
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 39.001(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/B767/205 Wing-to-Strut Diagonal Braces and Aft Pitch 3/2005 **Load Fittings**

Applicability: Model 767-300 and 767-300F series aircraft, equipped with General Electric or Pratt & Whitney engines; as listed in Boeing Alert Service Bulletin 767-54A0096 Revision 2, dated 18 December 2003, or later FAA approved revision.

Requirement: Action in accordance with the technical requirements of FAA AD 2004-26-06 Amdt 39-13918.

Compliance: As specified in the Requirement, with a revised effective date of 17 March 2005.

This Airworthiness Directive becomes effective on 17 March 2005.

Background: Further review by the manufacturer of the aft pitch load fitting load path has indicated that the current configuration will lead to a reduced fatigue life of the diagonal brace fuse pin and potential loss of the diagonal brace fuse pin. This Directive requires reworking the wing-to-strut diagonal braces and the aft pitch load fittings of the wings and reinstalling the diagonal braces with new fuse pins. This action is necessary to prevent undetected loss of the diagonal brace fuse pins of the wings and consequent increased loads in other wing-to-strut joints.



David Punshon
Delegate of the Civil Aviation Safety Authority

4 February 2005