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 39.1 (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/B747/295 Wing Foreflap Sequence Carriage Clevis Bushings 11/2003

Applicability: Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F and 747SR series aircraft; line numbers 1 through 1009, except 968, 999, 1004, and 1007.

Requirement: Action in accordance with the technical requirements of FAA AD 2003-16-08 Amdt 39-13261.

Note: Boeing Service Bulletins 747-57-2166 Revision 5 and 747-57-2166 Revision 6 refer.

Compliance: As specified in the Requirement document, with a revised effective date of 30 October 2003.

This Airworthiness Directive becomes effective on 30 October 2003.

Background: The FAA received a report of an incident where the foreflap of an inboard trailing edge flap departed the aircraft during flight and collided with the fuselage, resulting in a 5.5-foot by 3-foot hole in the fuselage. This Directive requires inspections of the clevis bushings on the inboard and outboard sequence carriages of the inboard trailing edge foreflaps; and eventual bushing replacement.

David Villiers
Delegate of the Civil Aviation Safety Authority

10 September 2003

The above AD is notified in the *Commonwealth of Australia Gazette* on 8 October 2003.