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## AIRWORTHINESS DIRECTIVE

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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.

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### Boeing 767 Series Aeroplanes

**AD/B767/238**
**Airconditioning Mix Manifold Ducting**
**5/2008**

**Applicability:** Boeing Model 767-300F series aeroplanes, as identified in Boeing Special Attention Service Bulletin 767-21-0192, dated 23 March 2006.

**Requirement:** Do the applicable action specified in Table 1 of this AD in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 767-21-0192.

**Table 1. - Replacement**

<b>For aeroplanes identified in the service bulletin as -</b>	<b>Do the following action -</b>
(1) Group 1 aeroplanes	Replace the rotomolded duct between the transition duct of the right cooling pack and the mix manifold with a new duct made of aluminium.
(2) Group 2 aeroplanes	Replace the rotomolded ducts of the mix manifold system with new ducts made from Kevlar® and aluminium.

*Note: FAA AD 2007-25-13 Amendment 39-15295 dated 23 November 2007 refers.*

**Compliance:** Within 36 months after the effective date of this AD.

This Airworthiness Directive becomes effective on 8 May 2008.

**Background:** This AD results from a report of failures of the duct joint seal of the mix manifold system. The issuing of this AD is intended to prevent air conditioning leakage into the mix manifold bay. Such leakage could decrease the air flow to the flight compartment and main cabin or could allow smoke into the flight compartment in the event of a fire in the main cabin or forward cargo compartment.



David Punshon  
Delegate of the Civil Aviation Safety Authority

6 March 2008