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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/B747/269 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/B747/269**  
**Amdt 1**

**Engine Core Cowl Latch Modification**

**17/2010**

**Applicability:** Boeing 747-400 series aircraft equipped with General Electric CF6-80C2 series engines; as specified in the requirement document.

**Requirement:**

1. Modify the left and right hand core cowl assemblies of the engines per Boeing Service Bulletin 747-71-2285 Revision 1.
2. Do not install aluminium core cowl assembly, part number 224-2301-513 (left hand) or 224-2302-539 (right hand) on any aircraft.

Later revisions to SB 747-71-2285, approved by the United States Federal Aviation Administration (FAA) as an Alternate Means of Compliance (AMOC) to FAA AD 2001-16-07, are considered acceptable for compliance with the equivalent Requirements of this AD.

*Note: FAA AD 2001-16-07 Amdt 39-12375 refers.*

**Compliance:**

1. Before 24 September 2004.
2. As of 6 months after the original effective date of this AD.

This Amendment becomes effective on 3 September 2010.

**Background:** This modification alleviates a potential unsafe condition in which an engine fire can lead to opening of the core cowl in flight and its separation with the strut fire barrier from the airplane.

This amendment notates the acceptance of later revisions of the manufacturer's data which is approved as an AMOC with FAA AD 2001-16-07.

The original issue of this AD became effective on 18 April 2002.



Mike Higgins  
Delegate of the Civil Aviation Safety Authority

26 August 2010