
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B747/242 and issues the following AD under subregulation 39.001(1) of CASR 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.

Boeing 747 Series Aeroplanes

AD/B747/242
Amdt 1

Trailing Edge Flap H-11 Bolts

11/2009
DM

Applicability: All Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, and 747SR series aircraft.

Requirement: Action in accordance with the technical requirements of FAA AD 2001-03-10 Amdt 39-12114.

Boeing Alert Service Bulletin (ASB) 747-27A2398 is approved by the FAA as an AMOC to the requirements of paragraphs (a) and (b) of FAA AD 2001-03-10 for the number 1, 2, 7 and 8 trailing edge flap positions. Boeing ASB 747-27A2398 is related to AD/B747/388.

Note: Boeing Service Bulletin 747-27A2376 original issue, or later FAA approved revision, refers.

Compliance: As specified in the Requirement document with a revised effective date of 17 May 2001.

The compliance time remains unchanged by this issue of the Directive.

This Amendment becomes effective on 2 September 2009.

Background: The FAA requires an inspection to determine whether H-11 steel bolts are installed as attach and support bolts at the trailing edge flap transmissions, and replacement of any H-11 steel bolt with an Inconel bolt. The required actions are intended to prevent loss of a flap transmission, which could reduce lateral controllability of the aircraft.

Amendment 1 is issued to include a new paragraph to the Requirement section of this Directive, which introduces alternate means of compliance information affecting the outboard trailing edge flap positions.



David Villiers
Delegate of the Civil Aviation Safety Authority

26 August 2009