

Boeing 767 Series Aeroplanes

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**AIRWORTHINESS DIRECTIVE**

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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.

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**AD/B767/126**

**Lower Body Anti-Collision Light  
and Cable Assembly**

**10/2000**

Applicability: Model 767-200, -300 and -300F series aeroplanes; line numbers 1 through 739 inclusive.

- Requirement:
1. Carry out either of the following actions in accordance with Boeing Service Bulletin (SB) 767-33A0075, Revision 1, dated 27 May 1999:
    - a. Perform a one-time general visual inspection to detect damage or chafing of the insulation or wires, and modify the cable assembly of the lower body anti-collision cable assembly.
    - or,
    - b. Replace the cable assembly of the lower body anti-collision cable assembly with a new cable assembly.
  2. If any damage or chafing is detected during the Requirement 1.a. inspection, repair the damaged or chafed part.

*Note 1: SB 767-33A0075, Revision 1, refers to Grimes SB 60-3414-33-SB01, dated 8 December 1998, as an additional source of service information for accomplishment of the modification required by Requirement 1.a. of this Directive. Since Boeing issued the service bulletin, Grimes has issued SB 60-3414-33-SB01, Revision 1, dated 13 March 2000. Revision 1 of the Grimes service bulletin is an additional source of service information for accomplishment of the modification required by Requirement 1.a. of this Directive.*

*Note 2: For the purposes of this Directive, a general visual inspection is defined as:*

*"A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."*

*Note 3: FAA AD 2000-16-14 Amdt 39-11871 refers.*

**COMMONWEALTH OF AUSTRALIA**  
**CIVIL AVIATION SAFETY AUTHORITY**  
**SCHEDULE OF AIRWORTHINESS DIRECTIVES**

*(Civil Aviation Regulations 1998), PART 39 - 105*

**Compliance:** For Requirement 1 - Within 1800 hours time in service from the effective date of this Directive.

For Requirement 2 - Before further flight.

This Airworthiness Directive becomes effective on 5 October 2000.

**Background:** The Federal Aviation Administration has received reports of electrical arcing on structure near the lower body anti-collision light due to chafing of the cable. This Directive requires either an inspection to detect damage or chafing of the insulation or wires, modification of the cable assembly, and repairs, if necessary; or replacement of the cable assembly of the lower anti-collision light with a new cable assembly. These actions are intended to prevent chafing as a result of improper installation of the lower body anti-collision light assembly, which could result in electrical arcing or sparking in a flammable leakage zone of the aeroplane.



Eugene Paul Holzapfel  
Delegate of the Civil Aviation Safety Authority

25 August 2000