

Boeing 767 Series Aeroplanes

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**AD/B767/91                      Fuel Transfer Tube Leakage Modification                      12/96**

**Applicability:** All Boeing 767 series aircraft, line position 1 - 329 (incl) equipped with Pratt & Whitney JT9D-7R4 series engines. The Airplane Variable Number, Line Number, and Serial Number Data are as shown in Boeing Service Bulletin 767-71A0082 dated Jul 6/95.

**Requirement:** To prevent chafing of the number 18 fuel nozzle, two clamps are installed between the pylon drain tube and the ECS controller tube in accordance with Boeing Alert Service Bulletin 767-71A0082.

*Note: FAA Airworthiness Directive 96-14-02 refers.*

**Compliance:** Within six months of the effective date of this Directive.

This Airworthiness Directive becomes effective on 7 November 1996.

**Background:** Two operators have reported chafing of the number 18 fuel nozzle secondary transfer fuel tube, resulting in "heavy" fuel leakage in one case and an engine fire in another. In one case (the fire), chafing was due to an installation of the wrong engine fuel manifold. In the other case the chafing was due to an improperly installed or loose pylon drain tube which contacted the number 18 fuel nozzle. The fuel tube chafing can be prevented by the installation of clamps on the ECS controller tube and the pylon drain tube as shown in the Boeing Service Bulletin. This Directive requires a one off inspection of the clearance between the engine fuel manifold and pylon drain line and the fitment of clamps to prevent chafing between the two pipes.