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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/B767/193 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/B767/193**  
**Amdt 1**

**P37 Panel - Electrical Wire Bundles**

**11/2009**

Applicability: Model 767 aeroplanes, line numbers 1 through 853 inclusive.

Requirement: Requirement:

1. Unless previously accomplished, carry out the following in accordance with Boeing Alert Service Bulletin (ASB) 767-24A0134 (for Model 767-200 and -300 series aeroplanes) and 767-24A0135 (for Model 767-400ER series aeroplanes), both Revision 1 and both dated 18 October 2001:
  - a. Perform a one-time detailed visual inspection of the wire bundles located below the P37 panel to detect abrasion damage and wire installation discrepancies (including missing standoffs; missing, chafed, or loose cable clamps; chafed grommets; and wire bundles located beneath an insulation blanket).

*Note 1: For the purposes of this Directive, a detailed visual inspection is defined as:*

*“An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.”*

- b. Relocate the wire support standoff.
  - c. Install protective sleeving over the wire bundles.
2. If any damage or other discrepancy is found during the Requirement 1.a. inspection, perform corrective action in accordance with the applicable ASB.
3. Unless previously accomplished, carry out all actions in Work Package 2 of Boeing Alert Service Bulletin (ASB) 767-24A0134 (for Model 767-200 and -300 series aeroplanes) or ASB 767-24A0135 (for Model 767-400ER series aeroplanes), both Revision 1, as applicable, noting the following:

## Boeing 767 Series Aeroplanes

AD/B767/193 Amdt 1 (continued)

**For Group 1 aeroplanes** - the procedures in Work Package 2 include performing a detailed inspection to determine whether the location of the wire support standoff for wire bundle W298 is adequate and whether a grommet is installed and not damaged (e.g. chafed), installing a new grommet if not already installed or if the existing grommet is damaged, relocating the wire support standoff as applicable, installing protective sleeving over certain wire bundles, and installing wire bundle support clamps. When installing wire bundle support clamps, make sure that wire bundles are installed inboard/above the insulation blankets.

**For Group 2 aeroplanes** - the procedures in Work Package 2 include performing a detailed inspection of the sleeving on wire bundles W298, W235, and W2130, as applicable, to determine the type of protective sleeving installed and the location of that sleeving, relocating the sleeving or replacing the sleeving with new sleeving as applicable, and installing wire bundle support clamps as applicable. When installing wire bundle support clamps, make sure that wire bundles are installed inboard/above the insulation blankets.

For Group 1 aeroplanes, actions accomplished before 11 December 2001, per Boeing Alert Service Bulletin 767-24A0134 (for Model 767-200 and -300 series aeroplanes), dated 15 March 2001; or Boeing Alert Service Bulletin 767-24A0135 (for Model 767-400ER series aeroplanes), dated 15 March 2001; as applicable, are acceptable for compliance with Requirement 3.

*Note 2: FAA AD 2004-05-07 Amdt 39-13501 refers.*

Compliance: For Requirement 1 - Within 30 days after the effective date of this Directive.

For Requirement 2 - Before further flight after the Requirement 1 inspection.

For Requirement 3 - Within 18 months after the effective date of this Directive.

This Amendment becomes effective on 22 October 2009.

Background: This Directive is amended to remove reference to cancelled AD/B767/155 and FAA AD 2001-17-28 Amdt 39-12419 that have been superseded by this Directive and FAA AD 2004-05-07 Amdt 39-13501. The actions specified by this Directive are intended to detect and prevent abrasion damage and correct installation discrepancies of the wire bundles located below the P37 panel, which could result in arcing to structure and consequent fire or loss of function of affected systems.

## Boeing 767 Series Aeroplanes

AD/B767/193 Amdt 1 (continued)

This Directive requires inspections to determine whether the existing location of a certain wire support standoff is adequate, relocating the wire support standoff if necessary, installing protective sleeving over the wire bundles and installing wire bundle support clamps if necessary. The Directive also expands the applicability of the existing Directive to include additional aeroplanes together with requiring inspection of the sleeving on certain wire bundles and accomplishing corrective action, if necessary, on those aeroplanes.



James Coyne  
Delegate of the Civil Aviation Safety Authority

2 September 2009