
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 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.

Boeing 767 Series Aeroplanes

AD/B767/186 Passenger Address & Entertainment System 9/2003 Video Control Centre

Applicability: B767 series aeroplanes identified in the following Boeing Alert Service Bulletins (ASB):

Model	ASB
767-200, -300 series aeroplanes	767-23A0156, dated 19 April 2001
767-300 series aeroplanes	767-23A0147, dated 6 April 2000 767-23A0154, dated 15 March 2001 767-23A0155, dated 29 March 2001 767-23A0157, dated 3 May 2001

Requirement: 1. Modify the wire bundles of the Video Control Centre (VCC) of the passenger address and entertainment system in accordance with the Accomplishment Instructions of the applicable Boeing ASB listed below.

Model	ASB
767-300	767-23A0147, including Appendix A
767-300	767-23A0154
767-300	767-23A0155, including Appendix A
767-200 and -300	767-23A0156, including Appendix A
767-300	767-23A0157

2. For applicable aeroplanes perform an operational test in accordance with ASB 767-23A0154 or 767-23A0157 as appropriate.

Note: FAA AD 2003-14-10 Amdt 39-13229 refers.

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

For Requirement 2 - Before further flight after accomplishment of Requirement 1.

This Airworthiness Directive becomes effective on 4 September 2003.

Boeing 767 Series Aeroplanes

AD/B767/186 (continued)

Background: This Directive requires the modification of the passenger address and entertainment system VCC wire bundles and, if necessary, an operational test. This action is necessary to prevent chafing of the wire bundles of the VCC against the rudder and/or elevator control cables, which could result in arcing of the wires in the wire bundles and severing of the cables. Severed cables, if combined with an engine-out during takeoff, or a high crosswind during takeoff or landing, could result in reduced controllability of the aeroplane.



Jim Coyne
Delegate of the Civil Aviation Safety Authority

25 July 2003