
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/B747/167 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.

Boeing 747 Series Aeroplanes

**AD/B747/167
Amdt 2**

Section 41 Bonded Skin Panels

12/2006

Applicability: Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SR, and 747SP series aircraft; as identified in Boeing Alert Service Bulletin 747-53A2409 Revision 5, dated 18 August 2005.

Requirement: Action in accordance with the technical requirements of FAA AD 2006-20-02 Amdt 39-14771.

Compliance: As specified in the Requirement document, with a revised effective date of 23 November 2006.

This Amendment becomes effective on 23 November 2006.

Background: The FAA received a report of skin cracking due to disbonding of the internal doubler of the cracked skin panels. The actions required by this Directive are intended to prevent rapid decompression of the aircraft due to disbonding and subsequent cracking of the skin panels.

Amendment 1 corrected an error with the effective date of the AD. The new effective date was changed to 27 February 1997.

Amendment 2 is issued in response to a new FAA AD, which adds aircraft to applicability and requires new inspections of aircraft that may have Alodine-coated rivets installed. The FAA AD resulted from a report of cracking in a skin lap joint that was previously inspected using eddy current method.



David Villiers
Delegate of the Civil Aviation Safety Authority

12 October 2006