
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.

Boeing 767 Series Aeroplanes

AD/B767/176 Nose Wheel Well Side Panels and Top Panel 9/2002

Applicability: Model 767 series aircraft, line number 1 through 62.

Requirement: Action in accordance with the technical requirements of FAA AD 2002-12-05 Amdt 39-12777.

Note: Replacement of all the rivets with bolts in accordance with Figure 5 of Boeing Alert Service Bulletin 767-53A0090 Revision 1, dated 14 September 2000, constitutes terminating action for the repetitive inspection required by paragraph (a) of the Requirement document.

Compliance: As specified in the Requirement document, with a revised effective date of 5 September 2002.

This Airworthiness Directive becomes effective on 5 September 2002.

Background: The manufacturer received a report from an operator of 155 broken rivets found in the left and right nose wheel well side panels and top panel on one aircraft. Analysis indicates that pressurisation loads on the side panel and top panel webs results in high prying loads on the rivets. Continued pressurisation cycles on aircraft with broken rivets could result in the initiation of fatigue cracks.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

24 July 2002