

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/B767/129**

**APU Standby Power Feeder Cable**

**13/2000**

**Applicability:** Model 767 series aeroplanes listed in Boeing Alert Service Bulletin (ASB) 767-24A0126 dated 24 February 2000.

**Requirement:** Install sleeving on the 90-minute auxiliary power unit (APU) standby power feeder cable at body station 1351 on the left side of the aeroplane, in accordance with ASB 767-24A0126.

*Note: FAA AD 2000-21-04 Amdt 39-11936 refers.*

**Compliance:** Within six months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 28 December 2000.

**Background:** Boeing received a report of damage to the 90-minute APU standby power feeder cable caused by shifting of unrestrained cargo containers during flight. This Directive requires sleeving of the standby power feeder cable. This action is intended to prevent damage to the 90-minute APU standby power feeder cable, which could result in arcing between the standby power feeder cable and the shroud of the APU fuel line, penetration of the fuel line shroud, and a consequent fire in the main deck floor above the aft cargo compartment.



Eugene Paul Holzapfel  
Delegate of the Civil Aviation Safety Authority

13 November 2000