
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/B767/203 Transformer Rectifier Unit - Ground Bracket 2/2005
DM**

Applicability: Boeing Model 767-200, -300 and -300F series aeroplanes, as listed in Boeing Alert Service Bulletin (ASB) 767-24A0119, Revision 2, dated 19 August 2004 on which the actions of Boeing Service Bulletin 767-24-0119, dated 14 May 1998 and/or Revision 1, dated 16 December 1999 have been accomplished.

Requirement: Rework the ground stud bracket of the transformer rectifier unit (TRU) and structure mounting surface, together with measuring the resistance from the bracket to the structure and the grounding lug to the bracket using a bonding meter, in accordance with the Accomplishment Instructions of ASB 767-24A0119 Revision 2, as revised by Boeing Information Notice 767-24A0119 IN 01, dated 21 October 2004, except that collars with part number (P/N) BACC30BL6 (as listed in paragraph 2.C. "Parts Necessary For Each Aeroplane" of the ASB) may be used in lieu of collars P/N BACC30M6 specified in Step 4, Sheet 3 of Figure 1 of the accomplishment Instructions.

Note: FAA AD 2004-23-14 Amdt 39-13869 refers.

Compliance: Within 45 days after the effective date of this Directive.

This Airworthiness Directive becomes effective on 15 December 2004.

Background: The United States Federal Aviation Administration (FAA) has received a report of loss of all direct current (DC) power generation during a flight, due to inadequate electrical ground path between the ground bracket of the TRU and the structure. This Directive is issued to prevent depletion of the main battery and consequent loss of all DC power, which could cause the loss of flight critical systems and requires the reworking the surface of the ground stud brackets of the TRU and the aeroplane structure mounting surface, together with the measurement of the resistance from the bracket to the structure and the ground lug to the bracket.



James Coyne
Delegate of the Civil Aviation Safety Authority

3 December 2004