
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/131 Amdt 1. and issues the following AD under subregulation 39.1 (1) of CASR 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/B767/131
Amdt 2**

Canted Pressure Deck Drain System

**10/2003
DM**

Applicability: Model 767 series aircraft, line numbers 1 through 723.

Requirement: Modify in accordance with the technical requirements of FAA AD 2000-22-11 Amdt 39-11957. The modification may be accomplished in accordance with Revision 1, 2 or 3 of Boeing SB 767-51A0020.

Note: No re-work is required for aircraft that have been modified in accordance with the initial issue, Revision 1 or Revision 2 of the Service Bulletin.

Compliance: Within 36 months after 25 January 2001.

The Compliance time remains unchanged by this issue.

This Amendment becomes effective on 6 August 2003.

Background: The FAA received reports of ice accumulation on the aileron control cables and on the main landing gear door and door seal during flight, due to fluid entering the canted pressure deck area, leaking into the main landing gear wheel well and freezing. This Directive requires certain actions to prevent such ice accumulation, which could render one of the aileron control systems and/or main landing gear doors inoperative, resulting in reduced controllability of the aircraft.

Amendment 1 was issued to introduce a note that later approved revisions of the Service Bulletins are available, which will satisfy the technical requirements of FAA AD 2000-22-11.

Amendment 2 is issued because FAA AD 2000-22-11 Amdt 39-11957 only allows the use of SB 767-51A0020 Revision 1 to accomplish the modification. Since the FAA AD's release, later revisions of the referenced Service Bulletin have been released by Boeing and the FAA AD has not been amended to reflect this. This Amendment allows the use of the later revisions of the Service Bulletin to accomplish the modification whilst still satisfying the requirements of the FAA Airworthiness Directive.

Amendment 1 of this Airworthiness Directive became effective on 7 August 2003.

Boeing 767 Series Aeroplanes

AD/B767/131 Amdt 2 (continued)

The original issue of this Airworthiness Directive became effective on 25 January 2001.



David Villiers
Delegate of the Civil Aviation Safety Authority

28 July 2003