

Boeing 767 Series Aeroplanes

AD/B767/100
Amdt 2

Electrical Wire Bundles

1/2000

- Applicability: Model 767 aeroplanes line numbers 1 through 683 inclusive equipped with forward galley air chillers.
- Requirement:
1. If not previously accomplished, perform a detailed visual inspection in accordance with Boeing Message Number M-7200-98-00140 dated 11 January 1998, for the following:
 - a. damage or chafing of the electrical wiring bundles located forward of the P37 panel adjacent to the AE0218 disconnect panel, and
 - b. adequate clearance between the wire bundles and adjacent forward galley air chiller.
 2. If, following the Requirement 1 inspection, no damage or chafing is detected and adequate clearance exists either:
 - a. repeat the Requirement 1 visual inspection, or
 - b. install protective tape or sleeve over the wire bundles in accordance with Section 20-10-11 of the Boeing Standard Wiring Practices Manual, using one of the following materials shall be used to protect the bundles: RT876 sleeve, TFE-2X standard wall thickness sleeve, P-440 tape, Scotch 70 tape or CHR-A-2005 tape.
 3. If, following the Requirement 1 inspection, inadequate clearance exists, but no damage or chafing is detected, reroute the wire bundles in accordance with the Boeing message and install protective tape or sleeve over the wire bundles in accordance with Section 20-10-11 of the Boeing Standard Wiring Practices Manual, using one of the following materials to protect the bundles: RT876 sleeve, TFE-2X standard wall thickness sleeve, P-440 tape, Scotch 70 tape or CHR-A-2005 tape.
 4. If, following the requirement 1 inspection, damage or chafing is evident, but adequate clearance exists:
 - a. repair the wire bundles in accordance with the Boeing message, and
then accomplish either of the following:
 - b. repeat the Requirement 1 visual inspection, or
 - c. install protective tape or sleeve over the wire bundles in accordance with Section 20-10-11 of the Boeing Standard Wiring Practices Manual, using one of the following materials to protect the bundles: RT876 sleeve, TFE-2X standard wall thickness sleeve, P-440 tape, Scotch 70 tape or CHR-A-2005 tape.

5. If, following the Requirement 1 inspection, both inadequate clearance exists and damage or chafing is evident, repair and reroute the wire bundles in accordance with the Boeing message and then install protective tape or sleeve over the wire bundles in accordance with Section 20-10-11 of the Boeing Standard Wiring Practices Manual, using one of the following materials to protect the bundles: RT876 sleeve, TFE-2X standard wall thickness sleeve, P-440 tape, Scotch 70 tape or CHR-A-2005 tape.

Note: FAA AD 98-07-26 Amdt 39-10448 refers.

- Compliance:
1. The original compliance of 'Prior to 27 May 1998' remains unchanged.
 2. a. Each time the forward galley air chiller is removed and reinstalled.
b. Prior to further flight immediately after the Requirement 1 inspection.
 3. Prior to further flight immediately after the Requirement 1 inspection.
 4. a. Prior to further flight immediately after the Requirement 1 inspection.
b. Each time the forward galley air chiller is removed and reinstalled.
c. Prior to further flight immediately after the Requirement 1 inspection.
 5. Prior to further flight immediately after the Requirement 1 inspection.

Note: Compliance with Requirements 2.b., 3, 4.c. or 5 are considered terminating action for the repetitive requirement 2.a. and 4.b. inspections.

This Amendment becomes effective on 31 December 1999.

- Background:
- Amendment 1 was issued following advice from the FAA that two typographical errors in AD 98-07-26 had been identified and corrected. This amendment corrects the references to the Boeing Standard Wiring Practices Manual and the TFX-2X standard wall thickness sleeving part number.

Amendment 2 is issued to correct an error in the Applicability Statement.

The FAA has received a report that soon after take-off the engine indication and crew alerting system (EICAS) displayed several caution messages and several circuit breakers tripped. After landing, the cabin crew reported smoke coming from the forward galley air chiller, located below the forward galley door under the floor. The smoke was produced by burning wires.

Investigation revealed that approximately 30 wires were damaged in wire bundles W272, W656, W782 and W254, forward of the P37 panel, adjacent to the AE0218 disconnect panel, and above the aft side of the forward galley air chiller. Further investigation revealed that the wire bundles did not have protective taping or sleeving and that adequate clearance did not exist between the wire bundles and the adjacent chiller.

This directive introduces procedures to ensure that damage to the wire bundles is detected and repaired. Additionally, the directive provides an optional method of preventing the damage from occurring. These measures ensure that the damage to the wire bundles does not present a fire hazard to passengers and crew.

Amendment 1 of this Airworthiness Directive became effective on 10 September 1998.

The original issue of this Airworthiness Directive became effective on 29 April 1998.