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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B747/34 Amdt 3 and issues the following 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.

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### Boeing 747 Series Aeroplanes

#### **AD/B747/34                      Supplemental Structural Inspection Program                      3/2008** **Amdt 4**

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

**Requirement:** Action in accordance with the technical requirements of FAA AD 2004-07-22 R1 Amdt 39-15326.

**Compliance:** As specified in the Requirement document.

This Amendment becomes effective on 13 March 2008.

**Background:** The Supplemental Structural Inspection Document has been produced to ensure the continued structural integrity of older Model 747 aircraft and, through follow-on action, to maintain the structural airworthiness of the whole Model 747 fleet.

Amendment 2 introduced the latest revision of the Requirement document.

Amendment 3 required additional and expanded inspections, and expanded applicability to include additional aircraft.

Amendment 4 is issued in response to a revision of the related FAA AD, which clarifies the applicability of the existing AD by specifying which Model 747 aircraft are affected, because certain new variants that have not yet been certified would have been subject to the requirements of this Directive.



David Villiers  
Delegate of the Civil Aviation Safety Authority

30 January 2008