

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/B767/143

Main Passenger Door Wire Bundles

8/2001

Applicability: Model 767-300 series aeroplanes, as listed in Boeing Alert Service Bulletin (ASB) 767-33A0085, Revision 2, dated 7 December 2000.

Requirement: 1. Carry out one-time general visual inspection to detect chafing and determine adequate clearance of the wire bundles above the F4/G2 galley, in accordance with Figure 1 or Figure 3, as applicable, of the Accomplishment Instructions of ASB 767-33A0085, Revision 2.

Note 1: 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 find 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."

2. If chafing and/or inadequate clearance is found during the Requirement 1 inspection, repair or replace damaged wires in the wire bundles; install a bracket assembly on the wire bundle support bracket; install nut spacer plates; and re-route the wire bundles away from the ceiling support bracket, as applicable, as specified by and in accordance with Figure 2 or Figure 3, as applicable, of the Accomplishment Instructions of the ASB.

Accomplishment of the one-time inspection and corrective actions in accordance with either Boeing ASB 767-33A0085, dated 11 May 2000 or Revision 1, dated 31 August 2000, before the effective date of this Directive, is considered acceptable for compliance with Requirements 1 and 2 of this Directive.

Note 2: FAA AD 2001-12-03 Amdt 39-12258 refers.

Compliance: For Requirement 1 - Within 6 months after the effective date of this Directive.

For Requirement 2 - Before further flight after the Requirement 1 inspection.

This Airworthiness Directive becomes effective on 9 August 2001.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

Background: This Directive requires a one-time general visual inspection to find chafing and determine adequate clearance of certain wire bundles in the ceiling panel near the main passenger door and, if necessary, corrective action.

These actions are intended to prevent damage to the wires in the bundles due to contact between the bundles and the adjacent ceiling support bracket. Such damage could result in electrical arcing, smoke, or fire in the cabin, and failure of certain systems essential to safe flight and landing of the aeroplane.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

29 June 2001