# 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/B767/230 Fire Extinguishing Tube Chafing 7/2007

Applicability: Boeing Model 767-200 and -300 series aeroplanes with a metered fire extinguisher system in the aft cargo compartment.

Requirement:

1. **For aeroplanes identified in Boeing Service Bulletin 767-26A0130, Revision 2, dated 31 October 2006:**

   a. Perform detailed and general visual inspections for discrepancies of the fire extinguishing tube assemblies between station (STA) 1140 and STA 1340, and the insulation of the metered fire extinguisher system and the bleed air duct couplings of the APU located in the aft cargo compartment, as detailed in the Accomplishment Instructions of Boeing Service Bulletin 767-26A0130, Revision 2.

   b. Do all applicable corrective actions in accordance with the service bulletin.

   Installation of the tube assembly in the correct location, in accordance with the service bulletin, terminates the repetitive inspections for that assembly only.

2. **For aeroplanes identified in Boeing Alert Service Bulletin 767-26A0123, dated 22 August 2002:**

   a. Perform a general visual inspection for sufficient clearance between the fire extinguishing tube and the APU duct on the left sidewall from STA 1355 through 1365 inclusive, and do all applicable modifications, by doing all the actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 767-26A0123.

   b. If there is insufficient clearance between the fire extinguishing tube and the APU duct, accomplish the modification of the fire extinguishing tube assembly by doing all the actions specified in the Accomplishment Instructions of Boeing Service Bulletin 767-26-0118, Revision 2, dated 21 December 2004.

   Accomplishing the modification in this requirement terminates the repetitive inspections for that assembly only.

## Boeing 767 Series Aeroplanes

AD/B767/230 (continued)

**Credit for Actions Accomplished Previously**

Accomplishing the inspections and corrective actions required by requirement 1 of this AD before the effective date of this AD, in accordance with Boeing Alert Service Bulletin 767-26A0130, original issue, or Revision 1, dated 15 December 2005; is considered acceptable for compliance with the corresponding actions in requirement 1 of this AD.

Accomplishing the actions required by requirement 2.b. of this AD before the effective date of this AD, in accordance with Boeing Service Bulletin 767-26-0118, original issue, or Revision 1, dated 3 October 2002; is considered acceptable for compliance with the corresponding actions in requirement 2.b. of this AD for accomplishing the modification of the fire extinguishing tube assembly.

*Note: FAA AD 2007-10-03 Amdt 39-15044 dated 30 April 2007 refers.*

Compliance:

1. a. Within 24 months or 8,000 flight hours after the effective date of this AD, whichever is first.

   Thereafter repeat the inspections at intervals not to exceed 24 months or 8,000 flight hours, whichever occurs first.

   b. Before further flight, after the effective date of this AD.

2. a. Within 24 months or 8,000 flight hours after the effective date of this AD, whichever occurs first. Do all applicable modifications before further flight following the inspections.

   b. Before further flight, after the effective date of this AD.

This Airworthiness Directive becomes effective on 5 July 2007.

Background: This AD was prompted by one report indicating that an operator found a hole in the discharge tube assembly for the metered fire extinguishing system; and another report indicating that an operator found chafing of the fire extinguishing tube against the auxiliary power unit (APU) duct that resulted in a crack in the tube. The issuing of this AD is intended to prevent fire extinguishing agent from leaking out of the tube assembly in the aft cargo compartment which, in the event of a fire in the aft cargo compartment, could result in an insufficient concentration of fire extinguishing agent, and consequent inability of the fire extinguishing system to suppress the fire.

David Villiers
Delegate of the Civil Aviation Safety Authority

24 May 2007