

Boeing 747 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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/B747/226

**Wing Rear Spar Lower Chord Splice
Plate and Kick Fitting H-11 Bolts**

7/2000

Applicability: Model 747 series aircraft, as listed in Boeing Service Bulletin 747-57A2309, Revision 1.

Requirement: Action in accordance with the technical requirements of FAA AD 2000-08-14 Amdt 39-11700.

Note: Accomplishment of the actions specified in paragraph (d) of the Requirement document constitutes terminating action for the repetitive inspection requirements of this Directive.

Compliance: As specified in the Requirement document for the initial and repetitive inspections, and bolt replacement, with a revised effective date of 13 July 2000.

This Airworthiness Directive becomes effective on 13 July 2000.

Background: The FAA received a report of broken bolts at the wing rear spar side-of-body on the lower chord splice plate. The actions specified by this Directive are intended to prevent cracking of the bolts due to stress corrosion, which could result in reduced structural integrity of the wing-to-body joint structure.



Bernard Malcolm Hole
Delegate of the Civil Aviation Safety Authority

31 May 2000