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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/B747/336 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/B747/336**                      **Nacelle Strut Attach Pin/Bolt, Dual Side**                      **2/2009**  
**Amdt 1**                              **Brace, and Underwing Midspar Fitting**

**Applicability:**      Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SR, and 747SP series aircraft; as identified in Boeing Service Bulletin 747-54A2218 Revision 1, dated 24 February 2005, or later FAA approved revision.

**Requirement:**      Action in accordance with the technical requirements of FAA AD 2005-19-09 Amdt 39-14274.

Corrective actions (repairs or repeat inspections) that are approved on an FAA form 8100-9 and approved by the Manager, Seattle Aircraft Certification Office or delegate as an Alternative Method of Compliance (AMOC) to the requirements of FAA AD 2005-19-09, may be carried out without the need to obtain an exclusion from CASA from this airworthiness directive.

**Compliance:**      As specified in the Requirement document.

This Amendment becomes effective on 12 February 2009.

**Background:**      The FAA received reports of corroded, migrated, and rotated bearings for the dual side braces in the inboard and outboard engine mounting struts, a report of a fractured retainer for the eccentric bushing for one of the side links of a dual side brace, and reports of wear and damage to the underwing midspar fitting on the outboard strut. The actions required by this Directive are intended to prevent the loss of a dual side brace or underwing midspar fitting load path, which could result in the transfer of loads and motion to other areas of a strut, and possible separation of a strut and engine from the aircraft during flight.

This amendment allows the use of an FAA approved Alternative Method of Compliance (AMOC) to the requirements of this AD, without the need for the operator to continually apply for an exclusion for repairs and/or repeat inspections that are already approved on a form 8100-9 as an AMOC by an FAA delegate.

**Boeing 747 Series Aeroplanes**

AD/B747/336 Amdt 1 (continued)

The original issue of this Airworthiness Directive became effective on  
24 November 2005.

A handwritten signature in black ink, appearing to read 'David Punshon', written in a cursive style.

David Punshon  
Delegate of the Civil Aviation Safety Authority

11 December 2008