

Boeing 767 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/8 Amdt 2 and issues the following AD under subregulation 39.1 (1) of CAR 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 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.

**AD/B767/8
Amdt 3**

Intermediate Pressure Check Valves

3/2000

Applicability: Boeing 767 series aircraft equipped with Hamilton Standard 8th stage bleed pneumatic system check valves, Part Nos. 773856-3 through -15.

Requirement: Inspect affected 8th stage bleed check valves in accordance with Hamilton Standard Service Bulletin 36-2078, 36-2078 Revision 1 or 36-2078 Revision 2.

Compliance with Hamilton Standard Service Bulletin 36-2116, either original issue or Revision 1, constitutes terminating action for this airworthiness directive.

Note: FAA AD 90-12-02 refers. AD 90-12-02 supersedes AD 90-04-10.

Compliance: Unless previously accomplished, within 500 flight hours after the effective date of this airworthiness directive, and thereafter at intervals not to exceed 1200 flight hours.

This Amendment becomes effective on 23 March 2000.

Background: The FAA has received reports of fragments of failed valves becoming lodged in other pneumatic system components, engine damage caused by fragment ingestion and cracked valve removals.

This amendment updates the AD and provides terminating action for the required inspection.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

Amendment 2 was raised in response to reports of cracks being found in previously modified check valves at considerably less hours time in service than the current inspection interval.

Amendment 2 of this Airworthiness Directive became effective on 17 May 1990.

Amendment 1 of this Airworthiness Directive became effective on 30 September 1987.

The original issue of this Airworthiness Directive became effective on 16 April 1986.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

12 February 2000