

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/B767/121

Strut Side Load Underwing Fitting Bolts

**7/2000
TX**

Applicability: Model 767 series aircraft, line numbers 1 through 230 inclusive.

Requirement: 1. Perform a one-time inspection of the tension bolts in the side load underwing fittings on both struts to determine whether tension bolts made of H-11 steel are installed, in accordance with Boeing Alert Service Bulletin (ASB) 767-57A0074, dated 17 May 2000, or Revision 1, dated 18 May 2000.

If the inspection shows conclusively that no H-11 steel bolt is installed, no further action is required by this Directive.

2. If any H-11 steel bolt is found during the Requirement 1 inspection, or if the type of bolt cannot be determined, before further flight, perform an ultrasonic inspection to detect cracking or fracturing of the tension bolts in the side load underwing fittings on both struts, in accordance with Boeing ASB 767-57A0074 or ASB 767-57A0074 Revision 1.

If any cracked or fractured bolt is found during any Requirement 2 inspection, before further flight, replace both tension bolts in the affected side load underwing fitting with new, improved bolts in accordance with Boeing ASB 767-57A0074 or ASB 767-57A0074 Revision 1.

If both tension bolts in one side load underwing fitting are found cracked or fractured during any Requirement 2 inspection, before further flight, perform inspections to detect discrepancies of adjacent structure in accordance with a method acceptable to the Authority.

Note 1: Replacement of all H-11 steel tension bolts in the side load underwing fittings on both struts with new, improved bolts, in accordance with Boeing ASB 767-57A0074, or Boeing ASB 767-57A0074 Revision 1, constitutes terminating action for this Directive.

Note 2: FAA Emergency AD 2000-10 -51 refers.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

- Compliance:
1. For aircraft with line numbers 1 through 162; before further flight after 26 May 2000.

For aircraft with line numbers 163 through 230; before further flight after 31 May 2000.
 2. Repeat the inspection thereafter at intervals not to exceed 500 flight hours or 300 flight cycles, whichever occurs later.

This Airworthiness Directive becomes effective on 22 May 2000.

Background: The FAA received a report indicating that an operator found two fractured bolts and one cracked bolt in the side load underwing fittings of a Boeing Model 767-200 series aircraft. On the affected aircraft, both tension bolts on the outboard side load underwing fitting were completely fractured, and one bolt on the inboard side load underwing fitting was cracked. The cracking and fracturing of the tension bolts was due to stress corrosion. Fracture of the tension bolts in the side load underwing fittings, if not corrected, would eventually result in loss of the strut.



William Ronald Smith
Delegate of the Civil Aviation Safety Authority

22 May 2000