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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/B747/35 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/B747/35  
Amdt 1**

**Front Spar Pressure Bulkhead Chord**

**8/2005**

**Applicability:** Model 747 series aircraft, line numbers 1 through 1307, 1309 through 1312, and 1314.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2005-10 -21 Amdt 39-14098.

*Note: Boeing Service Bulletins 747-53-2064 Revision 4 including Addendum, and 747-53A2471, or later FAA approved revisions, refer.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 4 August 2005.

This Amendment becomes effective on 4 August 2005.

**Background:** Cracks were found on the fatigue test aircraft and on aircraft in-service. This Directive has been issued because Service Bulletin 747-53-2064 has been identified by the B747 Supplemental Structural Inspection Document as having flight safety implications.

Amendment 1 is issued in response to a new FAA AD, which requires high frequency eddy current inspections of the body station 1000 bulkhead chord for cracks, repetitive detailed inspections of the bathtub fittings, if installed, and corrective action if necessary. The applicability is revised to include additional aircraft.



David Villiers  
Delegate of the Civil Aviation Safety Authority

21 June 2005