

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/B767/158

**P50 Panel - Electrical Wire Bundles
Inspection and Protection**

**11/2001
DM**

Applicability: Model 767-200, -300, and -300F series aeroplanes, as listed in Boeing Alert Service Bulletin (ASB) 767-24A0139, and Model 767-400ER series aeroplanes as listed in Boeing ASB 767-24A0140, both dated 9 February 2001.

Requirement:

1. Carry out a detailed visual inspection of the wire bundles between the P50 panel and the nose wheel structure to find discrepancies (i.e. chafed or broken wires, damaged insulation or conductors, inadequate clearance between the wire bundle, insulation and nose wheel well structure) in accordance with ASB 767-24A0139 (for Model 767-200, -300, and -300F series aeroplanes), or ASB 767-24A0140 (for Model 767-400ER series aeroplanes), as applicable.

Note 1: For the purposes of this Directive, a detailed visual inspection is defined as: "An intensive visual 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 intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

2. If any discrepancy is found during the Requirement 1 inspection, repair or replace any damaged wires or worn components; install protective sleeving over the wire bundles and relocate the wire bundle to provide adequate clearance in accordance with Figure 1 of the Accomplishment Instructions of either ASB 767-24A0139 or ASB 767-24A0140 as applicable.

Note 2: Accomplishment of Requirement 2 is not considered terminating action for the Requirement 1 repetitive inspections.

Note 3: FAA AD 2001-18-12 Amdt 39-12438 refers.

Compliance: For Requirement 1 - Within 90 days after the effective date of this Directive and thereafter every 6,000 hours time in service or 18 months, whichever occurs first.

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

This Airworthiness Directive becomes effective on 28 September 2001.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

AD/B767/158 (Continued)

Background: This Directive requires repetitive inspections to find discrepancies of the wire bundles located between the P50 panel and the nose wheel well structure and, if necessary, corrective action. These actions are necessary to find and rectify discrepancies, which could result in electrical arcing, smoke and/or fire in the cabin together with failure of certain systems essential to safe flight.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

18 September 2001