

Boeing 747 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/B747/180 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/B747/180 Longeron Splice Fittings at Stringer 11, BS 2598 9/2000
Amdt 1

Applicability: Model 747-100, 747-200, 747-300, 747SR, and 747SP series aircraft with line positions 201 through 886.

Requirement: Perform a detailed visual inspection to detect cracking of the longeron fittings at stringer 11, on the left and right sides at body station (BS) 2598, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin (ASB) 747-53A2410, Revision 2, including Addendum, or ASB 747-53A2410 Revision 3, including Addendum. After the effective date of this Directive, only ASB 747-53A2410 Revision 3 shall be used.

Note: FAA AD 2000-10-23 Amdt 39-11748 refers.

Compliance: As specified in the Requirement document for the initial and repetitive inspection requirements, with a revised effective date of 7 September 2000.

This Amendment becomes effective on 7 September 2000.

Background: The FAA received reports of fatigue cracking of the longeron splice fittings at BS 2598 on Model 747SR and 747-200 series aircraft. The most recent cracking was detected on an aircraft that had accumulated 62,783 total flight hours and 16,867 total flight cycles. Such fatigue cracking, if not detected and corrected, could result in reduced controllability of the horizontal stabiliser.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

Amendment 1 is issued in response to a new FAA AD which reduces the compliance time for accomplishment of the currently required inspection and adds a new requirement for repetitive inspections. This action was prompted by reports of fatigue cracking found on longeron splice fittings.

The original issue of this Airworthiness Directive became effective on 26 March 1998.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

27 July 2000