
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.

Boeing 747 Series Aeroplanes

AD/B747/264 Flight Engineer Panel - Electrical Wire Bundles 2/2002

Applicability: Model 747 series aeroplanes, as listed in Boeing Alert Service Bulletin (ASB) 747-24A2118, Revision 3, dated 24 June 1999.

Requirement:

1. Perform a one-time detailed visual inspection for chafing of certain electrical wire bundles behind the P4 flight engineer's panel in the cockpit in accordance with ASB 747-24A2118, Revision 3.

Inspections and follow-on actions accomplished before the effective date of this Directive in accordance with Boeing Service Bulletin 747-24-2118, dated 9 February 1989; Revision 1, dated 11 May 1989; or Revision 2, dated 21 December 1989; are acceptable for compliance with the corresponding actions required by this Directive.

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."

2. If any chafing is found during the Requirement 1 inspection, repair the chafed wire bundles in accordance with ASB 747-24A2118, Revision 3.
3. Wrap the electrical wire bundles with Teflon sleeving and reroute them, in accordance with ASB 747-24A2118, Revision 3.

Where Boeing ASB 747-24A2118, Revision 3, specifies that certain procedures may be accomplished per an "operator's comparable procedure," the procedures must be accomplished per the applicable chapter of the Boeing 747 Airplane Maintenance Manual (AMM) specified in the service bulletin.

Note 2: FAA AD 2001-24-31 Amdt 39-12548 refers.

Compliance: For Requirement 1 - Before 16 January 2003.

For Requirement 2 - Before further flight, following the Requirement 1 inspection.

Boeing 747 Series Aeroplanes

AD/B747/264 (continued)

For Requirement 3 - Before further flight following either the Requirement 1 inspection or the Requirement 2 repair.

This Airworthiness Directive becomes effective on 21 February 2002.

Background: This Directive requires a one-time inspection for chafing of certain electrical wire bundles behind the flight engineer's panel in the cockpit; together with the repair of any chafed wire bundles. The Directive also requires the installation of Teflon sleeving over the inspected wire bundles and rerouting them. These actions are necessary to prevent burning of electrical wires, which could result in smoke in the cockpit and loss of function of several aircraft systems.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

14 January 2002