
AIRWORTHINESS DIRECTIVE

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/B767/222 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.

Boeing 767 Series Aeroplanes**AD/B767/222
Amdt 1****Station 1725.5 Area Cracking****2/2009**

Applicability: Model 767-200, -300, -300F, and -400ER series aircraft.

Requirement: Action in accordance with the technical requirements of FAA AD 2006-09-09 Amdt 39-14580.

Corrective actions (repairs or repeat inspections) that are approved on an FAA form 8100-9 and approved by the Manager, Seattle Aircraft Certification Office or delegate as an Alternative Method of Compliance (AMOC) to the requirements of FAA AD 2006-09-09, may be carried out without the need to obtain an exclusion from CASA from this airworthiness directive.

Note: Boeing Special Attention Service Bulletin 767-53-0118 original issue, or later FAA approved revision, refers.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 12 February 2009.

Background: The FAA received reports of cracking in the skin panel common to stringer 7R and aft of STA 1725.5 butt splice, and in the strap of the bulkhead outer chord at STA 1725.5. Undetected cracking in the skin, the bulkhead outer chord, or the strap of the bulkhead outer chord in the above area, could progress into surrounding areas and result in reduced structural integrity of the support structure for the vertical or horizontal stabiliser and subsequent loss of control of the aircraft.

This amendment allows the use of an FAA approved Alternative Method of Compliance (AMOC) to the requirements of this AD, without the need for the operator to continually apply for an exclusion for repairs that are already approved on a form 8100-9 as an AMOC by an FAA delegate.

Boeing 767 Series Aeroplanes

AD/B767/222 Amdt 1 (continued)

The original issue of this directive became effective on 6 July 2006.

A handwritten signature in black ink, appearing to read "David Punshon". The signature is written in a cursive, flowing style.

David Punshon
Delegate of the Civil Aviation Safety Authority

24 December 2008