
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.

Boeing 767 Series Aeroplanes

AD/B767/161

Engine Strut Wire Bundles

2/2002

Applicability: Model 767 series aeroplanes, line numbers 1 through 821 inclusive, equipped with Pratt & Whitney PW4000 series engines.

Requirement:

1. Perform a one-time detailed visual inspection of the wire bundles located in the aft section of the strut forward fairing panel of both engine struts to detect chafing damage, per Boeing Service Bulletin (SB) 767-73A0049, Revision 3, dated 20 December 2000, or Revision 4, dated 5 April 2001.

Inspections accomplished prior to the effective date of this Directive per SB 767-73A0049, Revision 2, dated 27 April 2000, or per Boeing Standard Wiring Practices Manual D6-73A0049, Subject 20-10-13 or 20-30-12, are acceptable for compliance with the applicable action specified in this Directive.

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 chafing damage of any wire bundle is detected during the Requirement 1 inspection, repair the bundle in accordance with SB 767-73A0049, Revision 3 or Revision 4.
3. Replace all wires that were repaired by splicing, in accordance with Requirement 2, with new wires per SB 767-73A0049, Revision 3 or Revision 4.

Note 2: Any of the Type 2 tapes listed in Boeing Standard Wiring Practices Manual D6-54446, Subject 20-00-11, dated 1 May 2000, are acceptable alternatives to the TFE-2X Teflon wrap specified in Figure 1 of Boeing SB 767-73A0049, Revision 3 or Revision 4.

4. Carry out the following actions in accordance with the Accomplishment Instructions of Boeing SB 767-73-0051, dated 20 December 2000.
 - a. Visually inspect the wire bundles to detect chafing damage; if any damaged wires are found, replace the wires that require a splice repair with new wires.
 - b. Replace the existing support bracket of the wire bundle with a new bridge bracket, support bracket, and wire bundle clamps.

Boeing 767 Series Aeroplanes

AD/B767/161 (continued)

5. Report inspection results, as described in SB 767-73A0049, Revision 3 or Revision 4, to Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207 USA.
6. Support brackets located in the aft section of the strut forward fairing panel of either engine strut, as identified in the "Existing Part Number" column of Paragraph 2.E. of Boeing SB 767-73-0051, may not be installed on any aeroplane.

Note 3: FAA AD 2001-24-01 Amdt 39-12517 refers.

Compliance: For Requirement 1 - Prior to the accumulation of 10,000 hours time-in-service (TIS) or within 180 days after the effective date of this Directive, whichever occurs later.

For Requirement 2 - Before further flight, immediately following the Requirement 1 inspection.

For Requirement 3 - Concurrent with Requirement 4.

For Requirement 4 - Within 6,000 hours TIS or 18 months after the effective date of this Directive, whichever occurs later.

For Requirement 5 - Within 10 days after accomplishing the actions required by Requirements 1 or 4.

For Requirement 6 - As of the effective date of this Directive.

This Airworthiness Directive becomes effective on 21 February 2002.

Background: This Directive requires a one-time detailed visual inspection of certain wire bundles located in the aft section of the strut forward fairing panel of both engine struts to detect chafing damage and, if necessary, repair or replacement of wiring. The Directive also requires replacement of wires repaired by splicing and damaged wires that require splicing, and replacement of the support brackets of the existing wire bundles with new brackets and clamps.

Boeing 767 Series Aeroplanes

AD/B767/161 (continued)

These actions are intended to prevent the potential for dual wire faults from grounded, separated, or shorted wires, which could result in inadvertent takeoff thrust overboost, in-flight loss of thrust, or engine shutdown.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

14 January 2002