AD/B767/22 Amdt 2 — Engine Overheat, Fire Detection and Fire Extinguishing Systems — 13/89

Applicability: All Boeing 767 series aircraft.

Requirement: 1. Engine Fire/Overheat Detection and Warning Systems

Carry out a functional check of each system in accordance with Boeing Telex,

M-7201-89-0196 dated 31 January 1989 as corrected by Boeing Telex,

M-7201-89-0271 dated 13 February 1989.

Note: Operators who have previously accomplished the functional checks required by this Paragraph in accordance with Boeing Telex M-7201-89-0196 dated 31 January are considered to have complied with this requirement.

2. Engine Fire Extinguishing System Wiring and Plumbing

Carry out a functional check of the wiring and plumbing in accordance with Boeing Telex M-7201-89-0199 dated 31 January 1989.

3. Lower Cargo Compartment Smoke/Fire Detection System

Carry out a functional check in accordance with Boeing Telex M-7201-89-0201 dated 31 January 1989.

4. Cargo Compartment Fire Extinguishing System

Carry out a functional check of the wiring in accordance with Boeing Telex M-7201-89-0198, dated 31 January, and of the plumbing in accordance with FAA AD 88-13-04 Amendment 39-5947.

Note: FAA AD 89-03-51 refers.

Compliance: Unless previously accomplished, within 25 days from 28 December 1989, and thereafter before next flight following any maintenance action involving engine overheat, fire detection and/or fire extinguishing systems which could possibly result in cross-connection of mis-connection of any system wiring or plumbing.

Note: The Requirement documents referenced above supersede FAA AD T89-02-51, FAA AD T89-03-51, Boeing Telex M-7201-89-0146, and CAA (Aust) Direct Mail AD/B767/21, and include the requirements of those AD's. Inspections previously completed are not required to be repeated unless noted or specified in the Requirement documents referenced in this AD.

Background: There have been reports in the last several months of improperly installed wiring and/or plumbing in the engine and cargo compartment fire protection system on various model Boeing aircraft. Whilst the cause of these problems has not been identified in each case, the FAA has determined that, due to design similarity or common production lines, these conditions are likely to exist on other fire protection systems of other Boeing aircraft not covered by previous AD action, and that as a precautionary measure, checks must be performed on specified aircraft.

Amendment 1 to this AD is issued to reflect a revision of the Requirement documentation references.

Amendment 2 to this AD is issued to correct an error in the correcting telex reference number of Requirement 1.