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## AIRWORTHINESS DIRECTIVE

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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.

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### Boeing 767 Series Aeroplanes

**AD/B767/189**

**Aileron Control Override Quadrant -  
Replacement**

**10/2003**

**Applicability:** Model B767 -200, -300 and -300F series aeroplanes with line numbers 1 to 836 inclusive.

**Requirement:**

1. Replace aileron control override quadrant with modified unit in accordance with Boeing Alert Service Bulletin 767-27A0175 dated 25 October 2001.
2. Unless modified in accordance with the requirements of this Directive, no aileron control override quadrant may be installed on any aircraft.

*Note 1: This Directive does not require accomplishment of the actions specified in Boeing Service Bulletin 767-27-0142.*

*Note 2: FAA AD 2003-15-03 Amdt 39-13245 refers.*

**Compliance:** For Requirement 1: Within 17 months after the effective date of this Directive.

For Requirement 2: From the effective date of this Directive.

This Airworthiness Directive becomes effective on 2 October 2003.

**Background:** The existing steel ball bearings in the aileron override quadrant mechanism are subject to corrosion. In the event of other than normal conditions occurring in the primary aileron control path corroded steel balls bearings in the override quadrant may disable the secondary control path that could lead to a subsequent reduction in lateral controllability of the aeroplane. This Directive therefore requires the replacement of the aileron control quadrant with a modified assembly containing Corrosion Resistant Steel (CRES) ball bearings.



Jim Coyne  
Delegate of the Civil Aviation Safety Authority

20 August 2003