
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/B767/214 Pegasus Flight Management Computer System 12/2005

Applicability: Model 767-200, -300, -300F and -400ER series aeroplanes, equipped with a Pegasus flight management computer (FMC) system operating with an Air Traffic Services data link function enabled.

Requirement: Replace the Operational Programme Software (OPS) and Flight Information and Data Output (FIDO) software of the existing FMC with Pegasus 2003 OPS and FIDO software or Pegasus 2005 OPS and FIDO software, in accordance with the applicable service bulletin specified in either Table 1 or Table 2.

Table 1 - Pegasus 2003 OPS and FIDO - Applicable Service Bulletins

Aeroplane Model	Boeing Alert Service Bulletin	Dated
767-200/-300/-300F series	767-34A0389, Revision 2	16 December 2004
767-400ER series	767-34A0390	19 February 2004

Table 2 - Pegasus 2005 OPS and FIDO - Applicable Service Bulletins

Aeroplane Model	Boeing Service Bulletin	Dated
767-200/-300/-300F series	767-34-0471	17 March 2005
767-400ER series	767-34-0472	17 March 2005

Note: FAA AD 2005-18-09 Amdt 39-14249 refers.

Compliance: Within 18 months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 24 November 2005.

Background: The United States Federal Aviation Administration (FAA) has advised that they have received reports of 'old' or expired air traffic control (ATC) clearance messages being displayed on the control display unit (CDU) of the FMC system during subsequent flights.

Boeing 767 Series Aeroplanes

AD/B767/214 (continued)

This Directive is issued to prevent display of 'old' or expired ATC clearance messages on the CDU on subsequent flights, which could result in the aeroplane entering unauthorized airspace or following a flight path that does not provide minimum separation requirements between aircraft which could result in a near miss or mid-air collision.



Jayaprakashan Ambali
Delegate of the Civil Aviation Safety Authority

4 October 2005