

Boeing 747 Series Aeroplanes

AD/B747/188 Amdt 3 (continued)

Note: 1. Requirement 4 of this Directive be accomplished by inserting a copy of this Directive into the AFM.

Note: 2. Boeing Alert Service Bulletin 747-28A2212, Revision 3, references Crane Hydro-Aire Service Bulletins 60-703-28-33, 60-703-28-35, 60-721-28-5, and 60-723-28-5, as secondary sources of information for the rework of the pump housing and impeller motor assembly.

Note 3: FAA AD 2001-21-07 Amdt 39-12478 refers.

Compliance: For requirement 1 and 2: Remains unchanged as; Unless already accomplished, prior to further flight from the effective date of Amendment 2 of this Directive.

For requirement 3: Remains unchanged as; Upon the accumulation of 10,000 total flight hours in service or within 90 days after the effective date of Amendment 1 of this Directive: Every 1,000 or 10,000 flight hours dependent on the criteria specified in Boeing Alert Service Bulletin Boeing 747-28A2212, Revision 3 or earlier revisions.

For requirement 4: Unless already accomplished, or Requirements 1, 2 and 3 have not been complied with: Prior to further flight from the effective date of Amendment 2 of this Airworthiness Directive.

Note 4: Compliance with Requirements 1,2 and 3 is terminating action for this Requirement, therefore, the amendment to the AFM may be removed from the manual.

For requirement 5: Before 4 December 2008.

Compliance with this Requirement is terminating action for Requirements 1, 2 and 3 or 4 of this Airworthiness Directive and, as applicable, the amendment to the AFM at Requirement 4, may be removed from the manual.

This Amendment becomes effective on 15 April 2004.

Boeing 747 Series Aeroplanes

AD/B747/188 Amdt 3 (continued)

Background: This amendment increases the compliance time for the rework and replacement of certain parts. The FAA has determined that extending the time for rework and replacement of parts will not introduce a safety concern.

Reports indicated that during inspection of a B747-400 fuel system, the inlet adapters of the override/jettison pumps of the centre wing fuel tank were worn. The adapters were sufficiently worn to cause damage to the rotating blades of the inducer. Inlet check valves also exhibited significant damage. FAA AD 2001-21-07 has now been issued and supersedes FAA AD 98-16-19, which was the subject of amendment 1 to this Directive. This Directive therefore reflects the latest FAA AD by introducing terminating action to the Aircraft Flight Manual amendment and/or repetitive inspections after rework and replacement of certain existing pump parts.

Amendment 2 of this Directive became effective on 3 April 2002.

Amendment 1 of this Airworthiness Directive became effective on 21 October 1998

The original issue of this Airworthiness Directive became effective on 24 August 1998.



James Coyne
Delegate of the Civil Aviation Safety Authority

5 March 2004