
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/B767/204 Forward Cargo Compartment Wire Bundles 2/2005

Applicability: Model 767-200 and -300 series aeroplanes, as listed in Boeing Alert Service Bulletin (ASB) 767-24A0128, Revision 3, dated 24 June 2004.

Requirement:

1. Carry out a one-time detailed inspection for discrepancies of all wire bundles, including power feeder cables W208 and W236, of the electrical system in the forward cargo compartment from stations 368 through 742 and from right buttock lines (RBL) 40 through 70, routed along the ceiling, according to the Accomplishment Instructions of ASB 767-24A0128, Revision 3. Discrepancies include chafing or damage of wire bundles near stand-offs that attach the cargo ceiling liner to the floor beams.

Note 1: For the purposes of this Directive, a detailed 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."

2. Repair any discrepancy noted during the Requirement 1 inspection, in accordance with the Accomplishment Instructions of ASB 767-24A0128, Revision 3.
3. Examine the clearance between all wire bundles, including the power feeder cables, in the forward cargo compartment and the cargo liner standoffs in accordance with ASB 767-24A0128, Revision 3.
4. Following the Requirement 3 examination, carry out any necessary corrective actions specified in the table below and according to ASB 767-24A0128, Revision 3, noting that a tie cord having part number (P/N) BMS 13-54 or equivalent may be used as an alternative to a tie strap having P/N BACS38K2.

Boeing 767 Series Aeroplanes

AD/B767/204 (continued)

If the clearance between the:-	Is:-	Then:-
Wire bundles and cargo liner standoffs	6.35 mm (0.25 in) or more Between 3.3 mm (0.13 in) and 6.35 mm (0.25 in) Less than 3.3 mm (0.13 in)	No further action is required by this Directive. Install sleeving and lacing tape Install sleeving, lacing tape, cable spacers, and straps.
Power feeder cables and cargo liner standoffs	3.3 mm (0.13 in) or more Less than 3.3 mm (0.13 in)	No further action is required by this Directive Install sleeving, lacing tape and straps.

Accomplishment of the inspection and applicable corrective actions before the effective date of this Directive in accordance with Boeing ASB 767-24A0128, dated 11 May 2000; Revision 1, dated 6 December 2001 or Revision 2, dated 23 May 2002; is acceptable for compliance with the corresponding actions required by this Directive, provided that those actions were done on all wire bundles, including power feeder cables W208 and W236, of the electrical system in the forward cargo compartment from stations 368 through 742 and from RBLs 40 through 70, routed along the ceiling.

Note 2: FAA AD 2004-22-25 Amdt 39-13853 refers.

Compliance: For Requirement 1 - Within 18 months or 6,000 hours time in service after the effective date of this Directive, whichever occurs later.

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

For Requirement 3 - Concurrent with Requirement 1.

For Requirement 4 - Before further flight after the Requirement 3 examination.

This Airworthiness Directive becomes effective on 17 February 2005.

Boeing 767 Series Aeroplanes

AD/B767/204 (continued)

Background: This Directive requires a one-time inspection for discrepancies of all wire bundles, including certain power feeder cables, of the electrical system in the forward cargo compartment ceiling at certain stations and, if necessary, corrective actions. This action is necessary to prevent damage to wire bundles, particularly those of the fuel quantity indication system (FQIS), which are located in the subject area. Damage of FQIS wires could cause arcing between those wires and power wires in the damaged wire bundle and may lead to transmission of electrical energy into the fuel tank, which would result in a potential source of ignition in the fuel tank.



James Coyne
Delegate of the Civil Aviation Safety Authority

13 December 2004