AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B747/84 and issues the following 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/B747/84 Amdt 1 — Trailing Edge Flap Tracks Forward End Clevis Lug — 11/2003

Applicability: Model 747-100, -100B, -100B SUD, -200B, -200F, -200C, -300, -400, -400D, -400F, and 747SR series aircraft; as listed in Boeing Service Bulletin 747-57-2307 Revision 1, dated 17 January 2002.

Requirement: Action in accordance with the technical requirements of FAA AD 2003-14-15 Amdt 39-13234.

Note: Boeing Service Bulletins 747-57-2231 Revision 2 and 747-57-2307Revision 1 refer.

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

This Amendment becomes effective on 30 October 2003.

Background: The FAA requires inspections for cracking of the forward end clevis lugs of the flap track, replacement of the flap track if necessary, and optional modification of the clevis lugs. Fracture of the forward end clevis of the flap track could result in reduced structural capability of the flap, and reduced controllability of the aircraft.

Amendment 1 is issued in response to a new FAA AD, which expands applicability and requires new repetitive inspections for evidence of rotation or migration of the bushings, or cracking of the lugs of the forward end clevis of the flap tracks that support the wing trailing edge flaps; and eventual accomplishment of terminating action for the on-going repetitive inspections.

The original issue of the Airworthiness Directive became effective on 26 December 1990.

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.