

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**Airworthiness Directive**

**89-15-07 BOEING:** Amendment 39-6267.

Applicability: Model 747 series airplanes, listed in Boeing Service Bulletin 747-57-2244, Revision 1, dated July 28, 1988, certificated in any category.

Compliance: Required as indicated, unless previously accomplished.

To prevent failure of a wing landing gear beam outboard end fitting with possible damage to control cables or hydraulic lines in the area of the landing gear beam, accomplish the following:

A. Prior to the accumulation of 30,000 flight hours, or 8 years in service, whichever occurs first, or within the next 14 months after the effective date of this AD, whichever occurs later, visually inspect around the fitting lug bushings at the wing landing gear beam outboard end fittings for corrosion, and ultrasonically inspect the wing landing gear beam outboard end fittings for cracks, in accordance with Boeing Service Bulletin 747-57-2244, Revision 1, dated July 28, 1988.

B. If no cracking or corrosion is found, repeat the inspections required by paragraph A., above, at intervals not to exceed 18 months.

C. If cracking is found, prior to further flight, remove the wing landing gear beam outboard fitting, and rework in accordance with Boeing Service Bulletin 747-57-2244, Revision 1, dated July 28, 1988.

D. If only corrosion is found, rework in accordance with Boeing Service Bulletin 747-57-2244, Revision 1, dated July 28, 1988, within the next 12 months. The ultrasonic inspections for cracks required by paragraph A., above, must be accomplished at intervals not to exceed 6 months until rework is accomplished.

E. Terminating action for the inspections required by paragraphs A. and B., above, consists of rework of the wing landing gear beam outboard fittings in accordance with Boeing Service Bulletin 747-57-2244, Revision 1, dated July 28, 1988.

F. An alternate means of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Seattle Transport Airplane Office, FAA, Northwest Mountain Region.

NOTE: The request should be forwarded through an FAA Principal Maintenance Inspector (PMI), who may add any comments and then send it to the Manager, Seattle Transport Airplane Office.

G. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service documents from the manufacturer may obtain copies upon request to Boeing Commercial Airplanes, P.O. box 3707, Seattle, Washington 98124. These documents may be examined at the FAA, Transport Airplane Directorate, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or Seattle Aircraft Certification Office, FAA, Northwest Mountain Region, 9010 East Marginal Way South, Seattle, Washington.

This amendment (39-6267, AD 89-15-07) becomes effective on August 22, 1989.