

Boeing 747 Series Aeroplanes

AD/B747/150
Amdt 1

Upper Link Fuse Pin

10/97

Applicability: Model 747 and 747-400 series aircraft with line numbers 1 through 967, and 969 through 992; excluding aircraft equipped with Pratt and Whitney PW4000 or General Electric CF6-80C2 series engines; and excluding aircraft on which the strut/wing modification has been accomplished in accordance with FAA ADs 95-13-05, 95-13-07, or 95-10-16, as applicable.

Requirement: Action in accordance with the technical requirements of FAA AD 97-14-06 Amdt 39-10064.

Note: Boeing Service Bulletins 747-54-2155 and 747-54A2166 refer.

Compliance: As specified in the requirement document with a revised effective date of 11 September 1997.

Background: The FAA received reports of cracked or corroded fuse pins on the upper link of the inboard and outboard struts. This condition could result in fracturing of the pins and the possible separation of an engine from the aircraft.

Amendment 1 is issued in response to a new FAA AD which reduces the compliance times of actions associated with certain fuse pins and provides for optional terminating action for the requirements of this Directive. This amendment is prompted by a report received by the FAA of fracturing of a bulkhead style fuse pin located in the inboard strut at the forward end of the upper link.

The original issue of this airworthiness directive became effective on 22 June 1995.