

 <p>SOUTH AFRICAN CIVIL AVIATION AUTHORITY</p>	<p>REPUBLIC OF SOUTH AFRICA</p> <p>CIVIL AVIATION AUTHORITY</p>	<p>CAA Private Bag x08 Waterkloof 0145</p>
<p>Tel: (012) 346-5566 Fax: (012) 346-6059 E-Mail: mail@caa.co.za</p>	<p>AERONAUTICAL INFORMATION CIRCULAR</p>	<p>AIC 6413 04-02-20</p>

AIRWORTHINESS

CAUTION

USE OF SELF-LOCKING NUTS

- ☞ *Indicates changes.*
- ☞ *This AIC supersedes AIC 64.13 of 1999-05-15.*
- 1. *Two types of self-locking nuts are currently in use, the all-metal type and the fibre or nylon lock type. Do not use self-locking nuts at joints which subject either the nut or bolt to rotation.*
- 2. *The use of self-locking nuts on bolts used for securing anti-friction bearing is permissible provided the inner race of the bearing can be clamped by the bolt and nut to the component on which the bearing is used.*
- 3. *Self-locking nuts may also be used on bolts of 5/16 inch diameter or over, the shanks of which have been drilled to take a split pin, provided the split pin hole is free from burrs and the bolt threads are in good condition.*
- 4. *Self-locking nuts which can be run up finger tight onto bolts or other threaded fasteners shall be considered unserviceable.*
- 5. *Self-locking nuts shall only be used where specified or permitted by the aircraft, engine, propeller or component manufacturer. Where used on major component assemblies such as undercarriages and flying control systems, the failure of which through the "backing-off" of such nuts could lead to grave consequences, consideration should be given to using new nuts on re-assembly after any dismantling of any element of such major component assemblies.*

COMMISSIONER FOR CIVIL AVIATION