

10/16/2024

**FOR YOUR INFORMATION**

2024-191/11-28

2159428

To: FAA (AVP-1, AVP-200)

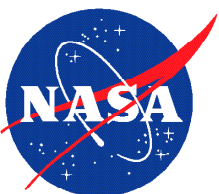
Info: FAA (AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU, Boeing Commercial Airplane Company

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: B767 Tire Inflation Tool Safety Concern

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2159428

### DATE / TIME

Date of Occurrence 202408  
Local Time Of Day No Local Time Of Day Stated

### PLACE

Locale ZZZ.Airport  
State US  
Altitude - AGL 0

### AIRCRAFT / EQUIPMENT X

Make Model Name B767-300 and 300 ER  
Operating Under FAR Part 121

### PERSON 1

Function - Maintenance Technician  
ASRS Report Number 2159428

### EVENTS

Anomaly Aircraft Equipment Problem - Critical  
Anomaly Deviation / Discrepancy - Procedural - Maintenance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Event / Encounter - Ground Equipment Issue  
Detector - Person Maintenance  
Result - General None Reported / Taken

### NARRATIVE 1

The tire inflation tools available for use when servicing tires with nitrogen do not allow for personnel to stand forward or aft of the tire that is being serviced. The fitting at the end of the hose has to be held onto the inflation valve by hand, thus meaning you have to stand in front of the tire during servicing. The AMM (Aircraft Maintenance Manual) reference states in a warning that "make sure that the servicing cart and all personnel are forward or aft of the tire before you do the servicing procedure. If the wheel comes apart, the pieces can cause damage to equipment and kill or cause injuries to personnel." The tooling we have doesn't allow personnel to stand forward or aft of the wheel. I have always felt uncomfortable using this tooling during this task, and so do several of my fellow colleagues. Perhaps the tooling we have works well when new but with time and use it wears.

Suggestion: Buy a different inflation tool that allows staff to stand where the AMM suggests during tire servicing, or keep the current tooling but change the hose, so that you are able screw the end of the hose onto the inflation valve.

### SYNOPSIS

B767 Technician reported the tire inflation tool, due to wear and tear, does not allow personnel to safely stand forward or aft of the tire during the servicing procedure as recommended in the AMM.