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## AIRWORTHINESS DIRECTIVE

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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/B767/81 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.

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### Boeing 767 Series Aeroplanes

**AD/B767/81**  
**Amdt 1**

**Brakes**

**2/2005**

**Applicability:** Model 767 series aircraft equipped with carbon brakes.

**Requirement:** Action in accordance with the technical requirements of FAA AD 94-16-05 Amdt 39-8995.

Accomplishment of Boeing SB 767-32-0183 (Rev 1 or later FAA approved revision) constitutes terminating action for the inspections required by paragraph (a) of FAA AD 94-16-05.

*Note: Boeing SB 767-32-0128 or later FAA approved revision refers.*

**Compliance:** As specified in the Requirement Document with an effective date of 10 November 1994.

The compliance time remains unchanged by this issue.

This Amendment becomes effective on 17 February 2005.

**Background:** The FAA received reports of damage to components in the MLG assembly. This damage was subsequently found to have been caused by vibration in the brake assembly.

This amendment adds a note that accomplishment of Boeing service bulletin SB 767-32-0183 constitutes terminating action for the inspections required by this AD.

The original issue of this Airworthiness Directive became effective on 10 November 1994.



David Punshon  
Delegate of the Civil Aviation Safety Authority

5 January 2005