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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/178 and issues the following AD under subregulation 39.001(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.

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### Boeing 767 Series Aeroplanes

**AD/B767/178  
Amdt 1**

**Auto-Speedbrake Control System**

**14/2013**

**Applicability:** Model 767-200, -300, and -300F series aeroplanes, line numbers 1 through 759 inclusive.

**Requirement:** Modify the right main landing gear and auto-speedbrake control system according to Work Packages 1 through 4 of the Accomplishment Instructions of Boeing Alert Service Bulletin (ASB) 767-27A0160, dated 20 December 2000 or later FAA approved revisions.

*Note 1: Boeing ASB 767-27A0160 specifies that each work package can be done independently or at the same time, in any sequence, but Work Package 4 should be done last.*

*Note 2: FAA AD 2002-12-04 Amdt 39-12776 refers.*

**Compliance:** Before 31 July 2007.

This Amendment becomes effective on 9 July 2013.

**Background:** This amendment recognises approved revisions of the service bulletin as being acceptable. The original compliance date remains unchanged.

This Directive requires modification of the right main landing gear and auto-speedbrake control system to provide an air/ground signal to the system. The modification provides a second air/ground signal to the auto-speedbrake control system, which is designed to prevent uncommanded deployment of the auto-speedbrake spoilers during flight. Uncommanded deployment of the auto-speedbrake spoilers could result in reduced controllability of the aeroplane.



Mike Higgins  
Delegate of the Civil Aviation Safety Authority

25 June 2013