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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/159 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.

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### Boeing 767 Series Aeroplanes

**AD/B767/159                      Vertical Fin to Body Section 48 Attachment                      9/2003**  
**Amdt 1**

**Applicability:**      Model 767-200 and -300 series aircraft, line numbers 1 through 574.

**Requirement:**      Inspect in accordance with the technical requirements of FAA AD 2003-10-11 Amdt 39-13156.

*Note: Boeing Service Bulletin (SB) 767-53-0085, SB 767-53A0085 Revision 1, SB 767-53A0085 Revision 2, and SB 767-53A0085 Revision 3 refer.*

**Compliance:**      As specified in the Requirement document, with a revised effective date of 4 September 2003.

This Amendment becomes effective on 4 September 2003.

**Background:**      The FAA received several reports of corroded and/or broken vertical fin to body section 48 attachment barrel nuts on certain Model 767-200 and -300 aircraft. Further investigation revealed that the broken barrel nuts fractured due to stress corrosion cracks that started at corrosion pits. Examination of the vertical fin attachment bolts showed inadequate sealant on the bolt threads and shank. Reduced structural integrity of the vertical fin attachment joint could result in loss of the vertical fin and consequent loss of controllability of the aircraft.

Amendment 1 is issued in response to a new FAA AD which reduces compliance time for the inspections, changes the torque specification, and mandates eventual replacement of all H-11 steel alloy barrel nuts and bolts with Inconel nuts and bolts.

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



David Villiers  
Delegate of the Civil Aviation Safety Authority

22 July 2003