
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/B767/233 Fuel Quantity Indicator System Wire Harness 2/2008**

Applicability: Boeing Model 767-200, -300 and -300F series aeroplanes identified in Boeing Special Attention Service Bulletin (SASB) 767-28-0087 dated 5 February 2007.

- Requirement:**
1. Accomplish the following in accordance with SASB 767-28-0087:
 - a. A detailed inspection of each fuel quantity indication system (FQIS) wire harness connector for corrosion of the shield-to-backshell connection, corrosion on the ground jumper and damage to the ground jumper.
 - b. A loop resistance test of each FQIS wire harness.
 2. If any anomalies are noted during the Requirement 1.a inspection or 1.b test, carry out all applicable related investigative and corrective actions in by accomplishing all the actions specified in the Accomplishment Instructions of SASB 767-28- 0087.

Note 1: SASB 767-28-0087 refers to Cinch Service Bulletin CN1156-28-02 as an additional source of service information for installing a backshell and assembly upgrade kit.

Later revisions of the above SASB, approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2007-23-09, are considered acceptable for compliance with the equivalent Requirements of this Directive.

Note 2: FAA AD 2007-23-09 Amdt 39-15255 refers.

Compliance: For Requirement 1 - Within 48 months after the effective date of this Directive.

For Requirement 2 - Before further flight after completing the Requirement 1 inspection or test.

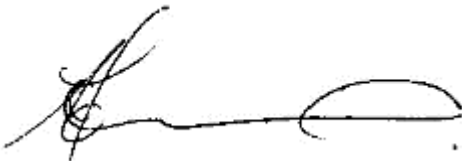
This Airworthiness Directive becomes effective on 14 February 2008.

Boeing 767 Series Aeroplanes

AD/B767/233 (continued)

Background: The FAA has advised of reports of corrosion of the out-tank wire harness of the spar connector backshell for the FQIS which could prevent correct grounding of the lightning shield and result in total loss of the electrical grounding between the lightning shield and the airplane structure. This condition, in combination with flammable fuel vapours, could result in fuel tank explosions and consequent loss of the aeroplane.

This Directive requires a one-time inspection of each FQIS wire harness connector for corrosion of the shield-to-backshell connection, corrosion on the ground jumper and damage to the ground jumper; together with a loop resistance test of each FQIS wire harness and related investigative and, if necessary, corrective actions.



Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

10 December 2007