
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/B767/219****Aileron Control Override Quadrant****3/2006**

Applicability: Model B767 -200, -300 and -300F series aeroplanes with line numbers 837 to 918 inclusive.

Note 1: AD/B767/189 covers those aeroplanes by earlier line number.

Requirement:

1. Replace the aileron control override quadrant with a modified unit, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0175, Revision 1, dated 3 June 2004; or Boeing Service Bulletin 767-27A0175, Revision 2, dated 5 August 2004.

Note 2: This AD does not require accomplishing the actions specified by Step 5 of Figure 2 of Boeing Alert Service Bulletin 767-27A0175, Revision 1, or Boeing Service Bulletin 767-27A0175, Revision 2.

2. Unless modified in accordance with the requirements of this Directive, no aileron control override quadrant may be installed on any aircraft.

Note 3: FAA AD 2005-25-25 Amendment 39-14418 refers.

Compliance:

1. Within 18 months after the effective date of this AD.
2. As of the effective date of this AD.

This Airworthiness Directive becomes effective on 16 March 2006.

Background: The existing steel ball bearings in the aileron override quadrant mechanism are subject to corrosion. In the event of other than normal conditions occurring in the primary aileron control path corroded steel balls bearings in the override quadrant may disable the secondary control path that could lead to a subsequent reduction in lateral controllability of the aeroplane. This Directive therefore requires the replacement of the aileron control quadrant with a modified assembly containing Corrosion Resistant Steel (CRES) ball bearings.



James Coyne
Delegate of the Civil Aviation Safety Authority

1 February 2006