
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/85 Amdt 3 and issues the following AD under subregulation 39.1 (1) of CAR 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/B767/85
Amdt 4**

MLG Outer Cylinder Aft Trunnion

4/2002

Applicability: Model 767 series aircraft with line numbers 001 through 605, on which the terminating action required by paragraph (e) of the Requirement 3 document has not been accomplished.

Requirement:

1. Action in accordance with the technical requirements of FAA AD T95-20-51.
2. Action in accordance with the technical requirements of FAA AD 95-19-10 Amdt 39-9372.
3. Action in accordance with the technical requirements of FAA AD 2002-01-13 Amdt 39-12607.

Note 1: Compliance with the requirements of Boeing Service Bulletin 767-32A0148 Revision 2, dated 30 November 2000, constitutes terminating action for the inspection requirements of this Directive.

Note 2: Compliance in accordance with "Part 4-Terminating Action" of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-32A0192, dated 31 May 2001, constitutes terminating action for the inspection requirements of this Directive.

Compliance: For Requirement 1: As specified in the Requirement Document with the initial inspection to be performed before 30 September 1995; until commencement of compliance with Requirement 3.

For Requirement 2: As specified in the Requirement Document; until commencement of compliance with Requirement 3.

For Requirement 3: As specified in the Requirement Document, with a revised effective date of 18 April 2002.

The compliance times remain unchanged for Requirements 1 and 2.

This Airworthiness Directive becomes effective on 18 April 2002.

Boeing 767 Series Aeroplanes

AD/B767/85 Amdt 4 (continued)

Background: The FAA issued an AD in response to several reports of fractures of the outer cylinder aft trunnion due to stress corrosion cracking. Subsequent to the above reports, the FAA received an additional report of the collapse of the main landing gear on a Model 767-300 series aircraft. Investigation revealed that this latest fracture differed from those reported previously in that it initiated at the crossbolt hole, and additional inspections in an expanded area are now required.

Amendment 1 required inspections to detect cracking and corrosion of the aft trunnion of the outer cylinder of the main landing gear, and various follow-on actions. It also provided for termination of the inspections by repairing the outer cylinder and installing new aft trunnion bushes.

Amendment 2 clarified an inspection requirement of FAA AD 96-03-02 R1.

Amendment 3 required implementation of the previously optional terminating action.

Amendment 4 is issued in response to a new FAA AD which prohibits the use of a particular corrosion inhibiting compound during accomplishment of the terminating action.

Amendment 3 of this Airworthiness Directive became effective on 30 January 1997.

Amendment 2 of this Airworthiness Directive became effective on 20 June 1996.

The original issue of this Airworthiness Directive became effective on 30 September 1995.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

8 March 2002