
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 39.001(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/B747/389****Trailing Edge Flap Tracks
and Track Main Carriage****2/2009**

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

Requirement: Action in accordance with the technical requirements of FAA AD 2008-25-07 Amdt 39-15765.

Note: Boeing Alert Service Bulletin 747-57A2323 original issue, or later FAA approved revision, refers.

Compliance: As specified in the Requirement document, with a revised effective date of 12 February 2009.

This Airworthiness Directive becomes effective on 12 February 2009.

Background: The FAA issued AD 2008-25-07 as a result from a detailed structural analysis of the trailing edge flap attach structural and fail-safe components; accomplished as a result of a dynamic stability and control analysis, which could not demonstrate continued safe flight and landing of the aircraft after the loss of a trailing edge flap. This Directive requires repetitive inspections of the flap tracks attachment and the flap tracks, and for certain aircraft, modification of the fail-safe links of the main carriage.



David Punshon
Delegate of the Civil Aviation Safety Authority

17 December 2008