

Boeing 747 Series Aeroplanes

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**AD/B747/169**  
**Amdt 1**

**Midspar Fuse Pin**

**9/97**

- Applicability:** Model 747 series aircraft with line numbers 1 through 1046, equipped with Pratt and Whitney model PW4000 series engines, or General Electric model CF6-80C2 series engines, or Rolls Royce model RB211 series engines; on which fuse pins having part numbers 310U2301-101, -116, -117, or -120 ( “third generation “ fuse pins ) are installed at the midspar / spring beam fittings of the engine pylon; and on which modification of the nacelle strut and wing structure in accordance with Boeing ASB 747- 54A2156 or Boeing ASB 747-54A2157, as applicable, has not been accomplished.
- Requirement:** Inspect in accordance with the technical requirements of FAA AD 96-26-52 R1 Amdt 39-1002.
- Compliance:** Unless the initial inspection has already been accomplished, within 15 days after 15 January 1997; thereafter as specified in the requirement document.
- The compliance of the initial issue of this directive remains unchanged, while the repetitive inspection frequency as specified in the new requirement document, is changed by this issue.
- This amendment becomes effective on 14 August 1997.
- Background:** The FAA received a report of a fuse pin which had migrated out of an inboard spring beam fitting on the number 1 engine pylon of a model 747-400 aircraft. In addition, the mating nut to this pin had backed off from full engagement with the pin.
- Amendment 1 is issued in response to the issue of a new FAA AD which decreases the frequency of inspections, as a result of new data provided by the manufacturer.
- The original issue of this airworthiness directive became effective on 15 January 1997.