
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) No AD/B767/109 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.

Boeing 767 Series Aeroplanes

AD/B767/109 Engine Indicating and Crew Alerting System 2/2002 **Amdt 1**

Applicability: Model 767 series aeroplanes identified in Boeing Service Bulletins (SB) 767-31-0098 dated 27 August 1998, 767-31-0091 Revision 1 dated 4 February 1999 or 767-31-0099 Revision 3 dated 8 February 2001.

Requirement:

1. For aeroplanes with General Electric engines - Install an upgraded engine indicating and crew alerting system (EICAS) computer in accordance with either SB 767-31-0098 or 767-31-0091 Revision 1, as applicable.
2. For aeroplanes with Rolls Royce engines - Unless previously accomplished, install an upgraded EICAS computer in accordance with SB 767-31-0099 Revision 3 dated 8 February 2001.

Note: FAA AD 96-07-09 Amdt 39-9558 refers.

Compliance: For Requirement 1 - Remains unchanged, No later than 1 June 2001.

For Requirement 2 - No later than 21 March 2002.

This Amendment becomes effective on 21 February 2002.

Background: The Federal Aviation Administration issued an airworthiness directive following a finding that EICAS computers currently installed on certain Boeing 767 aeroplanes do not provide an appropriate indication to the flight crew of an impending fuel filter bypass condition. Replacement of the EICAS computer ensures that the flight crew is aware of conditions involving a severely contaminated fuel system and the associated increased potential for engine power loss.

The original issue of this Directive addressed 767 aeroplanes with engines manufactured by General Electric. This amendment introduces similar requirements for 767 aeroplanes with Rolls Royce RB211 engines.

Boeing 767 Series Aeroplanes

AD/B767/109 Amdt 1 (continued)

The original issue of this Airworthiness Directive became effective on 17 June 1999.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

14 January 2002