
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B747/130 and issues the following AD under subregulation 39.1 (1) of CAR 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/B747/130 Thrust Reverser Control System Modification 7/2002 Amdt 1

Applicability: All Boeing 747-100, -200, and -300 aircraft fitted with Pratt & Whitney JT9D series engines.

Requirement:

- 1: Incorporate a solenoid-operated shut-off valve into the thrust reverser control system in accordance with Boeing Service Bulletin 747-78-2052, either Rev.3 dated 27 August 1987 or Rev.4 dated 23 March 1989.
- 2: When engine replacement is required, only engines modified in accordance with Requirement 1 are to be installed on an affected aircraft.

Note: FAA AD 94-10-10 Amdt 39-8917 refers.

Compliance: For Requirement 1: No later than 18 August 1997.

For Requirement 2: After the effective date of this Directive.

This Amendment becomes effective on 11 July 2002.

Background: This amendment makes no technical changes to the contents of the Directive. Therefore, no further action is required for aircraft/engines already in compliance with the original Directive. The Directive was prompted by incidents being reported of in-flight deployment of the engine fan thrust reverser. The actions contained in this Directive are intended to prevent such a deployment, which could result in reduced controllability of the aeroplane.

The original issue of this Airworthiness Directive became effective on 18 August 1994.



James Coyne
Delegate of the Civil Aviation Safety Authority

28 May 2002