
AIRWORTHINESS DIRECTIVE

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/B747/85 Amdt 4 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.

Boeing 747 Series Aeroplanes

AD/B747/85 Amdt 5	Corrosion Prevention and Control Program	11/2009 DM
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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 90-25-05 R1 Amdt 39-15327.

Corrosion classified as level 1 need not be reported.

Level 2 corrosion may be consolidated with a sixty day report of corrective action, and submitted to the local CASA Field Office under cover of a single SDR.

Level 3 corrosion shall be reported by SDR.

Note 1: Boeing Document D6-36022 Rev D, or later FAA approved revision, is associated with FAA AD 90-25-05 R1.

Note 2: Boeing Document D621U400-MRB, at Revision: Dec 2007, or later FAA approved revision, is an approved alternative means of compliance to FAA AD 90-25-05 R1 for Boeing Model 747-400 series aircraft only.

Note 3: References made in the FAA AD text to the following; Administrator FAA, FAA Principal Inspector (PI), or Manager Seattle Aircraft Certification Office (ACO), shall be read as Civil Aviation Safety Authority Field Office.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 2 September 2009.

Background: The Country of Origin Airworthiness Authority requires implementation of a corrosion prevention and control program to prevent the degradation of the structural capabilities of the affected aircraft.

Amendment 1 introduced a note which specified the reporting requirements when corrosion is found as a result of the CPCP.

Amendment 2 introduced a method of compliance other than the Country of Origin AD to address current in-production aircraft.

Boeing 747 Series Aeroplanes

AD/B747/85 Amdt 5 (continued)

Amendment 3 clarified the alternative means of compliance for Model 747-400 aircraft.

Amendment 4 clarified 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.

Amendment 5 is issued to allow use of later revisions of Boeing Document D621U400-MRB as an AMOC to FAA AD 90-25-05 R1.



David Villiers
Delegate of the Civil Aviation Safety Authority

26 August 2009