
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/B767/175

Thrust Reverser Wiring

9/2002

Applicability: Model 767-300 series aeroplanes, line numbers 001 through 810 inclusive, equipped with Rolls Royce RB211-524H series engines.

Requirement:

1. Re-route wire bundle W518 (which is located along the leading edge of the right wing from the outboard pressure seal to the wing/strut disconnect), according to Boeing Service Bulletin (SB) 767-78-0085, dated 8 November 2001.
2. Perform the functional test specified in SB 767-78-0085.

Note: FAA AD 2002-14-02 Amdt 39-12802 refers.

Compliance: For Requirement 1 - Within 36 months after the effective date of this Directive.

For Requirement 2 - Before the next flight, after completing Requirement 1 re-routing of wire bundle W518.

This Airworthiness Directive becomes effective on 5 September 2002.

Background: This Directive requires re-routing wire bundle W518 containing control wiring for the thrust reverser actuation system. This action is necessary to ensure that control wiring for the thrust reverser actuation system is adequately separated. Inadequately separated wiring could allow a single failure to result in uncommanded deployment of a thrust reverser and consequent reduced controllability of the airplane.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

29 July 2002