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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B747/243 and issues the following 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.

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### Boeing 747 Series Aeroplanes

**AD/B747/243  
Amdt 1**

**Midspar Fuse Pin Retention**

**3/2002**

**Applicability:** Model 747 series aircraft, line numbers 1 through 1046 that have accomplished FAA Airworthiness Directives 95-10-16 (AD/B747/153), 95-13-05 (AD/B747/154), 95-13-06, or 95-13-07; and line numbers 1047 through 1271.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2001-23-15 Amdt 39-12514.

**Compliance:** As specified in the Requirement document with a revised effective date of 21 March 2002.

This amendment becomes effective on 21 March 2002.

**Background:** The FAA received several reports of loose primary retention nuts of the midspar fuse pins of the inboard and outboard engine struts of certain Model 747 series aircraft. Loss of primary retention capability could result in loss of secondary retention capability of the fuse pins, migration of the fuse pins, and consequent loss of the strut and engine from the aircraft.

Amendment 1 is issued in response to a new FAA AD which retains the current inspection requirements but mandates accomplishment of the previously optional terminating modification.

The original issue of this Airworthiness Directive became effective on 17 May 2001.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

8 February 2002