
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/146 Amdt 1 and issues the following AD under subregulation 39.001(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/B767/146
Amdt 2**

Horizontal Stabiliser Pivot Bulkhead

8/2005

Applicability: Model 767-200, -300, and -300F series aircraft, as listed in Boeing Service Bulletin (SB) 767-53A0078, Revision 4, dated 26 September 2002 or a later revision approved by the FAA as an alternative method of compliance (AMOC).

Requirement: Action in accordance with the technical requirements of FAA AD 2005-11-02 Amdt 39-14104.

Note 1: Boeing SB 767-53A0078 Revision 4, or a later revision approved by the FAA as an alternative method of compliance, refers.

Note 2: The Requirement document provides a permanent repair, which is optional for aircraft with no cracks, and if accomplished, constitutes terminating action for the repetitive inspections required by this directive.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 4 August 2005.

Background: The FAA received reports that fatigue cracking of the horizontal stabiliser pivot bulkhead has been found on several Model 767-200, -300, and -300F series aircraft. Analysis indicates that these fatigue cracks occur because the flight loads on the horizontal stabiliser in the upper corner of the Station 1809.5 bulkhead are higher than expected. Undetected fatigue cracking in this area could result in loss of the horizontal stabiliser.

Amendment 1 was issued to update the revision status of the referenced service bulletin and to allow the use of later revisions of the service bulletin providing that the later revision has been approved by the FAA as an alternative method of compliance (AMOC).

This amendment is issued in response to a new FAA AD, which includes new requirements to address cracks in areas not covered by the previous AD.

Boeing 767 Series Aeroplanes

AD/B767/146 Amdt 2 (continued)

The original issue of this AD became effective on 27 December 2001.

A handwritten signature in black ink, appearing to read 'David Villiers', with a long horizontal stroke extending to the right.

David Villiers
Delegate of the Civil Aviation Safety Authority

22 June 2005