
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/B767/229 Main Tank Fuel Boost Pump Flame Arrestor 4/2007**

Applicability: Boeing Model 767-200, -300, -300F, and -400ER series aeroplanes.

Requirement: 1. Except as provided by the optional terminating action; do a detailed inspection of each main tank fuel boost pump to determine if the pump shaft flame arrestor is installed, a measurement of the flame arrestor's position in the pump, and all applicable corrective actions, by accomplishing all the actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin (ASB) 767-28A0077 (for Model 767-200, -300, and -300F series aeroplanes) or Boeing ASB 767-28A0081 (for Model 767-400ER series aeroplanes), both Revision 1, both dated 8 July 2004, as applicable.

Inspections accomplished before the effective date of this AD in accordance with Boeing ASB 767-28A0077, dated 6 March 2003; or Boeing ASB 767-28A0081, dated 6 March 2003; are considered acceptable for compliance with the corresponding actions specified in Requirement 1 and 3 of this AD.

Note 1: Boeing Alert Service Bulletins 767-28A0077 and 767-28A0081 reference Hamilton Sundstrand Service Bulletin 5006003-28-2, dated 25 October 2002, as an additional source of service information for accomplishment of the inspection and corrective actions. Although the Hamilton Sundstrand service bulletin specifies to return main tank fuel boost pumps with damaged, broken, or out-of-position flame arrestors to a repair shop, that action is not required by this AD.

Note 2: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

2. Replace the left and right main tank fuel boost pumps with new or modified pumps in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-28A0088 (for Model 767-200, -300, and -300F series aeroplanes) or Boeing Alert Service Bulletin 767-28A0089 (for Model 767-400ER series aeroplanes), both dated 24 February 2005, as applicable.

Boeing 767 Series Aeroplanes

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Optional Terminating Action--Records Review

For any period when the part number (P/N) of a main tank fuel boost pump installed on any aeroplane, as conclusively determined from a review of aeroplane maintenance records, is P/N 5006003D, no further action is required by Requirement 1 of this AD for that pump only.

Accomplishment of the replacement terminates the repetitive measurement detailed in Requirement 1 of this AD for that pump only.

Note 3: Boeing Alert Service Bulletins 767-28A0088 and 767-28A0089 reference Hamilton Sundstrand Service Bulletin 5006003-28-3, dated 8 December 2004, as the appropriate source of service information for modifying the pump.

3. Only main tank fuel boost pumps identified in paragraphs (a) and (b) below may be installed on any aeroplane.
 - (a) Any main tank fuel boost pump that has been inspected, and on which all applicable corrective actions have been performed, in accordance with Requirement 1 of this AD.
 - (b) Any main tank fuel boost pump having P/N 5006003D.

Note 4: FAA AD 2007-04-16 Amdt 39-14948 dated 5 February 2007 refers.

Compliance: 1. **For aeroplanes having line numbers (L/Ns) 1 through 914 inclusive:**

Within 12 months after the effective date of this AD, thereafter at intervals not to exceed the applicable time specified in paragraphs (a) or (b) below, until the replacement required by Requirement 2 of this AD is accomplished. All applicable corrective actions must be done before further flight.

- (a) For aeroplanes that have accumulated more than 15,000 total flight hours as of the date the initial actions are done in accordance with Requirement 1 of this AD: Repeat the measurement thereafter at intervals not to exceed 6,000 flight hours or 24 months, whichever comes first.
- (b) For aeroplanes that have accumulated 15,000 total flight hours or fewer as of the date the initial actions are done in accordance with Requirement 1 of this AD: Within 12 months after the date on which the aeroplane accumulates 15,000 total flight hours or within 24 months after performing the initial inspection required by Requirement 1 of this AD, whichever occurs later. Repeat the measurement thereafter at intervals not to exceed 6,000 flight hours or 24 months, whichever comes first.

Boeing 767 Series Aeroplanes

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For aeroplanes having L/Ns 915 and on:

For aeroplanes that have accumulated more than 15,000 total flight hours as of the effective date of this AD, do the actions within 12 months after the effective date of this AD. All applicable corrective actions must be done before further flight.

For aeroplanes that have accumulated 15,000 total flight hours or fewer as of the effective date of this AD, do the actions within 12 months after the date on which the aeroplane accumulates 15,000 total flight hours.

Thereafter at intervals not to exceed 6,000 flight hours or 24 months, whichever comes first, until the replacement required by Requirement 2 of this AD is accomplished.

Note 5: Any inspection/measurement of the pumps on the left and right main fuel tanks may be done separately provided that the actions are done on all pumps within the compliance time specified in this AD.

2. Within 36 months after the effective date of this AD.

Note 6: Any replacement of the pumps on the left and right main fuel tanks may be done separately provided that all pumps are replaced within the compliance time specified.

3. From the effective date of this AD.

This Airworthiness Directive becomes effective on 12 April 2007.

Background: This AD results from reports that certain fuel boost pumps may not have flame arrestors installed in the pump shaft and reports that the pin that holds the flame arrestor in place can break due to metal fatigue. The issuing of this AD is to prevent the possible migration of a flame from a main tank fuel boost pump inlet to the vapour space of that fuel tank, and consequent ignition of fuel vapours, which could result in a fire or explosion.



David Punshon
Delegate of the Civil Aviation Safety Authority

23 February 2007