

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/B747/233 Horizontal Stabiliser Fuel Tank Wire Bundles 10/2000

Applicability: Model 747-400 series aeroplanes having line numbers (L/N) 1162 through 1223, except L/N 1174; equipped with horizontal stabiliser fuel tanks.

- Requirement:**
1. Perform a one-time detailed visual inspection in accordance with Boeing Alert Service Bulletin (ASB) 747-28A2232, Revision 1, dated 22 June 2000 of wire bundles routed to the fuel tank transfer pumps in the horizontal stabiliser to determine if wire bundles W4601 and W4602 are routed correctly and to detect damage. If the wire bundles are routed correctly and no damage is detected, no further action is required by this Directive.
 2. If either wire bundle is determined to be incorrectly routed, but damage is not detected, reroute the affected wire bundle in accordance with the ASB.
 3. If any damage is detected (whether the wire bundles are routed properly or not), repair the affected wire bundle and route the wire bundle correctly, as applicable, in accordance with the ASB.

Inspections and corrective actions accomplished prior to the effective date of this Directive in accordance with Boeing ASB 747-28A2232, dated 2 March 2000, are acceptable for compliance with the applicable action specified in this amendment.

Note 1: For the purposes of this Directive, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Note 2: FAA AD 2000-15-02 Amdt 39-11831 refers.

Compliance: For Requirement 1 - Within 60 days after the effective date of this Directive.

For Requirement 2 - Before further flight.

For Requirement 3 - Before further flight.

This Airworthiness Directive becomes effective on 5 October 2000.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

Background: The United States Federal Aviation Administration received a report indicating that, during a production flight test, the flight crew reported the advisory message "FUEL PMP STAB R" and the caution message "FUEL STAB XFR" were displayed on the engine indicating and crew alerting system. Inspection revealed that a wire bundle routed to the fuel tank transfer pumps in the horizontal stabiliser was "pinched" between the head of a clamp fastener and adjacent structure. Evidence of arcing was also detected. Investigation then revealed that the wire bundle was routed incorrectly through a clamp near the transfer pump. This condition, if not corrected, could result in electrical arcing and a possible fire adjacent to the fuel tank.

This Directive requires a one-time inspection to determine if wire bundles W4601 and W4602 are routed incorrectly and to detect damage, and corrective actions, if necessary.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

25 August 2000