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## AIRWORTHINESS DIRECTIVE

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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/B747/290 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.

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### Boeing 747 Series Aeroplanes

#### **AD/B747/290      Trailing Edge Flap Actuator Attach Fittings - 2      1/2006** **Amdt 1**

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

**Requirement:** Action in accordance with the technical requirements of FAA AD 2005-20-18 Amdt 39-14312.

*Note: Boeing Alert Service Bulletins 747-57A2310 Revision 1 and Revision 2, and 747-57A2316 original issue, or later FAA approved revisions, refer.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 19 January 2006.

This Amendment becomes effective on 19 January 2006.

**Background:** The FAA has received reports of three fractures of the attach fittings of the trailing edge flap actuator on Model 747 series aircraft. The fractures have been attributed to corrosion and/or cracking. In one case, the fracture caused the flap to jam and resulted in an air turnback. In another case, the fractures occurred in the area of the upper journal, which is not covered by SB 747-57A2310 (AD/B747/259) inspections. The actions required by this Directive are necessary to detect and correct cracking and other damage of the actuator attach fittings of the trailing edge flaps, which could result in abnormal operation or retraction of a flap, and possible loss of control of the aircraft.

## Boeing 747 Series Aeroplanes

AD/B747/290 Amdt 1 (continued)

Amendment 1 is issued in response to FAA AD 2005-20-18 which supersedes FAA ADs 2001-13-12 (AD/B747/259) and 2003-08-11 (this Directive). For certain aircraft, this Directive requires new inspections for discrepancies of the actuator attach fittings of the trailing edge flaps, and follow-on and corrective actions if necessary, which ends the repetitive inspections of the superseded FAA ADs. For all aircraft, this Directive requires repetitive overhaul/replacements of the actuator attach fittings of both the inboard and outboard flaps.



David Villiers  
Delegate of the Civil Aviation Safety Authority

30 November 2005