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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 39.001(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/B747/366**

**Fuel Pump Housing to Wing  
Structure Electrical Bonding**

**13/2007**

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

**Requirement:** Action in accordance with the technical requirements of FAA AD 2007-21-13 Amdt 39-15231.

*Note: Boeing Service Bulletin 747-28-2259 original issue, Revision 1, and Revision 2, or later FAA approved revision, refers.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 20 December 2007.

This Airworthiness Directive becomes effective on 20 December 2007.

**Background:** The FAA requires reworking the electrical bonding between the aircraft structure and the pump housing of certain fuel override/jettison pumps, and also requires related investigative actions and corrective actions if necessary. Insufficient electrical bonding could result in potential ignition sources inside the fuel tanks, which, in combination with flammable fuel vapours, could result in a fuel tank explosion and consequent loss of the aircraft.



David Villiers  
Delegate of the Civil Aviation Safety Authority

7 November 2007