
AIRWORTHINESS DIRECTIVE

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/B767/190 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.

Boeing 767 Series Aeroplanes

AD/B767/190 **Shoulder Restraint Harness Attachment** **3/2007**
Amdt 1

Applicability: Model 767-200 and -300 aircraft; as listed in Boeing Service Bulletin 767-25-0288 Revision 3.

Requirement: Action in accordance with the technical requirements of FAA AD 2006-26-13 Amdt 39-14871.

Note: Boeing Service Bulletin 767-25-0288 Revision 3, dated 1 August 2002 refers.

Compliance: As specified in the Requirement document, with a revised effective date of 25 December 2003.

The compliance date remains unchanged from the original issue of the Airworthiness Directive.

This Amendment becomes effective on 15 March 2007.

Background: The FAA received reports that the shoulder restraint harness of the attendant or observer seat detached from the mounting bracket during service on two Model 737-300 series aircraft. In the reported incidents, the restraint harness was attached the mounting bracket with a C-clip.

This amendment is an administrative change correcting duplication of service information (AD/B767/162). No additional work is required by this amendment.

The original issue of this Airworthiness Directive became effective on 25 December 2003.



David Villiers
Delegate of the Civil Aviation Safety Authority

1 February 2007