (b) of this AD.

(1) Before the accumulation of 5,000 total landings on the fuse pin or within 5 years after fuse pin installation, whichever is first.

(2) Within 30 days after the effective date of this AD.

##### *Corrective Action*

(i) If any crack or corrosion is found during any inspection required by paragraph (h) of this AD, before further flight, do the actions required by paragraph (i)(1) or (i)(2) of this AD, as applicable, per Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002.

(1) If any crack is found, replace the midspar fuse pin with a new fuse pin.

(2) If any corrosion is found, repair the midspar fuse pin or replace with a new fuse pin.

##### *Repetitive Inspections*

(j) For airplanes identified in paragraph (h) of this AD: After the installation of a new midspar fuse pin, inspect the new fuse pin per paragraph (h) of this AD before the accumulation of 5,000 total landings on the fuse pin or within 5 years, whichever is first. Repeat the inspections at least every 3,000 landings or 5 years, whichever is first. Accomplishment of this paragraph ends the repetitive inspections required by paragraph (c) of this AD.

##### *Optional Terminating Action*

(k) For all airplanes: Accomplishment of the rework of the side load fitting and tension fasteners, as applicable, and replacement of midspar fuse pins per Boeing Service Bulletin 767-54-0069, dated October 9, 1997; Revision 1, dated January 29, 1998; or Revision 2, dated August 31, 2000; ends the repetitive inspections required by this AD.

(l) Modification of the nacelle strut and wing structure as required by AD 2000-19-09, amendment 39-11910 (applicable to certain Boeing Model 767 series airplanes powered by Rolls-Royce RB211 series engines); AD 2001-02-07, amendment 39-12091 (applicable to certain Boeing Model 767 series airplanes powered by Pratt & Whitney engines); or AD 2001-06-12, amendment 39-12159 (applicable to certain Boeing Model 767 series airplanes powered by General Electric engines); as applicable; ends the repetitive inspections required by this AD.