
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 39.001(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/B767/213

Fuel Spar Shutoff Valve Wiring

9/2005

Applicability: Model 767-200, -300 and -300F series aeroplanes, line numbers 1 through 850 inclusive.

Requirement: Install a jumper wire between the wiring of the fire extinguisher switch and the fuel shutoff switch for each engine in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 767-28-0066, Revision 1, dated 29 May 2003.

Equivalent parts, as determined in accordance with Chapter 20 the Boeing Standard Wiring Practices Manual, may be utilised in lieu of the parts specified in SB 767-28-0066, Revision 1.

Later revisions of the above SB, approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2005-13-20 are considered acceptable for compliance with the equivalent Requirements of this Directive.

Note: FAA AD 2005-13-20 Amdt 39-14157 refers.

Compliance: Within 60 months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 1 September 2005.

Background: This Directive requires the installation of a jumper wire between the wiring of the fire extinguisher switch and the fuel shutoff switch for each engine. The Directive is issued to prevent a latent open circuit that could leave the fuel spar shutoff valve in a partially open position when the engine fire switch is activated, which could result in fuel from the engine feeding an uncontrolled fire in the engine or the strut.



David Villiers
Delegate of the Civil Aviation Safety Authority

22 July 2005