

Boeing 747 Series Aeroplanes

AD/B747/215

**Engine Thrust Links PW4000
Powered Aircraft**

12/99

Applicability: Boeing 747-400 series aircraft powered by Pratt and Whitney PW4000 series engines.

Requirement: 1. For Group 1 aircraft, as identified in Boeing Alert Service Bulletin 747-71A2283, carry out a detailed visual inspection of the engine thrust link components in accordance with the alert service bulletin, Work Package 1.

Rectify any discrepancy or damage found during this inspection prior to further flight.

2. For Group 1 aircraft, replace the existing end cap and end cap bolts of the forward engine mount end cap assembly with improved end cap and end cap bolts in accordance with Boeing Alert Service Bulletin 747-71A2283, Work Package 2.

Compliance with Requirement 2 constitutes terminating action for this airworthiness directive for Group 1 aircraft.

3. For Group 2 aircraft, replace the existing end cap bolts with improved end cap bolts in accordance with Boeing Alert Service Bulletin 747-71A2283, Work Package 3.

4. End cap, P/No 310T3026-1 shall not be installed as a replacement part on Australian registered Boeing 747 aircraft.

Note: FAA AD 99-11-12 refers.

Compliance: 1. Unless previously accomplished, carry out an initial inspection within 500 hours time in service after the effective date of this airworthiness directive.

Thereafter, re-inspect at intervals not to exceed 5000 hours time in service or 15 months whichever occurs first.

2. (a) Prior to accumulating 16,000 flight cycles on any engine or within 500 hours time in service after the effective date of this airworthiness directive whichever occurs later, but no later than three years after the effective date of this airworthiness directive.

(b) Prior to further flight **if** rectification of any damage or discrepancy is required as a result of the inspection per Requirement 1.

3. No later than three years after the effective date of this airworthiness directive.

4. As of the effective date of this airworthiness directive.

This Airworthiness Directive becomes effective on 2 December 1999.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

Background: This AD is prompted by reports of forward engine mount end cap bolt fatigue failures. End cap bolt failure could result in failure of the end cap assembly which, in the event of a primary thrust link failure, could lead to separation of an engine from the aircraft.