

Boeing 747 Series Aeroplanes

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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 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.

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**AD/B747/245**

**Longeron Splice Fittings, Stringer  
11 at Body Station 2598**

**7/2001**

**Applicability:** Model 747-400 series aircraft, as listed in Boeing Alert Service Bulletin 747-53A2419, Revision 1 dated 21 September 2000.

**Requirement:** Inspect in accordance with the technical requirements of FAA AD 2000-25-11 Amdt 39-12046.

*Note: Boeing Alert Service Bulletin 747-53A2419 Revision 1, including Appendix A, refer.*

**Compliance:** For the initial detailed visual inspection, at the later of the following times:

- a. Before the accumulation of 17,000 total flight cycles or 63,000 total flight hours, whichever occurs first.
- b. Before 30 January 2003.

Thereafter at the repeat inspection times specified in the Requirement document.

This Airworthiness Directive becomes effective on 12 July 2001.

**Background:** The FAA requires inspections to detect and correct fatigue cracking of the longeron splice fittings and subsequent damage to adjacent structure. Such Damage could result in the inability of the structure to carry horizontal stabiliser flight loads, with consequent reduced controllability of the horizontal stabiliser.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

18 May 2001