
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/20 Amdt 2 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Boeing 767 Series Aeroplanes

**AD/B767/20
Amdt 3**

BS 1582 Pressure Bulkhead

5/2005

Applicability: Model 767-200 and -300 series aircraft, as identified in Boeing Alert Service Bulletin 767-53A0026 Revision 5.

Requirement: Action in accordance with the technical requirements of FAA AD 2005-03-11 Amdt 39-13967.

Note: Boeing Alert Service Bulletin 767-53A0026 Revision 5, or later FAA approved revision, refers.

Compliance: As specified in the Requirement document, with a revised effective date of 12 May 2005.

This Amendment becomes effective on 12 May 2005.

Background: Damage on the aft side of the pressure bulkhead sustained during maintenance or occurring in service, if not corrected, could lead to failure of the aft pressure bulkhead and depressurisation of the aircraft.

Amendment 1 included procedures for inspection after 25,000 flight cycles.

Amendment 2 required a reduction of the interval for the detailed and repetitive eddy current inspections.

Amendment 3 is issued in response to a new FAA AD, which was prompted by reports of cracking at "oil-can" boundaries on the aft pressure bulkhead.



David Villiers
Delegate of the Civil Aviation Safety Authority

31 March 2005