ALERT

Number: **767-53A0263**
Original Issue: January 12, 2015
ATA System: 5300

SUBJECT: FUSELAGE - Section 43 - Inspection of Skin and Splice Fittings at Stringer 29, Body Station 786 Ring Chord

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Summary

SUBJECT: FUSELAGE - Section 43 - Inspection of Skin and Splice Fittings at Stringer 29, Body Station 786 Ring Chord

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

While replacing a cracked underwing longeron fitting per service bulletin 767-57A0126, a crack indication was found in the STA 786 ring chord at the tension bolt hole common to the wing front spar lower chord and the internal bathtub fittings. There were two similar reports of these findings from two separate operators. The airplanes in these reports had 14,367 and 18,354 flight cycles and had 90,389 and 96,826 flight hours, respectively. The current Maintenance Planning Document (MPD) inspections are not sufficient to detect any possible fuselage skin crack in the area adjacent to the ring chord at STA 786 before the crack extends to a critical length. The fuselage skin in this area is hidden between the splice fittings on the external side of the fuselage and the bathtub fittings on the internal side. This service bulletin specifies an external ultrasonic inspection of the skin hidden by the upper and lower splice fittings on both sides of the fuselage to detect any fatigue crack in the fuselage skin. It also specifies an external detailed inspection of the splice fittings and the adjacent visible fuselage skin and structure for any crack, corrosion or other damage. If the service bulletin action is not accomplished, then cracks in the fuselage skin in this hidden area could go undetected, potentially leading to a loss of a primary load path between the fuselage and the wing box. The loss of the primary load path could adversely affect the structural integrity of the airplane.

To date, there have been no reports of any fuselage skin cracks in the area that is inspected by this service bulletin.

Boeing Service Related Problem (SRP) 767-53-0461 is related to this service bulletin.

Boeing Fleet Team Digest (FTD) 767 FTD 53-14001 is related to this service bulletin.

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

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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
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	No	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

Remove the wing-to-body access panels on the left and right sides of the airplane to open access to the splice fittings on the fuselage adjacent and forward of the STA 786 ring chord. Do an initial external ultrasonic and detailed inspection of the area on both sides of the fuselage. Do repeat inspections if no damage is found. If damage is found, contact Boeing to get instructions for the repair for this service bulletin and do the work instructed by Boeing, before further flight. Do the inspections in accordance with paragraph 1.E., Compliance.

EFFECTIVITY

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 Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Refer to Paragraph 1.E., Compliance.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are not available for the inspection given in this service bulletin.

MANPOWER

Airplanes	Total Task Hours	Elapsed Hours
All Airplanes	8.60	4.60

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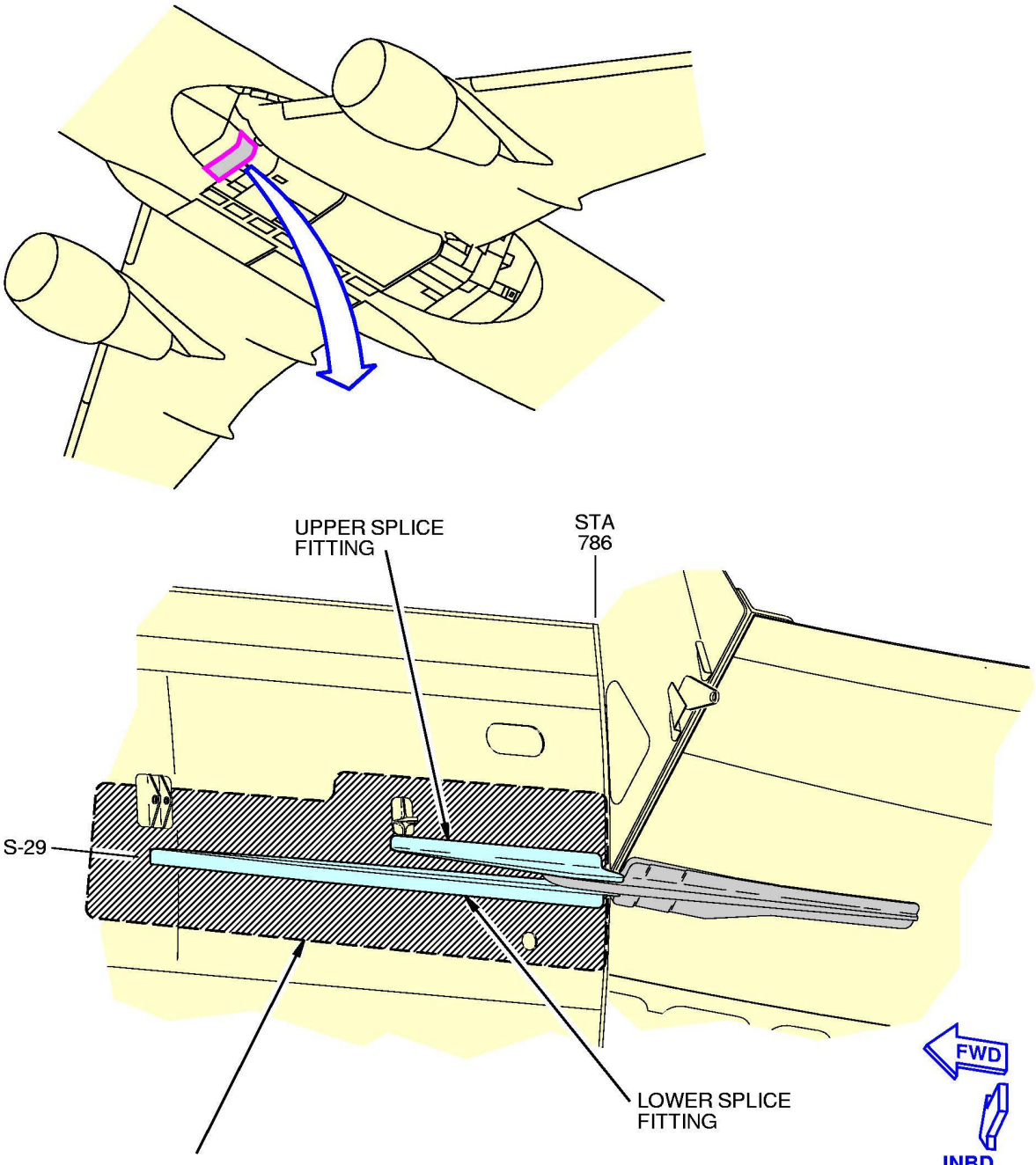
MATERIAL INFORMATION

None.



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1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

This service bulletin is applicable to all 767-200/-300/-300F/-400ER airplanes, line numbers 1-9999 in one (1) Group. The Variable Numbers and Group Information for the applicable airplanes is 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 1093. Affected airplanes after Line Number 1093 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	-	All 767 Airplanes, line numbers 1-9999

Airplane Models:

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

Variable Number	Group
VA001 - VA020	1
VA301 - VA315	1

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Variable Number	Group
VA501 - VA530	1
VA701 - VA719	1
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 - VB332	1
VB371 - VB373	1
VB401	1
VB441 - VB444	1
VE001 - VE003	1
VE021 - VE023	1
VE041 - VE043	1
VE061 - VE069	1
VE083 - VE086	1
VE101 - VE104	1
VE116 - VE118	1
VE121 - VE126	1
VE141 - VE152	1
VE171 - VE172	1
VF001 - VF002	1
VF041 - VF042	1
VF051	1
VF061 - VF062	1
VF071 - VF072	1
VF091 - VF093	1
VF101 - VF102	1
VF161 - VF162	1
VF171 - VF172	1

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Variable Number	Group
VF180 - VF184	1
VF251	1
VK001 - VK016	1
VK021 - VK022	1
VK031 - VK056	1
VK081 - VK113	1
VK131 - VK133	1
VK141 - VK148	1
VK161 - VK164	1
VK171	1
VK181	1
VK186	1
VL001 - VL006	1
VL011	1
VL701 - VL703	1
VL751 - VL755	1
VL806 - VL807	1
VL871 - VL873	1
VL891 - VL900	1
VL911 - VL914	1
VL931 - VL932	1
VL941	1
VN001 - VN041	1
VN051 - VN064	1
VN081 - VN099	1
VN111 - VN127	1
VN130 - VN137	1
VN151 - VN158	1
VN163 - VN168	1
VN171 - VN174	1
VN191 - VN198	1
VN211 - VN212	1
VN221 - VN225	1

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Variable Number	Group
VN231 - VN234	1
VN241 - VN243	1
VN251 - VN276	1
VN291 - VN293	1
VN301 - VN314	1
VN371 - VN372	1
VN376	1
VN381 - VN388	1
VN421 - VN427	1
VN436	1
VN471 - VN472	1
VN491 - VN513	1
VN531 - VN532	1
VN536 - VN537	1
VN541 - VN542	1
VN546 - VN547	1
VN551	1
VN556 - VN557	1
VN561 - VN562	1
VN631 - VN638	1
VN651 - VN658	1
VN671 - VN672	1
VN676	1
VN681 - VN691	1
VN731 - VN732	1
VN751 - VN753	1
VN791 - VN792	1
VN811 - VN813	1
VN921 - VN922	1
VN931 - VN936	1
VN951 - VN953	1
VN966 - VN972	1
VQ001 - VQ021	1

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Variable Number	Group
VQ071 - VQ086	1
VQ111	1
VR051 - VR060	1
VR081	1
VR084	1
VR086 - VR089	1
VR106 - VR109	1
VR201 - VR211	1
VR251	1
VR256 - VR260	1
VR266 - VR292	1
VR401	1
VR421 - VR423	1
VR426	1
VR441	1
VR461	1
VR471 - VR472	1
VS051 - VS056	1
VS061	1
VS066 - VS070	1
VS073 - VS078	1
VS091 - VS104	1
VS111 - VS113	1
VS131 - VS133	1
VS136 - VS137	1
VS176 - VS177	1
VS186 - VS187	1
VS196 - VS203	1
VS206 - VS208	1
VS211	1
VS216 - VS217	1
VS231	1
VS246 - VS248	1

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Variable Number	Group
VS261 - VS263	1
VS266 - VS274	1
VS291 - VS293	1
VS301 - VS303	1
VS306 - VS311	1
VS316	1
VS321 - VS324	1
VS331 - VS333	1
VS336 - VS337	1
VS366 - VS367	1
VS381 - VS382	1
VS391 - VS392	1
VS401	1
VS426 - VS428	1
VS466 - VS472	1
VS486	1
VS496 - VS497	1
VS506 - VS507	1
VS526	1
VS546 - VS549	1
VS701 - VS736	1
VS751 - VS759	1
VS821 - VS825	1
VS841 - VS844	1
VS861	1
VS881 - VS883	1
VS891	1
VS896	1
VS901 - VS912	1
VS916	1
VS921 - VS928	1
VS931 - VS933	1
VS941	1

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Variable Number	Group
VS951 - VS954	1
VS961 - VS969	1
VS971 - VS977	1
VS981 - VS984	1
VT001 - VT013	1
VT021	1
VT031 - VT033	1
VT501	1
VT511 - VT513	1
VT521 - VT523	1
VT531 - VT533	1
VT541 - VT546	1
VT551 - VT552	1
VT556 - VT581	1
VV001	1
VW701 - VW721	1
VW851	1

2. Spares Affected

None.

B. Concurrent Requirements

None.

C. Reason

While replacing a cracked underwing longeron fitting per service bulletin 767-57A0126, a crack indication was found in the STA 786 ring chord at the tension bolt hole common to the wing front spar lower chord and the internal bathtub fittings. There were two similar reports of these findings from two separate operators. The airplanes in these reports had 14,367 and 18,354 flight cycles and had 90,389 and 96,826 flight hours, respectively. The current Maintenance Planning Document (MPD) inspections are not sufficient to detect any possible fuselage skin crack in the area adjacent to the ring chord at STA 786 before the crack extends to a critical length. The fuselage skin in this area is hidden between the splice fittings on the external side of the fuselage and the bathtub fittings on the internal side. This service bulletin specifies an external ultrasonic inspection of the skin hidden by the upper and lower splice fittings on both sides of the fuselage to detect any fatigue crack in the fuselage skin. It also

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specifies an external detailed inspection of the splice fittings and the adjacent visible fuselage skin and structure for any crack, corrosion or other damage. If the service bulletin action is not accomplished, then cracks in the fuselage skin in this hidden area could go undetected, potentially leading to a loss of a primary load path between the fuselage and the wing box. The loss of the primary load path could adversely affect the structural integrity of the airplane.

To date, there have been no reports of any fuselage skin cracks in the area that is inspected by this service bulletin.

Boeing Service Related Problem (SRP) 767-53-0461 is related to this service bulletin.

Boeing Fleet Team Digest (FTD) 767 FTD 53-14001 is related to this service bulletin.

D. Description

Remove the wing-to-body access panels on the left and right sides of the airplane to open access to the splice fittings on the fuselage adjacent and forward of the STA 786 ring chord. Do an initial external ultrasonic and detailed inspection of the area on both sides of the fuselage. Do repeat inspections if no damage is found. If damage is found, contact Boeing to get instructions for the repair for this service bulletin and do the work instructed by Boeing, before further flight. Do the inspections in accordance with paragraph 1.E., Compliance.

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

Affected Maintenance Zones	
Model	**Zone**
767-200, 767-300, 767-300F, 767-400ER	193, 194

E. Compliance

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

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

Table 1: Inspection For Damage At The Splice Fitting Locations

Condition	**Action**	**Compliance Time (Whichever Occurs Later)**		**Repeat Interval (Not to Exceed)**
All airplanes	Do PART 1: EXTERNAL ULTRASONIC AND DETAILED INSPECTION AT THE SPLICE FITTINGS	Before 37,500 total flight cycles or 87,500 total flight hours (whichever occurs first)	Within 3000 flight cycles or 24 months, after the original issue date of this service bulletin (whichever occurs first)	-

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Table 1: Inspection For Damage At The Splice Fitting Locations

Condition	Action	Compliance Time (Whichever Occurs Later)		Repeat Interval (Not to Exceed)
CONDITION 1: No crack, corrosion or other damage found	Repeat PART 1: EXTERNAL ULTRASONIC AND DETAILED INSPECTION AT THE SPLICE FITTINGS	-	-	6,000 flight cycles or 18,000 flight hours(whichever occurs first)
CONDITION 2: Any crack, corrosion or other damage found	Contact Boeing to get instructions for the repair for this service bulletin and do the work instructed by Boeing.	Before further flight	-	-

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.

G. Manpower

The table below shows an estimate of the task hours necessary to do this 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 estimate does 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.

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	1	0.30	0.30
Inspect			
...Left - FIGURE 1	2	4.00	2.00
...Right - FIGURE 2	2	4.00	2.00
Close Access	1	0.30	0.30

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Task	Number of Persons	Task Hours	Elapsed Hours
TOTAL FOR EACH AIRPLANE		8.60	4.60

H. Weight and Balance Changes

None.

I. Electrical Load Data

Not changed.

J. References

1. Existing Data:

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

   b. Boeing Service Related Problem (SRP) 767-53-0461

   c. Service Bulletin Index D624T001

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

   e. Standard Wiring Practices Manual (SWPM) 20-10-11, 20-10-12, 20-10-19

   f. 767 Aircraft Maintenance Manual (AMM) 53-52-01

   g. 767 Fleet Team Digest (FTD) 53-14001

   h. 767 Non-Destructive Testing (NDT) Manual [Part 4, 53-30-02]

2. Data Supplied with this Service Bulletin:

   None.

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

Drawing Number	Title
140T0120	MONOCOQUE INTEGRATION - SECTION 43 TO 45
140T0720	INTEGRATION INSTL - FWD OF FRONT SPAR FAIRING

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:

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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. DTI requirements for the structure affected are contained in Paragraph 1.E., Compliance of this service bulletin.

L. Interchangeability and Intermixability of Parts

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

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 given in this service bulletin.

C. Parts Necessary for Each Airplane

1. Kits/Parts

   None.

2. Parts and Materials Supplied by the Operator

   None.

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.

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. The work instructions are divided into work packages. Task Hours and Elapsed Hours for each package are given in Paragraph 1.G., Manpower. You can do each work package independently.

4. 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).
     - Values for electrical maintenance tasks are included in Chapter 20 of Standard Wiring Practices Manual (SWPM).
     - Values for engine maintenance tasks are included in Chapter 70 of 767 Aircraft Maintenance Manual (AMM).
     - Non-standard torque values for maintenance tasks are included in the applicable installation step.

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

6. Refer to the SWPM 20-10-11 and SWPM 20-10-12 for the wire installation procedures, and SWPM 20-10-19 for the wire separation requirements, as accepted procedures.

7. The necessary conditions for selection of clamp type and size are included in SWPM 20-10-12. If any wire bundle support clamp specified in this service bulletin does not make a correct fit on the wire bundle, refer to SWPM 20-10-12 as an accepted procedure to select a clamp that fits correctly.

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8. 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.

9. A Detailed Inspection is defined as: An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required.

10. A General Visual Inspection is defined as: A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. If shading is used, shaded areas in Figures are to separate the non-critical and non-authoritative information from the critical and authoritative information.

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

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18. When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION number or an OPTION number, do all of the ACTION numbers for that CONDITION number or OPTION number.

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

20. The CONDITIONS, ACTIONS and OPTIONS shown apply to each area on the fuselage (left and right sides) where the splice fittings are located independently.

21. 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 the PART 1: EXTERNAL ULTRASONIC AND DETAILED INSPECTION AT THE SPLICE FITTINGS within the compliance time in Paragraph 1.E., Compliance.

   a. CONDITION 1: NO CRACK, CORROSION, OR OTHER DAMAGE FOUND

      (1) Repeat PART 1: EXTERNAL ULTRASONIC AND DETAILED INSPECTION AT THE SPLICE FITTINGS within the compliance time in Paragraph 1.E., Compliance.

   b. CONDITION 2: ANY CRACK, CORROSION, OR OTHER DAMAGE FOUND

      (1) Contact Boeing to get instructions for the repair for this service bulletin and do the work instructed by Boeing, before further flight.

PART 1: EXTERNAL ULTRASONIC AND DETAILED INSPECTION AT THE SPLICE FITTINGS

1. Remove the wing-to-body access panel to open access to the splice fittings. Refer to 767 AMM 53-52-01 as an accepted procedure.

Left	Right
193CL	194CR

2. RC - Do an external ultrasonic and detailed inspection at the upper and lower splice fittings area adjacent to the ring chord in accordance with the figures below:

Left	Right
FIGURE 1	FIGURE 2

3. Install the wing-to-body access panel to close access to the splice fittings. Refer to 767 AMM 53-52-01 as an accepted procedure.

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Left	Right
193CL	194CR

4. Return the airplane to a serviceable condition.

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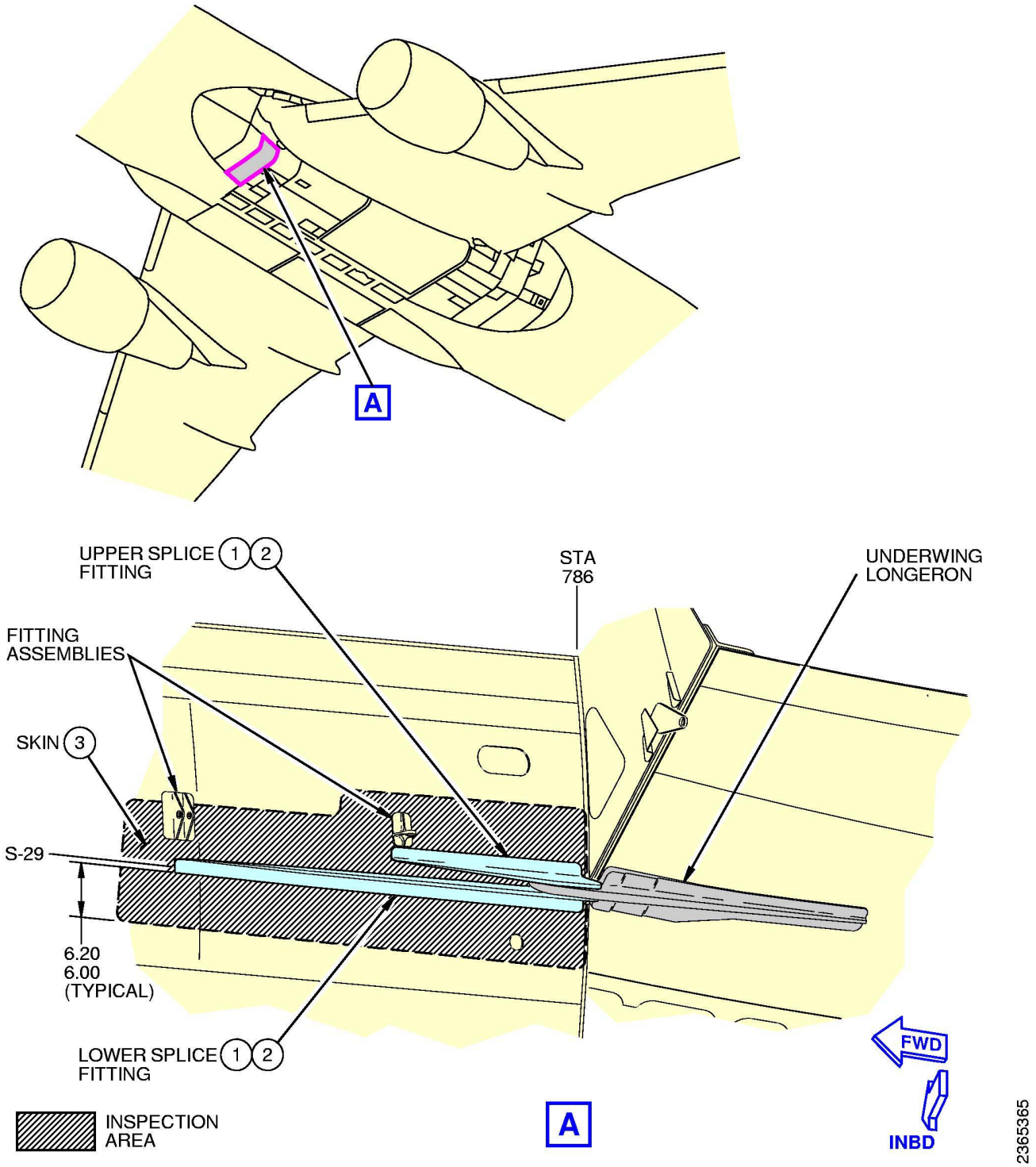

FIGURE 1: LEFT SIDE OF FUSELAGE – EXTERNAL INSPECTION AT THE UPPER AND LOWER SPLICE FITTINGS
(SHEET 1 OF 2)

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ALERT **ALERT**

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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Splice Fittings	-	-	Do an ultrasonic inspection of the skin hidden by the upper and lower splice fittings for any crack.(a) (c)
2	Inspect	Splice Fittings	-	-	Do a detailed inspection of the upper and lower splice fittings for any crack, corrosion, or other damage, including displaced fasteners.(b) (c)
3	Inspect	Skin	-	-	Do a detailed inspection of the skin surface for any crack, corrosion, or other damage, including displaced fasteners.(b) (c)
(a) Do the inspection in accordance with 767 NDT Manual [Part 4, 53-30-02].					
(b) It is only necessary to do the detailed inspection of the exposed skin and exposed surfaces of splice fittings not covered by permanently attached structure. The fitting assemblies that are depicted on the illustration exist only on some airplanes and are shown as examples of structure that does not need to be removed.					
(c) It is not necessary to remove any fasteners to do the inspection.					

FIGURE 1: LEFT SIDE OF FUSELAGE – EXTERNAL INSPECTION AT THE UPPER AND LOWER SPLICE FITTINGS
(SHEET 2 OF 2)

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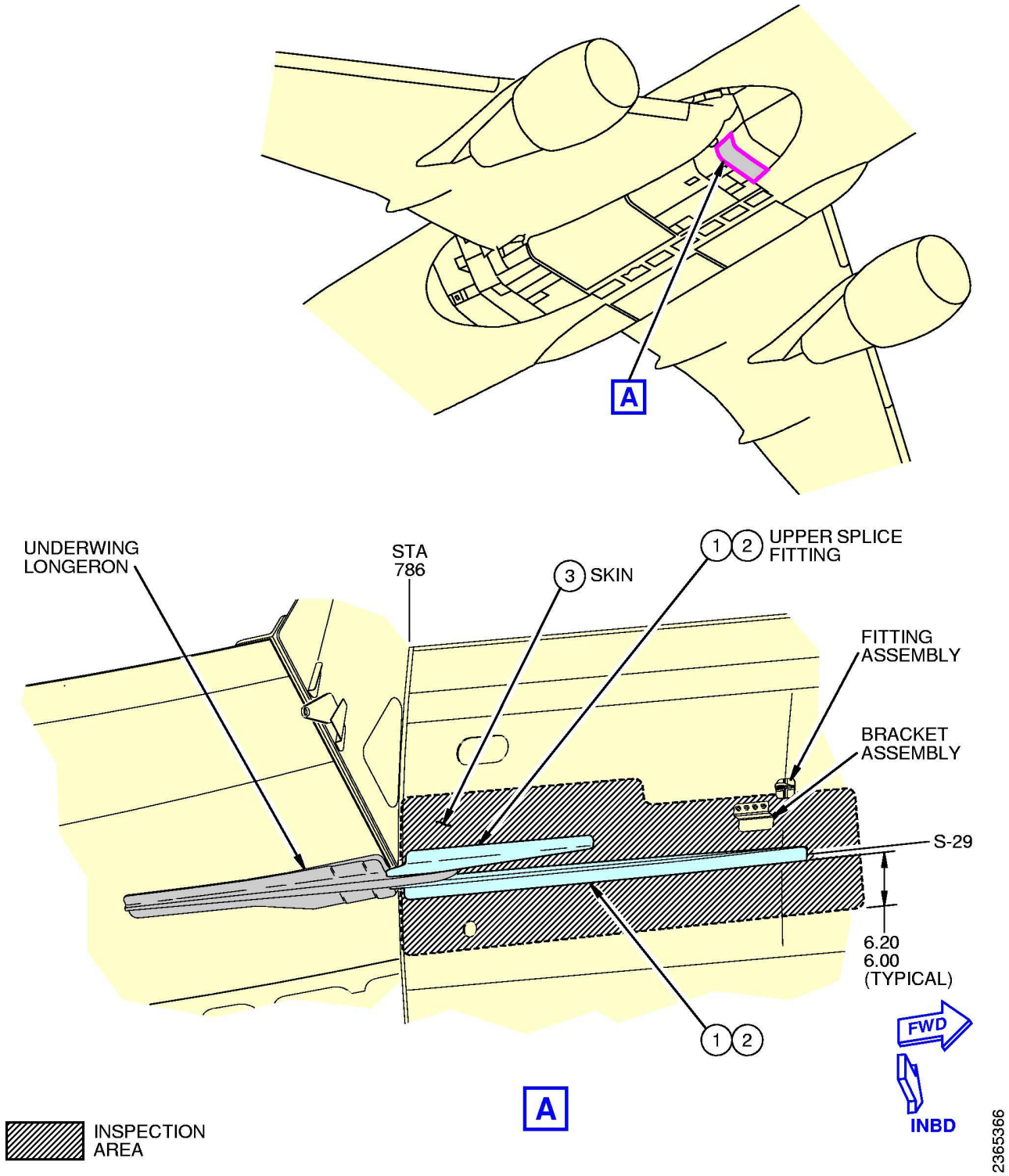

FIGURE 2: RIGHT SIDE OF FUSELAGE – EXTERNAL INSPECTION AT THE UPPER AND LOWER SPLICE FITTINGS
(SHEET 1 OF 2)

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ALERT **ALERT**

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 this figure

Step	Task	Name	Identification	Qty	More Data
1	Inspect	Splice Fittings	-	-	Do an ultrasonic inspection of the skin hidden by the upper and lower splice fittings for any crack.(a) (c)
2	Inspect	Splice Fittings	-	-	Do a detailed inspection of the upper and lower splice fittings for any crack, corrosion, or other damage, including displaced fasteners.(b) (c)
3	Inspect	Skin	-	-	Do a detailed inspection of the skin surface for any crack, corrosion, or other damage, including displaced fasteners.(b) (c)

(a) Do the inspection in accordance with 767 NDT Manual [Part 4, 53-30-02].

(b) It is only necessary to do the detailed inspection of the exposed skin and exposed surfaces of splice fittings not covered by permanently attached structure. The fitting and bracket assemblies that are depicted on the illustration exist only on some airplanes and are shown as examples of structure that does not need to be removed.

(c) It is not necessary to remove any fasteners to do the inspection.

FIGURE 2: RIGHT SIDE OF FUSELAGE – EXTERNAL INSPECTION AT THE UPPER AND LOWER SPLICE FITTINGS
(SHEET 2 OF 2)

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