
AIRWORTHINESS DIRECTIVE

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/B747/388 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.

Boeing 747 Series Aeroplanes**AD/B747/388
Amdt 1****Outboard Flap Track and Transmission
Attachment****11/2009
DM**

Applicability: Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, and 747SR series aircraft; as identified in Boeing Service Bulletins 747-27A2398 Revision 1, and 747-27A2421 Revision 1, or later FAA approved revisions.

Requirement: Action in accordance with the technical requirements of FAA AD 2008-23-10 Amdt 39-15731.

Boeing Alert Service Bulletin 747-27A2398 is approved by the FAA as an AMOC to the requirements of paragraphs (a) and (b) of FAA AD 2001-03-10 (AD/B747/242) for the number 1, 2, 7 and 8 trailing edge flap positions.

Compliance: As specified in the Requirement document, with a revised effective date of 15 January 2009.

The compliance time remains unchanged by this issue of the Directive.

This Amendment becomes effective on 2 September 2009.

Background: The FAA issued AD 2008-23-10 as a result from a joint Boeing and FAA multi-model study (following in-service trailing edge flap structure and drive system events) on the hazards posed by skewing and failed flaps. This Directive requires modification of the outboard flap track and transmission attachments.

Amendment 1 is issued to include a new paragraph to the Requirement section of this Directive, which introduces alternate means of compliance information affecting the outboard trailing edge flap positions.



David Villiers
Delegate of the Civil Aviation Safety Authority

26 August 2009