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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 revokes Airworthiness Directive AD/B747/90 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.

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### Boeing 747 Series Aeroplanes

**AD/B747/90  
Amdt 1**

**Trailing Edge Flap Track**

**3/2003**

**Applicability:** Model 747 series aircraft, as listed in Boeing Service Bulletin 747-57-2256 Revision 3, dated 21 June 2001.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2002-23-21 Amdt 39-12965.

*Note: Boeing Service Bulletins 747-57-2256, 747-57-2256 Revision 1, 747-57-2256 Revision 2, and 747-57-2256 Revision 3 refer.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 20 March 2003.

This Amendment becomes effective on 20 March 2003.

**Background:** The FAA received reports of missing cadmium plating, and corrosion in certain flap track fail-safe bar bolt holes. This condition, if not corrected, could result in fracture of the trailing edge flap track, separation of the flap supported by the track, and consequent reduction in controllability of the aircraft.

Amendment 1 is issued in response to a new FAA AD which was prompted by reports of corrosion and cracks found in certain bolt holes reworked to the requirements of the original issue of this Directive (existing FAA AD).

The original issue of this Airworthiness Directive became effective on 18 April 1991.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

30 January 2003