Commercial Airplanes

767 Service Bulletin

ALERT

Number: **767-53A0266**
Original Issue: April 20, 2015
ATA System: 5380

SUBJECT: FUSELAGE - Aft Pressure Bulkhead - STA 1582 Aft Pressure Bulkhead Web Inspection Under Pressure Chord Splice Plate

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ALERT

Number: **767-53A0266**
Original Issue: April 20, 2015
ATA System: 5380

Summary

SUBJECT: FUSELAGE - Aft Pressure Bulkhead - STA 1582 Aft Pressure Bulkhead Web Inspection Under Pressure Chord Splice Plate

THIS BULLETIN IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OWNER.

CONCURRENT REQUIREMENTS

None.

BACKGROUND

Accomplishment of the inspection described in this service bulletin will enable detection and repair of cracks if they should occur, in the areas under splice plates at the Station (STA) 1582 aft pressure bulkhead web to pressure chord joint. If a crack is present in the aft pressure bulkhead web and not found and repaired, crack growth can result in possible rapid decompression and loss of structural integrity.

The aft pressure bulkhead web is attached to the pressure chords with a double row of fasteners and the pressure chord segments are spliced using pressure chord splice plates. At these splice plate locations, the aft pressure bulkhead web is hidden and cannot be inspected in accordance with existing 767 MPD Section 9 or Service Bulletin (SB) 767-53A0087 and do not provide sufficient crack detection probability of the aft pressure bulkhead web under splice plates.

Boeing Service Related Problem (SRP) 767-SRP-53-0470 is related to this service bulletin.

Boeing SB 767-53A0087 and 767-53A0139 are related to this service bulletin.

Boeing 767 MPD SSI 53-80-I01A is related to this service bulletin.

This table is provided to operators for planning purposes only. Refer to the applicable sections for more information.

Planning Data	Affected	Reference
Spares Affected	No	Paragraph 1.A.2., Spares Affected
AD Related	Yes	Paragraph 1.E., Compliance and Paragraph 1.F., Approval
Weight and Balance Change	No	Paragraph 1.H., Weight and Balance Changes

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Planning Data	Affected	Reference
Electrical Load Changed	No	Paragraph 1.I., Electrical Load Data
Publications Affected	No	Paragraph 1.K., Publications Affected
Airplane Flight Operations Affected (Flight Crew Operations Manual and/or FAA Approved Airplane Flight Manual)	No	Paragraph 1.K., Publications Affected
Kits/Parts Required	No	Paragraph 2.C.1., Kits/Parts
Operator Supplied Parts/Material	Yes	Paragraph 2.C.2., Parts and Materials Supplied by the Operator
Special Tooling Required	No	Paragraph 2.F., Special Tooling Necessary to do this Service Bulletin

ACTION

Get access to the forward and aft sides of the aft pressure bulkhead at STA 1582. Locate the splice plates that splice pressure chords on the circumference of the forward side of the aft pressure bulkhead. Remove the aft row of fasteners from each splice plate and do an open hole High Frequency Eddy Current (HFEC) inspection for any crack in the aft pressure bulkhead web. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install new fasteners, close access to the area and repeat the inspection at the time specified in Paragraph 1.E., Compliance.

EFFECTIVITY

All 767-200/-300/-300F/-400ER airplanes. Refer to Paragraph 1.A.1., Airplanes for the list of affected airplanes.

COMPLIANCE

The Federal Aviation Administration (FAA) will possibly release an additional Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Federal Aviation Administration (FAA) Airworthiness Directive AD 2004-05-16 is related to this service bulletin. The effective date of AD 2004-05-16 is April 13, 2004.

Federal Aviation Administration (FAA) Airworthiness Directive AD 2012-09-08 is related to this service bulletin. The effective date of AD 2012-09-08 is June 18, 2012.

Federal Aviation Administration (FAA) Airworthiness Directive AD 2014-14-04 is related to this service bulletin. The effective date of AD 2014-14-04 is September 5, 2014.

This service bulletin is related to 767 MPD SSI 53-80-I01A, which is mandated by AD 2014-14-04. All other MPD inspections outside of the affected area are not affected and must continue.

Refer to Paragraph 1.E., Compliance.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are not available for the inspection and/or repair procedures given in this service bulletin.

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MANPOWER

Airplanes	Total Task Hours	Elapsed Hours
Group 1, Configuration 1 Airplanes	45.20	12.60
Group 1, Configuration 2 Airplanes	46.70	13.35
Group 2, Configuration 1 Passenger Airplanes	45.20	12.60
Group 2, Configuration 1 Converted Freighters	17.20	8.60
Group 2, Configuration 2 Passenger Airplanes	46.70	13.35
Group 2, Configuration 2 Converted Freighters	18.70	9.35
Group 3 Passenger Airplanes	45.20	12.60
Group 3 Freighters and Converted Freighters	17.20	8.60
Group 4 Passenger Airplanes	46.70	13.35
Group 4 Freighters and Converted Freighters	18.70	9.35

Refer to Paragraph 1.G., Manpower.

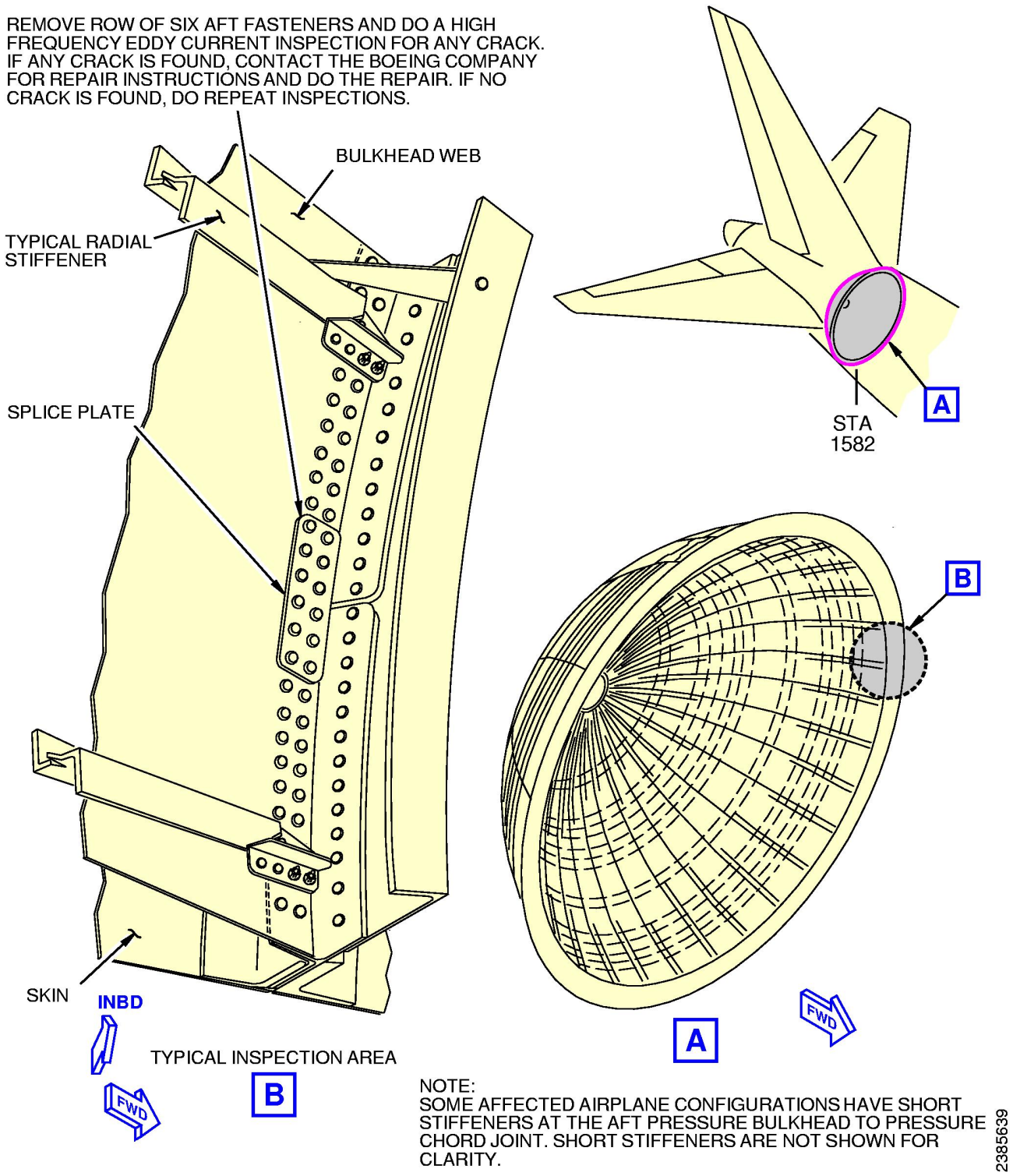
MATERIAL INFORMATION

Operator Supplied Parts/Materials.

Refer to Paragraph 2.A., Material - Price and Availability.

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ALERT

Number: **767-53A0266**
Original Issue: April 20, 2015
ATA System: 5380

SUBJECT: FUSELAGE - Aft Pressure Bulkhead - STA 1582 Aft Pressure Bulkhead Web Inspection Under Pressure Chord Splice Plate

THIS BULLETIN IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OWNER.

1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

This service bulletin is applicable to all 767 Airplanes, in 4 Groups. The Variable Numbers and Group Information for the applicable airplanes are given below.

Refer to Service Bulletin Index D624T001 Part 3 for Airplane Variable Number, Line Number, and Serial Number data.

NOTE: The Variable Number table below includes all affected airplanes up to Line Number 1097. Affected airplanes after Line Number 1097 will be added to the service bulletin's MyBoeingFleet.com (MBF) "get effectivity" result when they are added to the MBF Fleet Profile Page.

GROUP	CONFIGURATION	DESCRIPTION
1	-	Airplanes from line number 1 to 175 with aft pressure bulkhead replaced in accordance with SB 767-53A0139, with four pressure chord splice plates.
2	-	Airplanes from line number 176 to 423.
	1	Airplanes with original production bulkhead installed with three pressure chord splice plates.
	2	Airplanes with aft pressure bulkhead replaced in accordance with a Boeing Organization Design Authorization (ODA) approval via FAA Form 8100-9, with four pressure chord splice plates.

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GROUP	CONFIGURATION	DESCRIPTION
3	-	Airplanes from line number 424 to 926 installed with three pressure chord splice plates.
4	-	Airplanes from line number 927 and on installed with four pressure chord splice plates.

Airplane Models:

767-200, 767-300, 767-300F, 767-400ER

Variable Number	Group
VA001 - VA020	1
VA301 - VA315	1
VA501 - VA526	1
VA527 - VA530	2
VA701 - VA712	1
VA713 - VA719	2
VA801 - VA810	1
VB001 - VB002	1
VB051 - VB055	1
VB101 - VB125	1
VB201 - VB202	1
VB251 - VB253	1
VB281 - VB284	1
VB301 - VB302	1
VB321 - VB324	1
VB325 - VB332	2
VB371 - VB373	1
VB401	1
VB441 - VB444	3
VE001 - VE002	1
VE003	2
VE021 - VE023	1
VE041 - VE043	1
VE061 - VE068	1

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Variable Number	Group
VE069	2
VE083 - VE084	1
VE085 - VE086	2
VE101 - VE103	1
VE104	2
VE116 - VE117	1
VE118	2
VE121 - VE123	1
VE124 - VE126	2
VE141 - VE142	1
VE143 - VE151	2
VE152	3
VE171 - VE172	2
VF001 - VF002	2
VF041 - VF042	2
VF051	2
VF061 - VF062	2
VF071 - VF072	2
VF091 - VF093	2
VF101 - VF102	2
VF161	2
VF162	3
VF171 - VF172	3
VF180 - VF184	3
VF251	3
VK001 - VK004	1
VK005 - VK011	2
VK012 - VK016	3
VK021 - VK022	2
VK031 - VK037	1
VK038 - VK053	2
VK054 - VK056	3
VK081 - VK099	2

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Variable Number	Group
VK100 - VK113	3
VK131 - VK133	2
VK141 - VK142	2
VK143 - VK148	3
VK161 - VK164	3
VK171	3
VK181	3
VK186	3
VL001	1
VL002 - VL006	2
VL011	1
VL701 - VL703	3
VL751 - VL755	3
VL806 - VL807	3
VL871 - VL873	3
VL891 - VL900	3
VL911 - VL914	3
VL931 - VL932	3
VL941	3
VN001 - VN019	2
VN020 - VN041	3
VN051 - VN062	2
VN063 - VN064	3
VN081 - VN092	2
VN093 - VN099	3
VN111 - VN124	2
VN125 - VN127	3
VN130 - VN132	2
VN133 - VN137	3
VN151 - VN158	2
VN163 - VN168	2
VN171 - VN173	2
VN174	3

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Variable Number	Group
VN191 - VN193	2
VN194 - VN198	3
VN211 - VN212	2
VN221 - VN224	2
VN225	3
VN231 - VN234	2
VN241	2
VN242 - VN243	3
VN251 - VN259	2
VN260 - VN276	3
VN291	2
VN292 - VN293	3
VN301 - VN306	2
VN307 - VN314	3
VN371 - VN372	2
VN376	2
VN381	2
VN382 - VN388	3
VN421 - VN427	3
VN436	3
VN471 - VN472	2
VN491 - VN496	2
VN497 - VN513	3
VN531 - VN532	2
VN536 - VN537	2
VN541 - VN542	2
VN546 - VN547	3
VN551	2
VN556 - VN557	3
VN561 - VN562	3
VN631 - VN633	2
VN634 - VN638	3
VN651 - VN652	2

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Variable Number	Group
VN653 - VN658	3
VN671 - VN672	2
VN676	3
VN681 - VN683	2
VN684 - VN691	3
VN731	2
VN732	3
VN751 - VN753	2
VN791 - VN792	3
VN811 - VN813	3
VN921 - VN922	3
VN931 - VN936	3
VN951 - VN953	3
VN966 - VN972	3
VQ001 - VQ021	3
VQ071 - VQ086	3
VQ111	4
VR051 - VR060	3
VR081	3
VR084	3
VR086	3
VR087 - VR089	4
VR106 - VR109	4
VR201 - VR211	3
VR251	3
VR256 - VR260	3
VR266 - VR292	4
VR401	3
VR421 - VR423	3
VR426	3
VR441	3
VR461	3
VR471 - VR472	3

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Variable Number	Group
VS051 - VS056	3
VS061	3
VS066 - VS070	3
VS073 - VS078	3
VS091 - VS104	3
VS111 - VS113	3
VS131 - VS133	3
VS136 - VS137	3
VS176 - VS177	3
VS186 - VS187	3
VS196 - VS203	3
VS206 - VS208	3
VS211	3
VS216 - VS217	3
VS231	3
VS246 - VS248	3
VS261 - VS263	3
VS266 - VS274	3
VS291 - VS293	3
VS301 - VS303	3
VS306 - VS311	3
VS316	3
VS321 - VS324	3
VS331 - VS333	3
VS336 - VS337	3
VS366 - VS367	3
VS381 - VS382	3
VS391 - VS392	3
VS401	3
VS426 - VS428	3
VS466 - VS472	3
VS486	3
VS496 - VS497	3

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Variable Number	Group
VS506 - VS507	3
VS526	3
VS546 - VS549	3
VS701 - VS710	3
VS711 - VS720	4
VS721 - VS731	3
VS732 - VS736	4
VS751 - VS759	3
VS821 - VS825	3
VS841 - VS844	3
VS861	3
VS881 - VS882	3
VS883	4
VS891	3
VS896	4
VS901 - VS912	4
VS916	4
VS921 - VS928	4
VS931 - VS933	4
VS941	4
VS951 - VS954	4
VS961 - VS969	4
VS971 - VS977	4
VS981 - VS984	4
VT001 - VT013	4
VT021	4
VT031 - VT033	4
VT501	3
VT511 - VT513	4
VT521 - VT523	4
VT531 - VT533	4
VT541 - VT546	4
VT551 - VT552	4

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Variable Number	Group
VT556 - VT585	4
VV001	3
VW701 - VW721	3
VW851	3

2. Spares Affected

None.

B. Concurrent Requirements

None.

C. Reason

Accomplishment of the inspection described in this service bulletin will enable detection and repair of cracks if they should occur, in the areas under splice plates at the STA 1582 aft pressure bulkhead web to pressure chord joint. If a crack is present in the aft pressure bulkhead web and not found and repaired, crack growth can result in possible rapid decompression and loss of structural integrity.

The aft pressure bulkhead web is attached to the pressure chords with a double row of fasteners and the pressure chord segments are spliced using pressure chord splice plates. At these splice plate locations, the aft pressure bulkhead web is hidden and cannot be inspected in accordance with existing 767 MPD Section 9 or SB 767-53A0087 and do not provide sufficient crack detection probability of the aft pressure bulkhead web under splice plates.

Boeing Service Related Problem 767-SRP-53-0470 is related to this service bulletin.

Boeing Service Bulletins 767-53A0087 and 767-53A0139 are related to this service bulletin.

Boeing 767 MPD SSI 53-80-I01A is related to this service bulletin.

D. Description

Get access to the forward and aft sides of the aft pressure bulkhead at STA 1582. Locate the splice plates that splice pressure chords on the circumference of the forward side of the aft pressure bulkhead. Remove the aft row of fasteners from each splice plate and do an open hole HFEC inspection for any crack in the aft pressure bulkhead web. If any crack is found, contact The Boeing Company for repair instructions and do the repair. If no crack is found, install new fasteners, close access to the area and repeat the inspection at the time specified in Paragraph 1.E., Compliance.

The work in this service bulletin is done in the maintenance zone(s) given below.

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Group 1-2:

Affected Maintenance Zones	
Model	**Zone**
767-200, 767-300	165, 166, 251, 252, 253, 254, 311, 312

Group 3-4:

Affected Maintenance Zones	
Model	**Zone**
767-200, 767-300, 767-300F, 767-400ER	165, 166, 251, 252, 253, 254, 311, 312

E. Compliance

The Federal Aviation Administration (FAA) will possibly release an additional Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Federal Aviation Administration (FAA) Airworthiness Directive AD 2004-05-16 is related to this service bulletin. The effective date of AD 2004-05-16 is April 13, 2004.

Federal Aviation Administration (FAA) Airworthiness Directive AD 2012-09-08 is related to this service bulletin. The effective date of AD 2012-09-08 is June 18, 2012.

Federal Aviation Administration (FAA) Airworthiness Directive AD 2014-14-04 is related to this service bulletin. The effective date of AD 2014-14-04 is September 5, 2014.

This service bulletin is related to 767 MPD SSI 53-80-I01A of 767 MPD 622T001-9, which is mandated by AD 2014-14-04. All other MPD inspections outside of the affected area are not affected and must continue.

Logic diagrams showing compliance tasks and compliance times are included as an aid in APPENDIX A and APPENDIX B.

Do the required actions in accordance with Paragraph 3. Accomplishment Instructions.

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Group 2, Configuration 1; Group 3-4:
Table 1: Open Hole High Frequency Eddy Current (HFEC) Inspection at STA 1582 Aft Pressure Bulkhead Web Under the Pressure Splice Plates

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All airplanes.	Do PART 2: FASTENER REMOVAL AND OPEN HOLE HFEC INSPECTION of the aft pressure bulkhead web for any crack. (a)	Before 50,000 total flight cycles.	Within 3,000 flight cycles after the original issue date of this service bulletin.	-
CONDITION 1: ANY CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-
CONDITION 2: NO CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.	Repeat PART 2: FASTENER REMOVAL AND OPEN HOLE HFEC INSPECTION of the aft pressure bulkhead web for any crack. (a)	-	-	12,000 flight cycles.
(a) It is not necessary to do inspections in accordance with this service bulletin in areas where existing repairs approved by Boeing ODA via FAA 8100-9 form cover the affected inspection areas. Damage tolerance inspection instructions specified in approval for existing repairs must continue. Inspection outside of the repaired area must continue in accordance with this service bulletin.				

Group 1; Group 2, Configuration 2:
Table 2: Open Hole High Frequency Eddy Current (HFEC) Inspection at STA 1582 Aft Pressure Bulkhead Web Under the Pressure Splice Plates

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
All airplanes.	Do PART 2: FASTENER REMOVAL AND OPEN HOLE HFEC INSPECTION of the aft pressure bulkhead web for any crack. (a)	Within 37,500 flight cycles after replacement of the aft pressure bulkhead.	Within 3,000 flight cycles after the original issue date of this service bulletin.	-
CONDITION 1: ANY CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.	Contact The Boeing Company for repair instructions and do the repair.	Before further flight.		-

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Group 1; Group 2, Configuration 2:
Table 2: Open Hole High Frequency Eddy Current (HFEC) Inspection at STA 1582 Aft Pressure Bulkhead Web Under the Pressure Splice Plates

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 2: NO CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.	Repeat PART 2: FASTENER REMOVAL AND OPEN HOLE HFEC INSPECTION of the aft pressure bulkhead web for any crack. (a)	-	-	12,000 flight cycles.
(a) It is not necessary to do inspections in accordance with this service bulletin in areas where existing repairs approved by Boeing ODA via FAA 8100-9 form cover the affected inspection areas. Damage tolerance inspection instructions specified in approval for existing repairs must continue. Inspection outside of the repaired area must continue in accordance with this service bulletin.				

F. Approval

This service bulletin was examined by the Federal Aviation Administration (FAA). The changes specified in this service bulletin comply with the applicable regulations and are FAA approved, as well as European Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) approved for all EASA/JAA approved airplanes listed in the service bulletin effectivity. This service bulletin and its approval were based on the airplane in its original Boeing delivery configuration or as modified by other approved Boeing changes.

If an airplane has a non-Boeing modification or repair that affects a component or system also affected by this service bulletin, the operator is responsible for obtaining appropriate regulatory agency approval before incorporating this service bulletin.

The Manager of the FAA Seattle Aircraft Certification Office (SACO) approves the accomplishment of inspections defined in this Service Bulletin (SB) along with the corresponding compliance times specified in Paragraph 1.E., Compliance of this SB, Original Issue, as an Alternative Method Of Compliance (AMOC) to the inspections defined in D622T001-DTR Structural Significant Item (SSI) 53-80-I01A and Section 9 of the Maintenance Planning Document (MPD) D622T001-9, required by paragraphs (i) and (k) of Airworthiness Directive (AD) 2014-14-04. This AMOC only applies to the areas inspected in accordance with this SB. All other inspections outside of this SB inspection region are not affected and must continue. All provisions of AD 2014-14-04 that are not specifically referenced in this paragraph remain fully applicable and must be complied with accordingly.

In Addition, the Manager of the FAA SACO approves the accomplishment of inspections defined in this SB along with the corresponding compliance times specified in Paragraph 1.E., Compliance of this SB, Original Issue, as an AMOC to the inspections defined in SB 767-53A0087 required by paragraphs (a) and (b) of AD 2004-05-16. This AMOC only applies to the areas inspected in accordance with this SB. All other inspections outside of this SB inspection region are not affected and must continue. All provisions of AD 2004-05-16 that are not specifically referenced in this paragraph remain fully applicable and must be complied with accordingly.

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In addition, the Manager of the FAA SACO approves the accomplishment of inspections, after Replacement of an Aft Pressure Bulkhead, defined in this SB along with the corresponding compliance times specified in Paragraph 1.E., Compliance of this SB, Original Issue, as an AMOC to the inspections defined in SB 767-53A0139 required by paragraph (h) of AD 2012-09-08. This AMOC only applies to the areas inspected in accordance with this service bulletin. All other inspections outside of this service bulletin inspection region are not affected and must continue. All provisions of AD 2012-09-08 that are not specifically referenced in this paragraph remain fully applicable and must be complied with accordingly.

G. Manpower

The tables below show estimates of the task hours necessary to do the inspection for each airplane. This estimate is for direct labor only, done by an experienced crew. Adjust the estimate with operator task hour data if necessary. The estimates do not include lost time. These are some examples of lost time:

- Time to adjust to the workplace
- Time to schedule the work
- Time to inspect the work
- Time to cure the materials
- Time to make the parts
- Time to find the tools.

Group 2, Configuration 1; Group 3:
Passenger Airplanes Only

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	4	20.00	5.00
FIGURE 1	2	4.70	2.35
FIGURE 3	2	0.50	0.25
Close Access	4	20.00	5.00
TOTAL FOR EACH AIRPLANE		45.20	12.60

Group 2, Configuration 1; Group 3:
Freighters and Converted Freighters Only

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	2	6.00	3.00
FIGURE 1	2	4.70	2.35
FIGURE 3	2	0.50	0.25
Close Access	2	6.00	3.00
TOTAL FOR EACH AIRPLANE		17.20	8.60

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Group 1; Group 2, Configuration 2; Group 4:
Passenger Airplanes Only

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	4	20.00	5.00
FIGURE 2	2	6.00	3.00
FIGURE 4	2	0.70	0.35
Close Access	4	20.00	5.00
TOTAL FOR EACH AIRPLANE		46.70	13.35

Group 1; Group 2, Configuration 2; Group 4:
Freighters and Converted Freighters Only

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	2	6.00	3.00
FIGURE 2	2	6.00	3.00
FIGURE 4	2	0.70	0.35
Close Access	2	6.00	3.00
TOTAL FOR EACH AIRPLANE		18.70	9.35

H. Weight and Balance Changes

None.

I. Electrical Load Data

Not changed.

J. References

1. Existing Data:

   a. Boeing Service Bulletin 767-53A0087, 767-53A0139

   b. Boeing Service Letter 767-SL-51-036

   c. Boeing Service Related Problem (SRP) 767-SRP-53-0470

   d. Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2004-05-16, 2012-09-08, 2014-14-04

   e. Service Bulletin Index D624T001

   f. Standard Overhaul Practices Manual (SOPM) 20-50-01

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g. 767 Aircraft Maintenance Manual (AMM) 25-31-04, 25-52-01, 25-52-03, 25-55-01, 25-59-01, 25-59-05, 27-41-00, 38-11-01, 38-32-11

h. 767 Maintenance Planning Data (MPD) 622T001-9, Section 9, SSI 53-80-I01A

i. 767 Non-Destructive Testing (NDT) Manual Part 6, 51-00-04, Part 6, 51-00-11

j. 767-200 Structural Repair Manual (SRM) 51-40-02, 51-40-03, 51-40-05

k. 767-200SF Structural Repair Manual (SRM) 51-40-02, 51-40-03, 51-40-05

l. 767-300 Structural Repair Manual (SRM) 51-40-02, 51-40-03, 51-40-05

m. 767-300BCF Structural Repair Manual (SRM) 51-40-02, 51-40-03, 51-40-05

n. 767-300F Structural Repair Manual (SRM) 51-40-02, 51-40-03, 51-40-05

o. 767-400 Structural Repair Manual (SRM) 51-40-02, 51-40-03, 51-40-05

2. Data Supplied with this Service Bulletin:

None.

3. Installation Drawings Used in the Preparation of this Service Bulletin:

Drawing Number	Title
148T2620	Splice Plate - Press Bulkhead STA 1582
148T2610	Bulkhead End Item Pressure Dome, Station 1582.0

The table above lists applicable drawings used to prepare this service bulletin. The drawings are not necessary to make the specified changes, and are not supplied with this service bulletin. The drawings may not be applicable to all airplane configurations or operators.

K. Publications Affected

1. Publications:

None.

2. Damage Tolerance Based Structural Inspections:

Boeing has evaluated the repairs and/or changes in this service bulletin for effects on Fatigue Critical Structure (FCS) and for changes to Damage Tolerance Inspections (DTI) required in the Maintenance Program. This service bulletin affects FCS but no new DTIs are necessary.

L. Interchangeability and Intermixability of Parts

Accomplishment of this service bulletin does not affect interchangeability or intermixability of parts.

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M. Software Accomplishment Summary

Not affected.

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2. MATERIAL INFORMATION

A. Material - Price and Availability

None.

B. Industry Support Information

Boeing warranty remedies are not available for the inspection and/or repair procedures given in this service bulletin.

C. Parts Necessary for Each Airplane

1. Kits/Parts

None.

2. Parts and Materials Supplied by the Operator

The following parts or materials are necessary to do the change in this service bulletin. Parts and materials in the manuals given in Paragraph 1.J., References, can also be necessary. Examine operator part and material supply to make sure all necessary parts and materials are available.

Group 2, Configuration 1; Group 3:

Part Number / Specification	QTY	Name	Notes
BACR15FT6D8C	18	Rivet	-

Group 1; Group 2, Configuration 2; Group 4:

Part Number / Specification	QTY	Name	Notes
BACR15FT6D8C	24	Rivet	-

3. Parts Modified and Reidentified

None.

4. Parts Removed and Not Replaced

None.

D. Parts Necessary to Change Spares

None.

E. Special Tooling - Price and Availability

None.

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F. Special Tooling Necessary to do this Service Bulletin

No special tools or equipment are necessary to do the change in this service bulletin. But, maintenance and overhaul tools in the manuals given in Paragraph 1.J., References, can be necessary. Examine operator tool supply to make sure all necessary tools are available.

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3. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

CAUTION: KEEP THE WORK AREA, WIRES AND ELECTRICAL BUNDLES CLEAN OF METAL PARTICLES OR CONTAMINATION WHEN YOU USE TOOLS. UNWANTED MATERIAL, METAL PARTICLES OR CONTAMINATION CAUGHT IN WIRE BUNDLES CAN CAUSE DAMAGE TO THE BUNDLES. DAMAGED WIRE BUNDLES CAN CAUSE SPARKS OR OTHER ELECTRICAL DAMAGE.

NOTE:

1. Manual titles are referred to by acronyms. Refer to Paragraph 1.J., References, for definition of the acronyms.

2. Obey all of the warnings and cautions given in the specified manual sections.

3. Unless shown differently, these dimensions and tolerances are used:

   - Linear dimensions are in inches
   - Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch
   - Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
   - Angular tolerance is plus or minus 2 degrees
   - Hole dimensions for standard solid rivets and fasteners are in Structural Repair Manual (SRM) Chapter 51
   - Torque Values:
     - Values for structural fasteners are given in 767 Structural Repair Manual, Chapter 51.
     - Values for airframe maintenance tasks are included in Chapter 20 of 767 Aircraft Maintenance Manual (AMM).

4. Use the approved fastener, process and material substitutions in accordance with SRM Chapter 51.

5. If the length of any fastener specified in this service bulletin does not meet installation standards given in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards given in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51. Refer to SOPM 20-50-01 for alternate full threaded fasteners (screws) needed for installation in this service bulletin.

6. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.

7. Boeing Service Letter 767-SL-51-036, Damage Reporting and Repair Plan/Design Guidelines, is an acceptable procedure to request information from Boeing for additional structural repair instructions. The Service Letter describes what information must be provided to Boeing before a structural repair can be provided.

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8. Refer to Appendices A and B for logic diagrams. Logic diagrams are provided as an aid only. Information contained in Paragraph 1.E., Compliance is the primary source for compliance times. Information in Paragraph 3.B., Work Instructions is the primary source for tasks required for compliance.

9. The instructions in Paragraph 3.B., Work Instructions and the figures can include operation of tools or test equipment. Boeing Engineering Tool Drawings, the Illustrated Tool and Equipment Manual, and the Special Tool and Ground Handling Drawing Index contain data on versions of the tools or test equipment that you can use. It is permitted to use replaced tools. It is not permitted to use superseded tools.

10. If it is necessary to remove more parts for access, you can remove those parts. If you can get access without removing identified parts, it is not necessary to remove all of the identified parts. Jacking and shoring limitations must be observed.

11. Where the work instructions include installation of a kept part, a new or serviceable part with the same part number can be installed as an alternative to the kept part.

12. Use of colors in Figures is based on guidance from the ATA e-Business Program (ATA) iSpec 2200.

13. The compliance times for the actions in Paragraph 3.B., WORK INSTRUCTIONS are in Paragraph 1.E., Compliance.

14. Some steps in the Work Instructions are identified as Required for Compliance (RC). If this service bulletin is mandated by an Airworthiness Directive (AD), then the steps identified as RC must be done to comply with the AD. Alternative procedures for steps not identified with RC can be used if the RC steps can still be done as specified, and the airplane can be put back in a serviceable condition. An Alternative Method of Compliance (AMOC) is not necessary for deviations to steps that are not identified as RC.

B. WORK INSTRUCTIONS

1. Do PART 1: OPEN ACCESS.

2. RC - Do PART 2: FASTENER REMOVAL AND OPEN HOLE HFEC INSPECTION.

   a. CONDITION 1: ANY CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.

      (1) RC - Contact The Boeing Company for repair instructions and do the repair.

   b. CONDITION 2: NO CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.

      (1) RC - Repeat PART 2: FASTENER REMOVAL AND OPEN HOLE HFEC INSPECTION.

3. Do PART 3: FASTENER INSTALLATION.

4. Do PART 4: CLOSE ACCESS.

5. Put the airplane back to a serviceable condition.

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PART 1: OPEN ACCESS

1. For passenger airplanes only:

    a. Remove and keep the aft galley. Refer to 767 AMM 25-31-04 as an accepted procedure.

2. For freighter airplanes (including Boeing Converted Freighters) only:

    a. Remove and keep the cargo lining panels from the aft pressure bulkhead in the main deck cargo compartment. Refer to 767 AMM 25-59-01 as an accepted procedure.

3. Remove and keep insulation from around splice plates that splice pressure chords on the aft pressure bulkhead in the main deck cargo compartment. Refer to 767 AMM 25-59-05 as an accepted procedure.

4. Remove and keep the end wall in the bulk cargo compartment. Refer to 767 AMM 25-52-01 as an accepted procedure.

5. For passenger airplanes only:

    a. Remove and keep the right side potable water tank. If installed, remove and keep the left side potable water tank. Refer to 767 AMM 38-11-01 as an accepted procedure.

    b. If necessary for access, remove and keep the waste tank. On some affected airplanes, the waste tanks are installed forward of the affected area. On these airplanes, waste tank removal is not necessary for access to the aft pressure bulkhead. Refer to 767 AMM 38-32-11 as an accepted procedure.

6. Remove and keep insulation from around splice plates that splice pressure chords on the aft pressure bulkhead in the bulk cargo compartment. Refer to 767 AMM 25-52-03 as an accepted procedure.

WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE CLEAR OF THE HORIZONTAL STABILIZER AND ELEVATOR SURFACES BEFORE MOVING THE STABILIZER. INJURY TO PERSONNEL AND DAMAGE TO EQUIPMENT COULD OCCUR.

7. Position the horizontal stabilizer to neutral and deactivate controls. Refer to 767 AMM 27-41-00 as an accepted procedure.

WARNING: DO NOT STAND ON ACCESS DOOR 312AR. THE WEIGHT OF PERSONNEL COULD CAUSE THE SPRING LOADED LATCH TO RELEASE, AND PERSONNEL MAY BE INJURED BY FALLING THROUGH THE OPENING.

8. Open access door 312AR for access to the aft side of the aft pressure bulkhead. Use a suitable platform or cover over the access door while working inside the tail section.

PART 2: FASTENER REMOVAL AND OPEN HOLE HFEC INSPECTION

CAUTION: TO PREVENT ANY MOVEMENT OF THE PRESSURE DOME, PERFORM PART 2 ON ONE SPLICE PLATE AT A TIME.

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IF DRILLING OF FASTENERS IS REQUIRED, HOLD STEEL SHEETS TO THOSE FASTENERS ON THE AFT SIDE OF THE AFT PRESSURE BULKHEAD.

1. **Group 2, Configuration 1; Group 3:**
   Remove the aft row of fasteners from splice plates that splice pressure chords and do open hole HFEC inspections for any crack in the aft pressure bulkhead web in accordance with FIGURE 1.

2. **Group 1; Group 2, Configuration 2; Group 4:**
   Remove the aft row of fasteners from splice plates that splice pressure chords and do open hole HFEC inspections for any crack in the aft pressure bulkhead web in accordance with FIGURE 2.

PART 3: FASTENER INSTALLATION

1. **Group 2, Configuration 1; Group 3:**
   Install the aft row of fasteners on splice plates that splice pressure chords in accordance with FIGURE 3.

2. **Group 1; Group 2, Configuration 2; Group 4:**
   Install the aft row of fasteners on splice plates that splice pressure chords in accordance with FIGURE 4.

PART 4: CLOSE ACCESS

WARNING: DO NOT STAND ON ACCESS DOOR 312AR. THE WEIGHT OF PERSONNEL COULD CAUSE THE SPRING LOADED LATCH TO RELEASE, AND PERSONNEL MAY BE INJURED BY FALLING THROUGH THE OPENING.

1. Remove any platforms or covers that were used to cover access door 312AR and close the access door.

WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE CLEAR OF THE HORIZONTAL STABILIZER AND ELEVATOR SURFACES BEFORE MOVING THE STABILIZER. INJURY TO PERSONNEL AND DAMAGE TO EQUIPMENT COULD OCCUR.

2. Reactivate controls for the horizontal stabilizer. Refer to 767 AMM 27-41-00 as an accepted procedure.

3. Install insulation to splice plates that splice pressure chords on the aft pressure bulkhead in the bulk cargo compartment. Refer to 767 AMM 25-52-03 as an accepted procedure.

4. For passenger airplanes only:

   a. If removed, install the waste tank. Refer to 767 AMM 38-32-11 as an accepted procedure.

   b. Install the right side potable water tank. If removed, install the left side potable water tank. Refer to 767 AMM 38-11-01 as an accepted procedure.

5. Install the end wall in the bulk cargo compartment. Refer to 767 AMM 25-55-01 as an accepted procedure.

6. Install insulation to splice plates that splice pressure chords on the aft pressure bulkhead in the main deck compartment. Refer to 767 AMM 25-59-05 as an accepted procedure.

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7. For passenger airplanes only:

    a. Install the aft galley. Refer to 767 AMM 25-31-04 as an accepted procedure.

8. For freighter airplanes (including Boeing Converted Freighters) only:

    a. Install the cargo lining panels to the aft pressure bulkhead in the main deck cargo compartment. Refer to 767 AMM 25-59-01 as an accepted procedure.

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This Figure applies only to: Group 2, Configuration 1; Group 3.

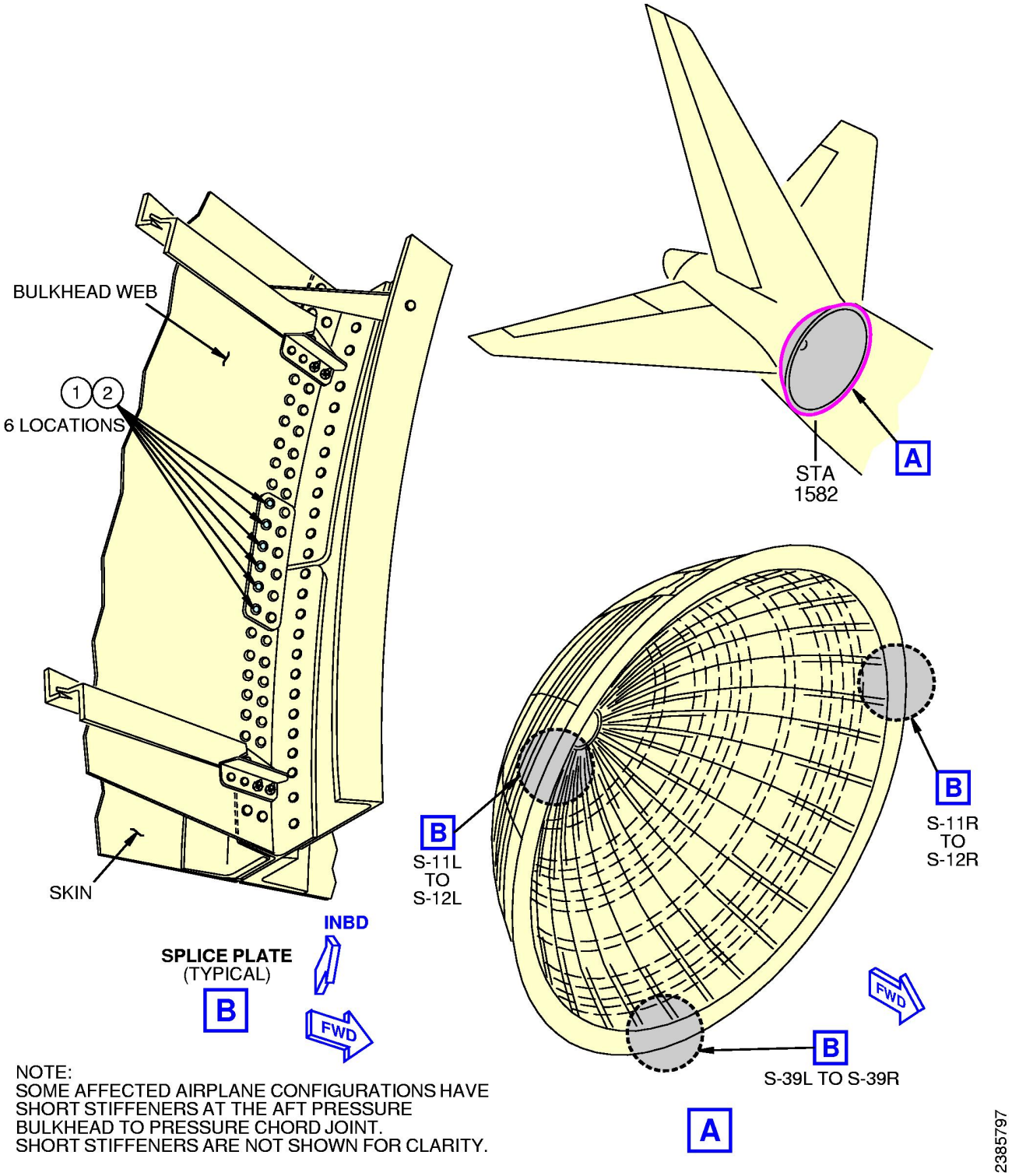


FIGURE 1: AFT PRESSURE BULKHEAD WEB COMMON TO PRESSURE CHORD SPLICE PLATE - FASTENER REMOVAL AND WEB INSPECTION (SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for each airplane.

Step	Task	Name	Identification	Qty	More Data
1	Remove	Fastener	-	18	Six fasteners on aft row of each of three splice plates. (a) (b)
2	Inspect	Aft Pressure Bulkhead Web	-	3	Do a HFEC inspection of open holes for any crack in accordance with 767 NDT Manual Part 6, 51-00-04 or 767 NDT Manual Part 6, 51-00-11. (b)
(a) Refer to 767-200 SRM 51-40-02, 767-200SF SRM 51-40-02, 767-300 SRM 51-40-02, 767-300F SRM 51-40-02, 767-300BCF SRM 51-40-02 or 767-400 SRM 51-40-02 as an accepted procedure.					
(b) It is not necessary to do inspections in accordance with this service bulletin in areas where existing repairs approved by the Boeing ODA via FAA form 8100-9 cover the affected inspection areas. Damage Tolerance Inspection instructions specified in approval for existing repairs must continue. Inspection outside of the repaired region must continue in accordance with this service bulletin.					

FIGURE 1: AFT PRESSURE BULKHEAD WEB COMMON TO PRESSURE CHORD SPLICE PLATE - FASTENER REMOVAL AND WEB INSPECTION
(SHEET 2 OF 2)

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This Figure applies only to: Group 1; Group 2, Configuration 2; Group 4.

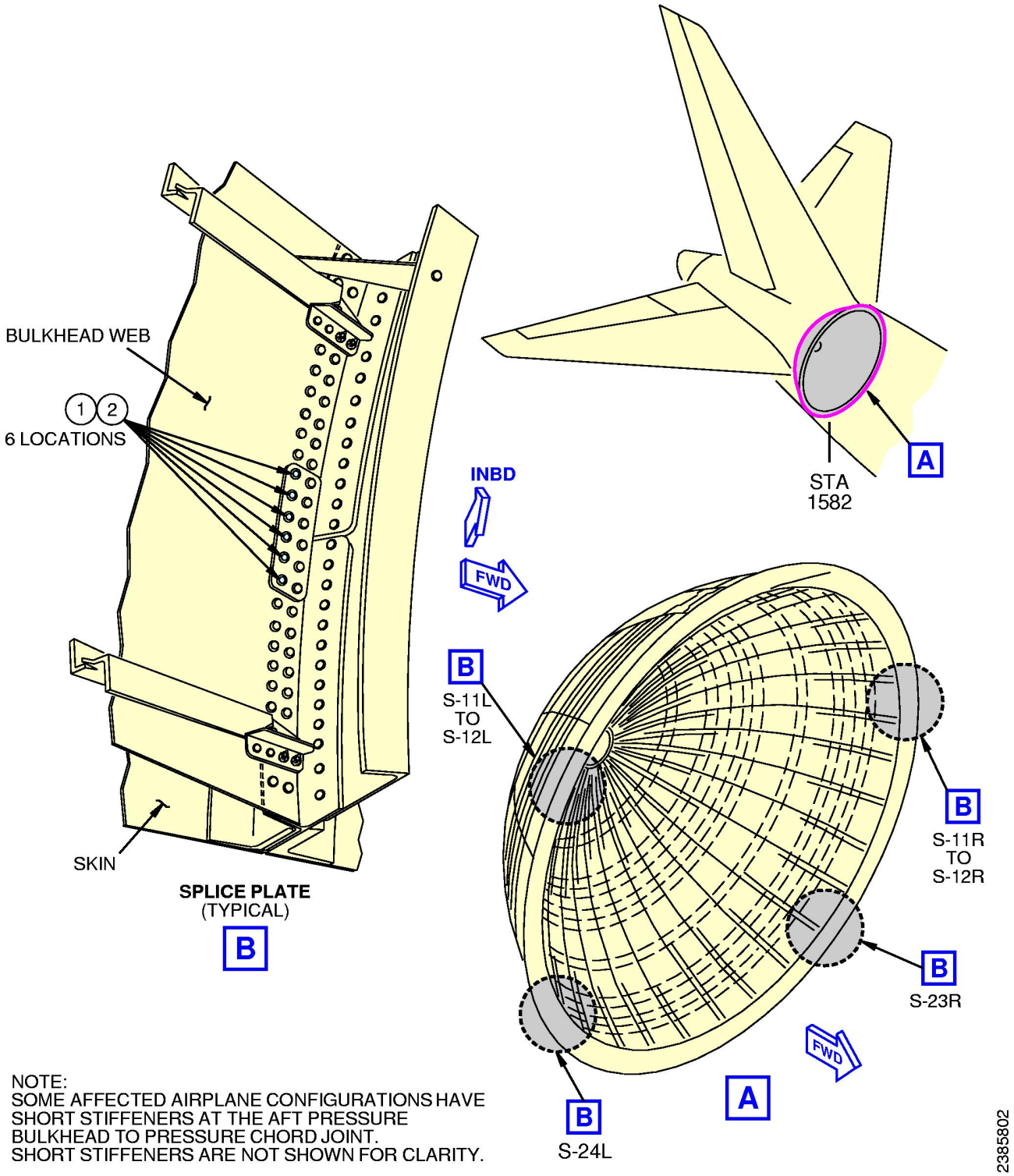


FIGURE 2: AFT PRESSURE BULKHEAD WEB COMMON TO PRESSURE CHORD SPLICE PLATE - FASTENER REMOVAL AND WEB INSPECTION (SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for each airplane.

Step	Task	Name	Identification	Qty	More Data
1	Remove	Fastener	-	24	Six fasteners on aft row of each of four splice plates. (a) (b)
2	Inspect	Aft Pressure Bulkhead Web	-	4	Do a HFEC inspection of open holes for any crack in accordance with 767 NDT Manual Part 6, 51-00-04 or 767 NDT Manual Part 6, 51-00-11. (b)
(a) Refer to 767-200 SRM 51-40-02, 767-200SF SRM 51-40-02, 767-300 SRM 51-40-02, 767-300F SRM 51-40-02, 767-300BCF SRM 51-40-02 or 767-400 SRM 51-40-02 as an accepted procedure.					
(b) It is not necessary to do inspections in accordance with this service bulletin in areas where existing repairs approved by the Boeing ODA via FAA form 8100-9 cover the affected inspection areas. Damage Tolerance Inspection instructions specified in approval for existing repairs must continue. Inspection outside of the repaired region must continue in accordance with this service bulletin.					

FIGURE 2: AFT PRESSURE BULKHEAD WEB COMMON TO PRESSURE CHORD SPLICE PLATE - FASTENER REMOVAL AND WEB INSPECTION
(SHEET 2 OF 2)

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This Figure applies only to: Group 2, Configuration 1; Group 3.

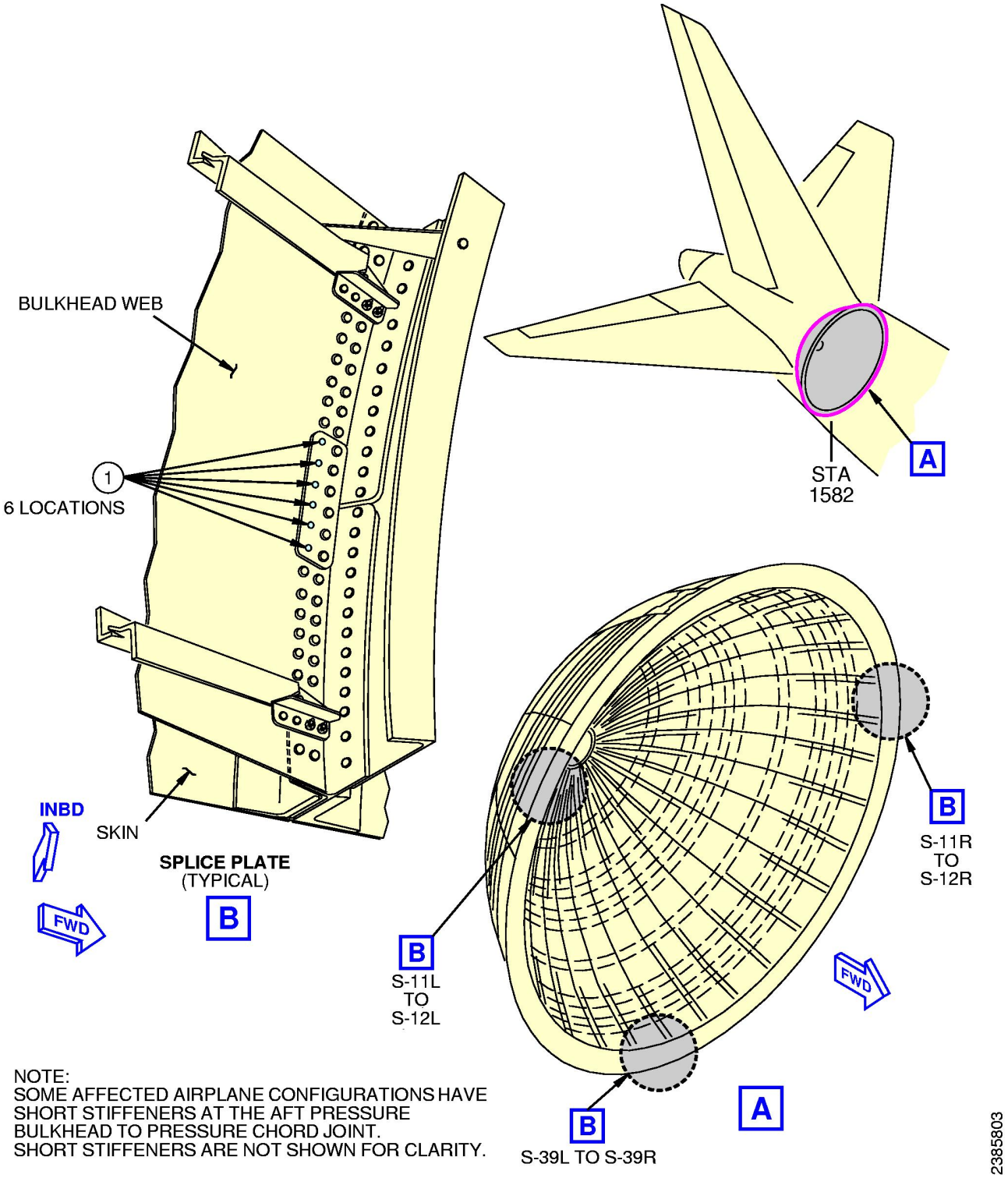


FIGURE 3: AFT PRESSURE BULKHEAD - PRESSURE CHORD SPLICE PLATES - FASTENER INSTALLATION
(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for each airplane.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	Rivet	BACR15FT6D8C	18	Six rivets on aft row of each of three splice plates. (a) (b)
(a) Refer to 767-200 SRM 51-40-02, 767-200SF SRM 51-40-02, 767-300 SRM 51-40-02, 767-300F SRM 51-40-02, 767-300BCF SRM 51-40-02 or 767-400 SRM 51-40-02 as an accepted procedure. Refer to 767-200 SRM 51-40-05, 767-200SF SRM 51-40-05, 767-300 SRM 51-40-05, 767-300F SRM 51-40-05, 767-300BCF SRM 51-40-05 or 767-400 SRM 51-40-05 for hole quality specifications.					
(b) Alternative fastener installation in accordance with 767-200 SRM 51-40-03, 767-200SF SRM 51-40-03, 767-300 SRM 51-40-03, 767-300F SRM 51-40-03, 767-300BCF SRM 51-40-03 or 767-400 SRM 51-40-03 is allowed. Also, installation of BACB30VT6K*X and BACC30BL6 in a transition fit hole is acceptable.					

FIGURE 3: AFT PRESSURE BULKHEAD - PRESSURE CHORD SPLICE PLATES - FASTENER INSTALLATION
(SHEET 2 OF 2)

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This Figure applies only to: Group 1; Group 2, Configuration 2; Group 4.

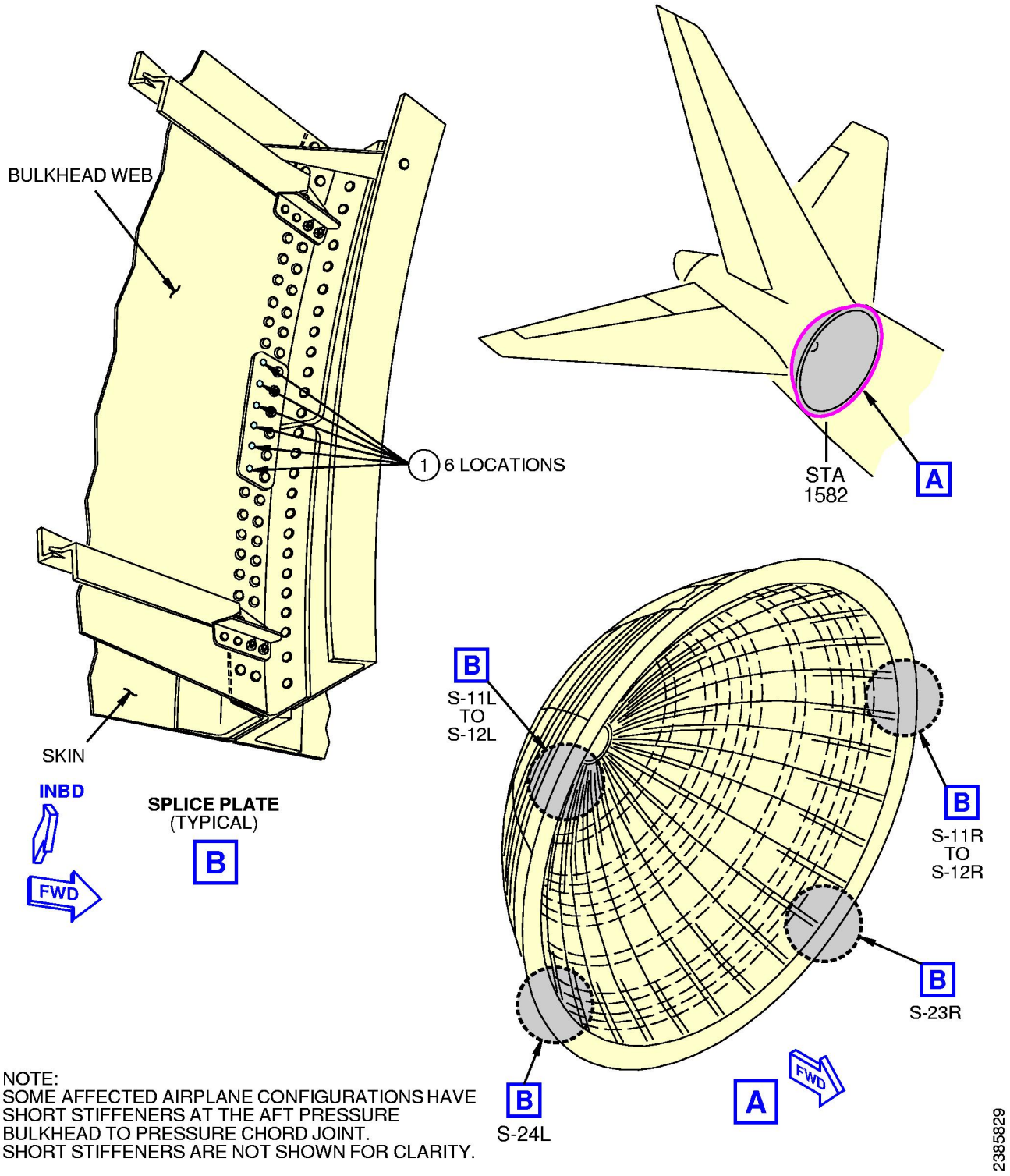


FIGURE 4: AFT PRESSURE BULKHEAD - PRESSURE CHORD SPLICE PLATES - FASTENER INSTALLATION
(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for each airplane.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	Rivet	BACR15FT6D8C	24	Six rivets on aft row of each of four splice plates. (a) (b)
(a) Refer to 767-200 SRM 51-40-02, 767-200SF SRM 51-40-02, 767-300 SRM 51-40-02, 767-300F SRM 51-40-02, 767-300BCF SRM 51-40-02 or 767-400 SRM 51-40-02 as an accepted procedure. Refer to 767-200 SRM 51-40-05, 767-200SF SRM 51-40-05, 767-300 SRM 51-40-05, 767-300F SRM 51-40-05, 767-300BCF SRM 51-40-05 or 767-400 SRM 51-40-05 for hole quality specifications.					
(b) Alternative fastener installation in accordance with 767-200 SRM 51-40-03, 767-200SF SRM 51-40-03, 767-300 SRM 51-40-03, 767-300F SRM 51-40-03, 767-300BCF SRM 51-40-03 or 767-400 SRM 51-40-03 is allowed. Also, installation of BACB30VT6K*X and BACC30BL6 in a transition fit hole is acceptable.					

FIGURE 4: AFT PRESSURE BULKHEAD - PRESSURE CHORD SPLICE PLATES - FASTENER INSTALLATION
(SHEET 2 OF 2)

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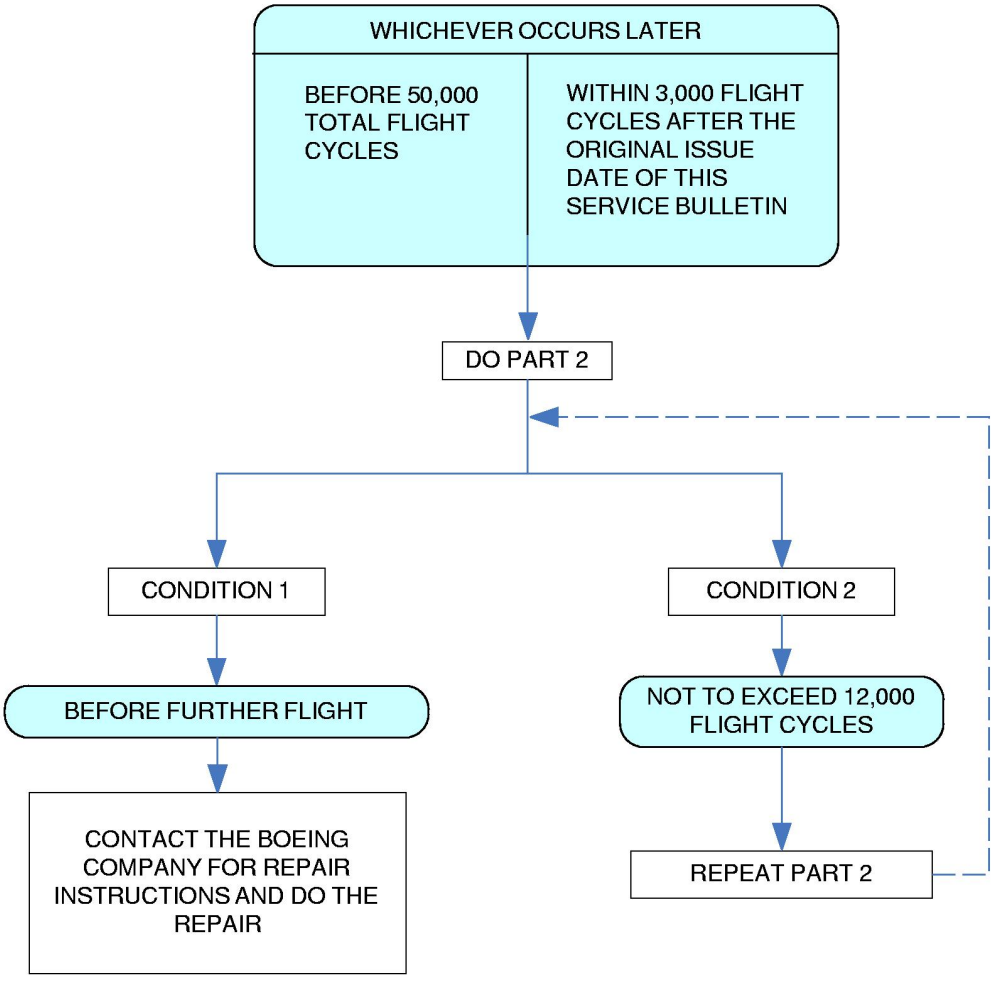
ALERT **ALERT**

This Appendix applies only to: Group 2, Configuration 1; Group 3-4.

Logic diagrams are provided as an aid only. Information contained in Paragraph 1.E., Compliance is the primary source for compliance times. Information contained in Paragraph 3.B., Work Instructions is the primary source for tasks required for compliance.

1. The table below gives the description for the parts and conditions called out in the logic diagrams.

Title	Description
PART 2	FASTENER REMOVAL AND OPEN HOLE HFEC INSPECTION.
CONDITION 1	ANY CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.
CONDITION 2	NO CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.



APPENDIX A: LOGIC DIAGRAM FOR PARAGRAPH 1.E. COMPLIANCE TABLE 1: AFT PRESSURE BULKHEAD WEB INSPECTIONS AT PRESSURE CHORD JOINT. (SHEET 1 OF 1)

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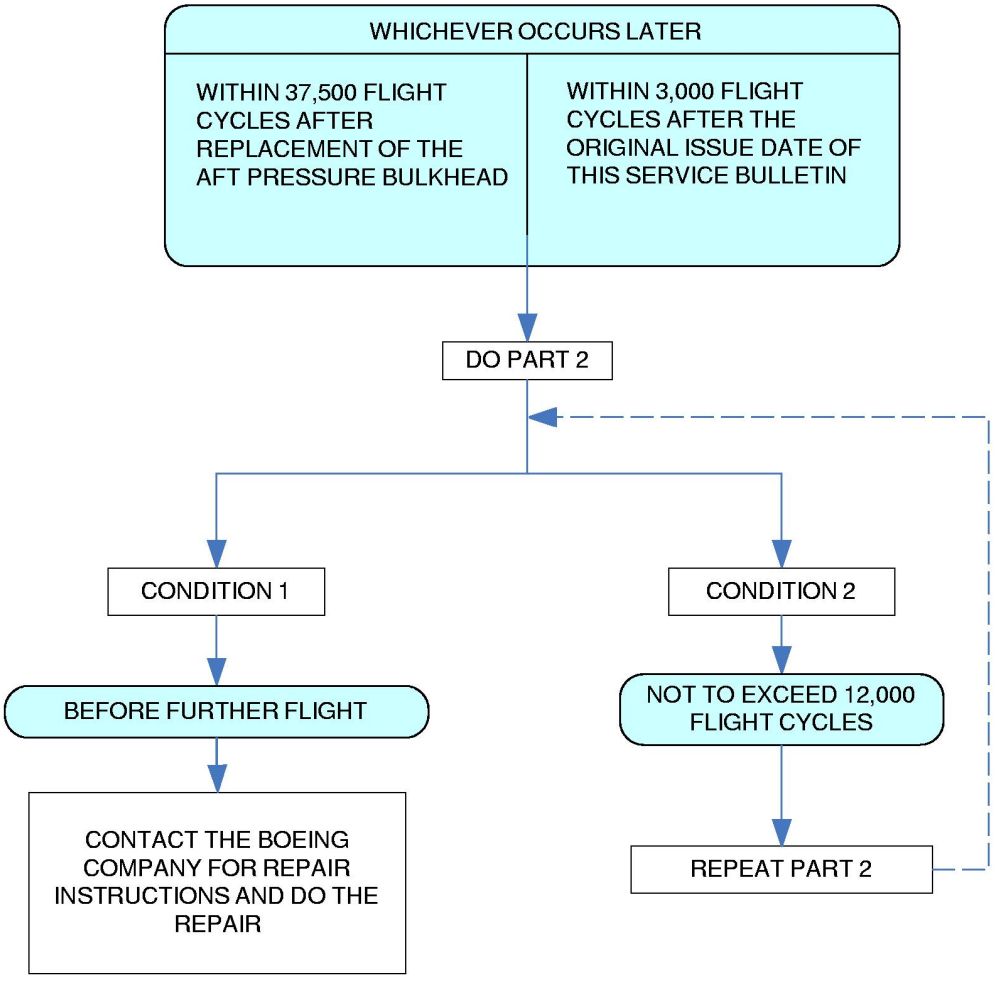
ALERT ALERT

This Appendix applies only to: Group 1; Group 2, Configuration 2.

Logic diagrams are provided as an aid only. Information contained in Paragraph 1.E., Compliance is the primary source for compliance times. Information contained in Paragraph 3.B., Work Instructions is the primary source for tasks required for compliance.

1. The table below gives the description for the parts and conditions called out in the logic diagrams.

Title	Description
PART 2	FASTENER REMOVAL AND OPEN HOLE HFEC INSPECTION.
CONDITION 1	ANY CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.
CONDITION 2	NO CRACK FOUND IN THE AFT PRESSURE BULKHEAD WEB.



APPENDIX B: LOGIC DIAGRAM FOR PARAGRAPH 1.E. COMPLIANCE TABLE 2: AFT PRESSURE BULKHEAD WEB INSPECTIONS AT PRESSURE CHORD JOINT. (SHEET 1 OF 1)

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