
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/B767/76 and issues the following AD under subregulation 39.1 (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/B767/76
Amdt 1**

Brakes and Attachments

2/2005

Applicability: Model 767 series aircraft equipped with carbon brakes.

Requirement: Action in accordance with the technical requirements of FAA AD 94-03-07 Amdt 39-8814.

Accomplishment of Boeing SB 767-32-0183 (Rev 1 or later FAA approved revision) constitutes terminating action for the inspections required by paragraphs (a)(1) and (a)(2) of FAA AD 94-03-07.

Compliance: As specified in the Requirement Document with a revised effective date of 28 April 1994.

This Amendment becomes effective on 17 February 2005.

Background: The FAA received numerous reports of brake failure during landing and during a low energy rejected takeoff. The actions specified in this Directive are intended to prevent the failure of two or more MLG brakes, which could adversely affect the stopping performance of the aircraft.

This amendment adds a paragraph that accomplishment of Boeing Service Bulletin 767-32-0183 constitutes terminating action for the inspections required by this AD.

The original issue of this AD became effective on 28 April 1994.



David Punshon
Delegate of the Civil Aviation Safety Authority

7 January 2005