

---

## 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/B747/220 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/B747/220**  
**Amdt 1**

**Body Station 1265 Edge Frame**

**2/2009**

**Applicability:** Model 747 series aircraft, as listed in Boeing Alert Service Bulletin 747-53A2416, Revision 1, dated 6 May 1999 or later FAA approved revision.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2000-02-10 Amdt 39-11529.

*Note: Boeing Alert Service Bulletin 747-53A2416, Revision 1, dated 6 May 1999 or later FAA approved revision, refers.*

Corrective actions (repairs or repeat inspections) that are approved on an FAA form 8100-9 and approved by the Manager, Seattle Aircraft Certification Office or delegate as an Alternative Method of Compliance (AMOC) to the requirements of FAA AD 2000-02-10, may be carried out without the need to obtain an exclusion from CASA from this airworthiness directive.

**Compliance:** As specified in the requirement document.

This Amendment becomes effective on 12 February 2009.

**Background:** The FAA received reports of fatigue cracks at the inner chord and web of the body station 1265 edge frame between stringers 23 and 27. Such cracking could result in rapid decompression of the aircraft.

This amendment allows the use of an FAA approved Alternative Method of Compliance (AMOC) to the requirements of this AD, without the need for the operator to continually apply for an exclusion for repairs that are already approved on a form 8100-9 as an AMOC by an FAA delegate.

The original issue of this AD became effective on 20 April 2000.



David Punshon  
Delegate of the Civil Aviation Safety Authority

18 December 2008