

## Airworthiness Directive

### ▶ Federal Register Information

#### ▼ Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-3014; AD 77-16-11

BOEING Model 707-300/400/300B/300C Series Airplanes

**PDF Copy (If Available):**

#### ▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective August 15, 1977.

#### ▼ Regulatory Information

**77-16-11 BOEING:** Amendment 39-3014. Applies to all Boeing 707-300/400/300B/300C series airplanes upon the accumulation of, or with more than, 8,000 landings. Inspect the horizontal stabilizer rear spar upper chord, right and left hand, from the side of the body to horizontal stabilizer station 92.55 for cracks at the time intervals specified in paragraph A, in accordance with the methods of paragraph B. Airplanes with chords found cracked are to be reworked prior to further flight in accordance with one of the methods noted in paragraph C.

A. Within the next 175 landings after the effective date of this AD, unless accomplished within the previous 200 landings prior to the effective date of this AD, and thereafter at intervals not to exceed 375 landings.

B. Inspect in accordance with either the low frequency eddy current inspection procedure or high frequency eddy current inspection procedure as

described in Boeing Alert Service Bulletin No. 3313, Revision 2.

C. Rework in accordance with one of the following:

1. If the forward flange of the spar chord is found cracked within the limits as described in Boeing Alert Service Bulletin No. 3313, Revision 2, the chord can remain in service after appropriate rework if reinspected in accordance with paragraph B at intervals not to exceed 375 landings.
2. If the crack penetrates the upper radius from the flange to the chord body, the chord must be replaced prior to further flight.
3. A method approved by the Chief, Engineering and Manufacturing Branch, FAA Northwest Region.

D. Report all cracks in the chord body to the Chief, Engineering and Manufacturing Branch, FAA Northwest Region, noting airplane identification, hours time-in-service, number of landings, crack location and length.

E. With permission of the Chief, Engineering and Manufacturing Branch, FAA Northwest Region, the airplane may be flown in accordance with FAR 21.197 to a base where the inspection or repair can be accomplished. The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to U.S.C. 552(a)(1).

All persons affected by this directive who have not already received these documents from the manufacturer, may obtain copies upon request to Boeing Commercial Airplane Company, P. O. Box 3707, Seattle, Washington 98124. These documents may also be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108.

This amendment becomes effective August 15, 1977, and supersedes the telegraphic AD's issued May 18, May 27, and July 11, 1977, and Amendment 39-2969, AD **77-14-10**.