

Boeing 767 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

AD/B767/117

**Landing Gear Control Lever Module
Adjacent Wiring Inspection**

5/2000

Applicability: Model 767 aeroplanes listed in Boeing Service Bulletin (SB) 767-32A0163 Revision 1 dated 1 October 1998.

Requirement:

1. Perform a one-time detailed visual inspection to detect damage (ie cut, abrasion, fraying, and arcing) of the wire expando sleeve of the wire bundles adjacent to the landing gear control lever module, in accordance with Boeing Alert Service Bulletin (ASB) 767-32A0163, dated 5 March 1998, or SB 767-32A0163, Revision 1, dated 1 October 1998.

Note 1: For the purposes of this Directive, a detailed visual inspection is defined as: "An intensive examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

2. If damage of the wire expando sleeve is not detected during the Requirement 1 inspection, wrap the wire expando sleeve in accordance with ASB 767-32A0163 or SB 767-32A0163 Revision 1.
3. If any damage of the wire expando sleeve is detected during the Requirement 1 inspection, perform a detailed visual inspection to detect damage of the varglas layer in accordance with ASB 767-32A0163 or SB 767-32A0163 Revision 1.
4. If damage of the varglas layer is not detected during the Requirement 3 inspection, repair and wrap the wire expando sleeve in accordance with ASB 767-32A0163 or SB 767-32A0163 Revision 1.
5. If any damage of the varglas layer is detected during the Requirement 3 inspection, perform a detailed visual inspection to detect damage of the wire bundles in accordance with ASB 767-32A0163 or SB 767-32A0163 Revision 1.
6. If damage of the wire bundles is not detected during the Requirement 5 inspection, rewrap the wires with new varglas layer, and repair and wrap the wire expando sleeve in accordance with ASB 767-32A0163 or SB 767-32A0163 Revision 1.

7. If any damage of the wire bundles is detected during the Requirement 5 inspection, repair the wires, rewrap the wire bundles with new varglas layer, and repair and wrap the wire expando sleeve in accordance with ASB 767-32A0163 or SB 767-32A0163 Revision 1.

Note 2: Service Bulletin 767-32A0163, Revision 1, dated 1 October 1998, specifies the preferred procedures for separating the wire bundles into two groups for wrapping, which is an easier method for accomplishing those actions.

Note: FAA AD 2000-03-21 Amdt 39-11581 refers.

Compliance: For Requirement 1 - Within 90 days after the effective date of this Directive.

For Requirement 2 - Before further flight.

For Requirement 3 - Before further flight.

For Requirement 4 - Before further flight.

For Requirement 5 - Before further flight.

For Requirement 6 - Before further flight.

For Requirement 7 - Before further flight.

This Airworthiness Directive becomes effective on 18 May 2000.

Background: The United States Federal Aviation Administration has been advised of reports that the landing gear failed to extend a Boeing 767 aeroplane, and that the landing gear control cable was severed on a second in-service aeroplane. These incidents were determined to be caused by interference between the movement of the landing gear control lever and the adjacent wire bundles.

This Directive is intended to prevent interference and/or chafing and electrical arcing between the landing gear control lever, the landing gear control cable and wire bundles adjacent to the landing gear control lever module. Interference could result in the inability to extend the landing gear prior to landing.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

7 April 2000