

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**Airworthiness Directive**

**93-14-19 Boeing:** Amendment 39-8644. Docket 92-NM-65-AD.

Applicability: Model 767 series airplanes, line numbers 1 through 488, inclusive; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the trailing edge wedges of the leading edge slats from the airplane, accomplish the following:

(a) Perform either a visual and a "Coin-Tap" inspection, or a visual and an ultrasonic inspection, of the trailing edge wedges of the leading edge slats in accordance with Boeing Service Bulletin 767-57A0039, Revision 1, dated October 15, 1992, and in accordance with the schedule specified in paragraph (a)(1) or (a)(2) of this AD, as applicable:

(1) For airplanes that have accumulated less than 12,000 total flight hours as of the effective date of this AD, accomplish the initial inspections at the earlier of the times specified in paragraphs (a)(1)(i) and (a)(1)(ii) of this AD.

(i) Prior to the accumulation of 13,000 flight hours; or

(ii) Within 5,000 flight hours or 15 months after the effective date of this AD, whichever occurs first.

(2) For airplanes that have accumulated 12,000 or more total flight hours as of the effective date of this AD, accomplish the initial inspections within 1,000 flight hours after the effective date of this AD.

(b) If no disbonding is detected during the inspections required by paragraph (a) of this AD, repeat the inspections at intervals not to exceed 5,000 flight hours. After 2 consecutive repetitive inspections of the slat wedge are accomplished during an elapsed period of time not less than 6,000 flight hours since the performance of the inspections required by paragraph (a) of this AD, and during which no damage is found, the inspections required by this paragraph may be discontinued for that slat wedge.

NOTE: Inspections finding no slat wedge damage but accomplished sooner than the specified period of 6,000 flight hours will not be accepted as terminating action.

(c) If disbonding is detected during any inspection required by paragraph (a) or (b) of this AD, prior to further flight, repair the disbonded area in accordance with paragraph (c)(1) or (c)(2) of this AD, as applicable:

(1) Repair the disbonded area using the "permanent" repair method in accordance with paragraph (c)(1)(i) or (c)(1)(ii) of this AD, as applicable.

(i) Repair using the "permanent" repair method specified in the 767 Structural Repair Manual (SRM), Section 57-43-02.

(ii) If damage goes into the dense core area, or if there is no applicable SRM repair, repair the disbonded area in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(2) If the disbonded area is within the limits specified in paragraph J., Section III, "Accomplishment Instructions," of Boeing Service Bulletin 767-57A0039, Revision 1, dated October 15, 1992, operators may repair the disbonded area using the time-limited repair method in accordance with that paragraph of the Service Bulletin.

(i) Within 500 flight hours after accomplishing the time-limited repair, and thereafter at intervals not to exceed 500 flight hours until the permanent repair specified in paragraph (c)(1) of this AD is accomplished, inspect the repaired area in accordance with Boeing Service Bulletin 767-57A0039, Revision 1, dated October 15, 1992.

(ii) The permanent repair must be installed within 5,000 flight hours after installation of the time-limited repair, or prior to further flight if the disbond grows beyond the doubler edges of the slat wedge, whichever occurs first.

(d) After accomplishment of any permanent repair in accordance with paragraph (c) of this AD, continue the inspections required by paragraph (a) of this AD at intervals not to exceed 5,000 flight hours. After 2 consecutive repetitive inspections of the slat wedge are accomplished during an elapsed period of time not less than 6,000 flight hours since accomplishment of the permanent repair, and during which no damage is found, the inspections required by this paragraph may be discontinued for that slat wedge.

NOTE: Inspections finding no slat wedge damage but accomplished sooner than the specified period of 6,000 flight hours will not be accepted as terminating action.

(e) Replacement of the slat wedge with a new more corrosion-resistant slat wedge, in accordance with Boeing Service Bulletin 767-57A0039, Revision 1, dated October 15, 1992, constitutes terminating action for the inspection requirements of this AD for that slat wedge.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(g) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(h) The inspections, repair, and replacement shall be done in accordance with Boeing Service Bulletin 767-57A0039, Revision 1, dated October 15, 1992. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on September 2, 1993.

CANCELLED