
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/41 and issues the following AD under subregulation 39.001(1) of CASR 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 or aeronautical product 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.

Boeing 767 Series Aeroplanes

AD/B767/41 **Leading Edge Slat Drive Mechanism** **14/2010**
Amdt 1

Applicability: Model 767 series aeroplanes, Groups 1, 2 and 3, as listed in Boeing Alert Service Bulletin 767-27A0095 Revision 3 dated 23 May 1991.

Requirement: Unless previously accomplished, action in accordance with the requirements of FAA AD 91-21-10 (Amendment 39-8057).

Note 1: Boeing Alert Service Bulletin 767-27A0095 Revision 3 refers.

Note 2: FAA AD T90-09-51 preceded 91-21-10.

Compliance: If a certificate of airworthiness has not been issued for the aircraft - before issue of the certificate of airworthiness.

If a certificate of airworthiness has been issued for the aircraft - before further flight after 45 days from the effective date of this Directive.

This Amendment becomes effective on 30 July 2010.

Background: This Directive was originally issued in 1990. It specified Alert Service Bulletin 767-27A0095 at Revision 1 and FAA AD T90-09-51. Compliance was required at the next "A" check inspection period after 30 September 1990.

This Amendment specifies FAA AD 91-21-10 and the Alert Service Bulletin at Revision 3.



David Punshon
Delegate of the Civil Aviation Safety Authority

9 July 2010