
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 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/B767/200

Primary Nacelle Strut Structure

11/2004

Applicability: Model 767-200, -300, and -300F series aircraft, line numbers 1 through 663; powered by Pratt & Whitney or General Electric engines.

Requirement: Action in accordance with the technical requirements of FAA AD 2004-16-12 Amdt 39-13768.

Compliance: For the requirements of FAA AD 2001-02-07 (previously reflected in CASA AD/B767/134) the revised effective date of 19 April 2001 applies.

For the requirements of FAA AD 2001-06-12 (previously reflected in CASA AD/B767/137) the revised effective date of 12 July 2001 applies.

For the requirements of FAA AD 2001-08-23 (previously reflected in CASA AD/B767/135 Amdt 1) the revised effective date of 10 April 2001 applies.

For the new requirements of FAA AD 2004-16-12, as specified in the Requirement document, with a revised effective date of 28 October 2004.

This Airworthiness Directive becomes effective on 28 October 2004.

Background: This Directive requires, for aircraft subject to FAA AD 2001-02-07 and AD 2001-06-12 on which certain modifications have been accomplished previously, reworking the aft pitch load fitting, and installing a new diagonal brace fuse pin. This Directive also requires, for aircraft subject to FAA AD 2001-08-23, replacing the outboard pitch load fitting of the wing front spar with a new, improved fitting.

The actions specified by this Directive are intended to prevent fatigue cracking in primary strut structure, which could result in separation of the strut and engine from the aircraft.

Boeing 767 Series Aeroplanes

AD/B767/200 (continued)

Compliance times for requirements contained in previous ADs are unchanged.



David Villiers
Delegate of the Civil Aviation Safety Authority

15 September 2004