

Actions	Compliance	Procedures
<p>(1) Inspect the wing strut upper end fitting bolt holes:</p> <p>(i) Visually inspect for scoring, ovality, fretting, corrosion, and dimensions; and</p> <p>(ii) Inspect, using eddy current inspection, for cracks.</p>	<p>For Models N22S and N24A: Initially inspect before 3,600 hours time-in-service (TIS) on the wing strut upper end fitting or within the next 100 hours TIS after the effective date of this AD, whichever occurs later. Repetitively inspect thereafter at every 900 hours TIS until 14,400 hours TIS are accumulated on the wing strut upper end fitting. For Model N22B: Initially inspect before 5,400 hours TIS on the wing strut upper end fitting or within the next 100 hours TIS after the effective date of this AD, whichever occurs later. Repetitively inspect thereafter at every 1,200 hours TIS until 14,400 hours TIS are accumulated on the wing strut upper end fitting.</p>	<p>Follow the Accomplishment Instructions in Boeing Australia Aerospace Technologies of Australia Nomad Alert Service Bulletin No. ANMD-57-12, Revision 2, dated May 25, 1999.</p>
<p>(2) Complete corrective actions for defects of the wing strut upper end fittings:</p> <p>(i) If a crack is found or the hole in the strut upper end fitting is damaged and will not clean up, replace the wing strut upper end fittings.</p> <p>(ii) If the hole in the strut is oval or damaged, and the oversize line reamer will not repair it:</p> <p>(A) Get a repair scheme from the manufacturer; and</p> <p>(B) Follow this repair scheme.</p> <p>(iii) If scoring, fretting, or corrosion is found, or all dimensions are within limits, line ream the hole and replace the bolt.</p>	<p>Before further flight after the inspection required in paragraph (e)(1) of this AD, unless already accomplished.</p>	<p>Follow the Accomplishment Instructions in Boeing Australia Aerospace Technologies of Australia Nomad Alert Service Bulletin No. ANMD-57-12, Revision 2, dated May 25, 1999; and any repair scheme obtained from Nomad Operations, Aerospace Support Division, Boeing Australia, PO Box 767, Brisbane, QLD 4000 Australia; telephone 61 7 3306 3366; facsimile 61 7 3306 3111. Obtain approval of this repair scheme through the FAA at the address specified in paragraph (f) of this AD.</p>
<p>(3) Replace the wing strut upper end fittings</p>	<p>Before further flight when cracks are found by the inspection required in paragraph (e)(1); and upon the accumulation of 14,400 hours TIS on the fitting or within the next 100 hours TIS after the effective date of this AD, whichever occurs later. For Models N22S and N24A: start repetitive inspections of paragraph (e)(1) of this AD when 7,200 hours TIS are accumulated on the wing strut upper end fitting. For Models N22B: start repetitive inspections of paragraph (e)(1) of this AD when 10,800 hours TIS are accumulated on the wing strut upper end fitting.</p>	<p>Follow the Accomplishment Instructions in Boeing Australia Aerospace Technologies of Australia Nomad Alert Service Bulletin No. ANMD-57-12, Revision 2, dated May 25, 1999.</p>
<p>(4) Replace the wing strut lower end fittings:</p> <p>(i) Get a repair scheme from the manufacturer; and</p> <p>(ii) Follow this repair scheme.</p>	<p>Upon the accumulation of 14,000 hours TIS on the fitting or within the next 100 hours TIS after the effective date of this AD, whichever occurs later.</p>	<p>Follow a repair scheme from Nomad Operations, Aerospace Support Division, Boeing Australia, PO Box 767, Brisbane, QLD 4000 Australia; telephone 61 7 3306 3366; facsimile 61 7 3306 3111. Get approval of this repair scheme through the FAA at the address specified in paragraph (f) of this AD.</p>
<p>(5) Inspect the stub wing strut pick up fittings for cracks.</p>	<p>Initially inspect upon the accumulation of 5,400 hours TIS on the fitting or within the next 300 hours TIS on the fitting after the effective date of this AD, whichever occurs later. Repetitively inspect thereafter at every 1,800 hours TIS until 18,800 hours TIS are accumulated on the stub wing strut pick up fitting.</p>	<p>Follow the Accomplishment Instructions in Aerospace Technologies of Australia Nomad Service Bulletin No. NMD-53-18, dated February 8, 1996; or Boeing Australia Aerospace Technologies of Australia Nomad Service Bulletin No. NMD-53-18, Revision 1, dated September 3, 2002; and the applicable airplane maintenance manual.</p>
<p>(6) Replace the stub wing strut pick up fittings ..</p>	<p>Before further flight when cracks are found after the inspection required in paragraph (e)(5) of this AD, unless already accomplished; and upon the accumulation of 18,800 hours TIS or 300 hours TIS after the effective date of this AD, whichever occurs later.</p>	<p>Follow the Accomplishment Instructions in Aerospace Technologies of Australia Nomad Service Bulletin No. NMD-53-18, dated February 8, 1996; or Boeing Australia Aerospace Technologies of Australia Nomad Service Bulletin No. NMD-53-18, Revision 1, dated September 3, 2002; and the applicable airplane maintenance manual.</p>