
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/108 and issues the following AD under subregulation 39.1 (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/B767/108 Inboard Trailing Edge Flaps Collar Fittings 11/2003
Amdt 1

Applicability: Model 767 series aircraft, with line numbers 1 through 749.

Requirement: Action in accordance with the technical requirements of FAA AD 2003-14-09 Amdt 39-13228.

Note: Boeing Alert Service Bulletins 767-57A0066 Revision 1 and 767-57A0066 Revision 3 including Appendices A and B, refer.

Compliance: As specified in the Requirement document, with a revised effective date of 30 October 2003.

This Amendment becomes effective on 30 October 2003.

Background: The FAA received a report of a complete fracture of an inboard trailing edge flap collar fitting as a result of stress corrosion cracking. The actions required by this Directive are intended to prevent separation of the inboard trailing edge flap from the wing due to fractured collar fittings.

Amendment 1 is issued in response to a new FAA AD which expands applicability, and adds repetitive inspections of the collar fittings, torque tube, and splined bushings of both inboard trailing edge flaps. It also provides follow-on and corrective actions, if necessary.

The original issue of the Airworthiness Directive became effective on 25 February 1999.



David Villiers
Delegate of the Civil Aviation Safety Authority

10 September 2003