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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/63 Amdt 3 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 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.

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### Boeing 767 Series Aeroplanes

**AD/B767/63  
Amdt 4**

**Thrust Reverser Control System**

**11/2002**

**Applicability:** All Boeing 767 series aeroplanes powered by Pratt and Whitney JTD9D-7R4 series engines, or General Electric CF6-80A series engines, not incorporating Boeing Service Bulletin 767-78-0061 Revision 4 or 767-78-0060 Revision 4 respectively.

**Requirement:**

1. Action in accordance with Boeing Service Bulletin 767-78-0054 Rev. 2 for Pratt and Whitney JT9D-7R4 powered aeroplanes, or Boeing Service Bulletin 767-78-0053 Rev. 2 for General Electric CF6-80A powered aeroplanes.
2. Repeat Requirement 1.
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  - a. If any discrepancy is found during the tests/inspections required by Requirement 1 or 2 correct the discrepancy in accordance with approved maintenance data; OR
  - b. Operate the aeroplane in accordance with the conditions and limitations of the Minimum Equipment List (MEL), applicable to the registration mark of the aeroplane, provided the MEL only approves dispatch with:
    - i. no more than one thrust reverser on the aeroplane inoperative; and
    - ii. the thrust reverser is deactivated in accordance with approved maintenance data.
  - c. If the aeroplane is operated in accordance with Requirement 3 (b), correct the discrepancies found as required by Requirement 3(a).
  - d. Repeat the functional test required by Requirement 1 or 2, as applicable, after correction of the discrepancies under Requirement 3(c).
  - e. Carry out Requirement 3(a) if any functional test carried out under Requirement 3 (d) was unsuccessful.
4. Incorporate thrust reverser synch-locks in accordance with Boeing Service Bulletin 767-78-0060 Rev. 4 for General Electric CF6-80A powered aeroplanes, or Boeing Service Bulletin 767-78-0061 Rev. 4 for Pratt and Whitney JT9D-7R4 powered aeroplanes.

## Boeing 767 Series Aeroplanes

AD/B767/63 Amdt 4 (continued)

### Terminating Action

Compliance with the requirements of Requirement 4 of this Directive is terminating action for the tests/inspections specified in Requirement 1.

*Note: FAA AD 94-16-03 Amdt 39-8993 refers and supersedes FAA AD 92-03-03.*

Compliance: For Requirement 1: Unless previously accomplished, remains unchanged as prior to 20 July 1996.

For Requirement 2: At intervals not exceeding 3,000 flight hours since last test/inspection.

For Requirement 3 (a) or (b): Prior to further flight.

For Requirement 3 (c): Within 10 days after thrust reverser deactivation.

For Requirement 3 (d) and (e): Prior to further flight.

For Requirement 4: Unless previously accomplished, remains unchanged as not later than 8 December 1999.

This Airworthiness Directive becomes effective on 31 October 2002.

Background: This amendment to the Directive includes numerous editorial changes that include changes to the structure of the requirements and compliance sections. These changes have no effect on the original technical requirements of this Directive. However, it should be noted that the MEL relief provisions have been modified to better amplify the requirements in this regard.

The actions specified in this amendment, and the original Directive, are intended to prevent possible discrepancies in the thrust reverser system that can result in an inadvertent in-flight deployment.

Previous amendments to this Directive were made to:

- include reference to “maintenance action” for compliance with Requirement 1;
- mandate the incorporation of thrust reverser synch-locks; and
- introduce repetitive tests of the synch-lock system

## Boeing 767 Series Aeroplanes

AD/B767/63 Amdt 4 (continued)

The repetitive function tests required after the thrust reverser additional locking system has been incorporated, as required by this Directive, is the subject of AD/B767/89 Amdt 1. This action separates the requirements for the thrust reverser in order to provide ease of maintenance control.

The original issue of this Airworthiness Directive became effective 2 April 1992.

Amendment 2 of this Airworthiness Directive became effective 8 December 1995.

Amendment 3 of this Airworthiness Directive became effective 18 July 1996.



James Coyne  
Delegate of the Civil Aviation Safety Authority

30 August 2002