Boeing 767 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/141 and issues the following AD under subregulation 39.1 (1) of CAR 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.

AD/B767/141 Reduced Acceleration and Climb Performance 8/2001
Amdt 1 DM

Applicability: Boeing Model 767-200, 767-300 series aeroplanes equipped with Pratt & Whitney Model PW 4000 series engines.

Requirement: Revise the Aircraft Flight Manual (AFM) by inserting a copy of FAA Airworthiness Directive (AD) 2001-01-10 with Boeing Telex M-7200-00-02672, dated 1 November 2000, including the performance adjustments in "Performance for Operations of PW4000 Series Engines with FB2B or FB2T Fans Installed, 767-200/767-300".

When the information in Boeing Telex M-7200-00-02672 and its attachments have been incorporated as a general revision of the AFM, the FAA AD and the telex and its attachments are to be removed from the AFM.

Note: *FAA AD 2001-01-10 Amendment 39-12080 refers.*

Compliance: Unless accomplished earlier, within 30 days from the effective date of this Directive.

This Amendment becomes effective on 12 July 2001.

Background: This Directive is being issued to correct the condition of Fan Thrust Deterioration Mode (FTDM) present on some PW4000 series engines fitted with early production fan blades. The thrust deterioration is due to erosion of fan blade's leading edge and results in reduced acceleration and climb performance, relative to performance data in the AFM. The reduced thrust may result in runway overruns or impact with an obstacle or terrain.

This amendment is being issued to correct the FAA AD referred.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

21 June 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 27 June 2001.