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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/B747/246 Amdt 1 and issues the following AD under subregulation 39.1 (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.

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### Boeing 747 Series Aeroplanes

**AD/B747/246  
Amdt 2**

**Wing Front Spar Web**

**11/2003**

**Applicability:** Model 747 series aircraft, as listed in Boeing Service Bulletin 747-57A2311 Revision 2, dated 21 February 2002.

**Requirement:** Inspect in accordance with the technical requirements of FAA AD 2003-16-12 Amdt 39-13265.

*Note: Boeing Alert Service Bulletins 747-57A2311, 747-57A2311 Revision 1, including Appendices A and B, and 747-57A2311 Revision 2 refer.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 30 October 2003.

This Amendment becomes effective on 30 October 2003.

**Background:** The FAA required inspections to detect and correct fatigue cracking of the wing front spar web, which could result in fuel leaking onto an engine and a consequent fire.

Amendment 1 corrected compliance repeat inspection frequency.

Amendment 2 is issued in response to a new FAA AD, which changes applicability, changes certain compliance times, adds certain new requirements, and introduces an optional modification.

Amendment 1 of this Airworthiness Directive became effective on 6 September 2001.

The original issue of this Airworthiness Directive became effective on 12 July 2001.



David Villiers  
Delegate of the Civil Aviation Safety Authority

10 September 2003