

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/B767/25 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/B767/25
Amdt 1

AlliedSignal I.P. Check Valves

3/2000

Applicability: All Boeing 767 series aircraft with Allied Signal I.P. check valves, part number 3202164-2 or -4 installed.

Requirement: Inspect applicable I.P. check valves in accordance with Boeing Alert Service Bulletin 767-36A0030 or 767-36A0030 Revision 1.

Note: FAA AD 90-01-09 also refers.

Compliance: Unless previously accomplished, at next "A" Check or within 250 flight hours of the effective date of this airworthiness directive, whichever occurs first.

This Amendment becomes effective on 23 March 2000.

Background: Failures of the engine I.P. check valve, which caused engine compressor stall, have been attributed to a manufacturing fault.

This amendment updates the AD and deletes the repetitive inspection required by the original issue of the directive.

The original issue of this Airworthiness Directive became effective on 10 August 1989.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

10 February 20000