

Boeing 767 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

AD/B767/116

Engine Primary Thrust Linkage

4/2000

Applicability: Model 767 series aircraft, powered by Pratt & Whitney Model JT9D or Model PW 4000 series engines, as listed in Boeing Alert Service Bulletin 767-71A0087, dated 10 October 1996.

Requirement: Action in accordance with the technical requirements of FAA AD 99-26-09 Amdt 39-11468 refers.

Compliance: As specified in the requirement document for the initial and repetitive inspections, with a revised effective date of 20 April 2000.

This Airworthiness Directive becomes effective on 20 April 2000.

Background: The FAA received a report of fatigue cracking of the engine thrust linkage end cap bolts, caused by improper installation. This condition could lead to separation of the engine from the aircraft in the event of a primary thrust linkage failure.



Bernard Malcolm Hole
Delegate of the Civil Aviation Safety Authority

9 March 2000