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**AIRWORTHINESS DIRECTIVE**

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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/B767/170 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.

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**Boeing 767 Series Aeroplanes****AD/B767/170  
Amdt 1****MLG Outer Cylinder at Aft Trunnion****5/2005**

Applicability: All Model 767-200, -300, and -300F series aircraft.

Requirement: Action in accordance with the technical requirements of FAA AD 2005-03-03 Amdt 39-13959.

*Note: Boeing Service Bulletins 767-32A0192 original issue and 767-32A0192 Revision 1, or later FAA approved revision, refer.*

Compliance: As specified in the Requirement document, with a revised effective date of 12 May 2005.

This Amendment becomes effective on 12 May 2005.

Background: This Directive requires inspection of the maintenance records to determine if Titanine JC5A (also known as Desoto 823E508) corrosion inhibiting compound (CIC) was ever used in the aft trunnion area of the main landing gear outer cylinder during general maintenance, overhaul, or incorporation of Alert Service Bulletin 767-32A0148 original issue, or Revision 1, as required by AD 96-21-06 (AD/B747/85 Amdt 3). If above specified CIC was never used, no further action is required. If found to be used, repetitive inspections for stress corrosion cracking or corrosion are required.

Amendment 1 is issued in response to a new FAA AD, which was prompted by a report that JC5A was used on more aircraft during production than previously identified.



David Villiers  
Delegate of the Civil Aviation Safety Authority

31 March 2005