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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/B747/155 Amdt 1 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/B747/155  
Amdt 2**

**Thrust Reverser Pneumatic Drive**

**1/2010**

**Applicability:** Model 747SP, SR, 747-100, -200, and -300 series aeroplanes powered by Pratt & Whitney JT9D series engines (excluding model JT9D-70A engines).

**Requirement:** Action in accordance with the technical requirements of FAA AD 2003-20-16 Amdt 39-13334.

**Compliance:** At the intervals specified in FAA AD 2003-20-16. If not already accomplished, prior to initial issue of an Australian certificate of airworthiness.

This Amendment becomes effective on 8 January 2010.

**Background:** This Directive is intended to ensure the unit can restrain the thrust reverser sleeve to prevent inadvertent thrust reverser deployment that could lead to an uncontrolled flight condition. The original issue of this Directive specified FAA AD 95-16-02 and became effective on 9 November 1995.

Amendment 1 became effective on 11 July 2002.

This Amendment specifies FAA AD 2003-20-16 which superseded 95-16-02.



Mike Higgins  
Delegate of the Civil Aviation Safety Authority

5 January 2010