

---

## AIRWORTHINESS DIRECTIVE

---

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B747/274 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/B747/274**                      **Body Station 1480 Bulkhead Splice**                      **3/2003**  
**Amdt 1**

**Applicability:** Model 747 series aircraft, line numbers 1 through 750, excluding aircraft on which the bulkhead splice areas have been modified in accordance with Plan "B" of FAA AD 2001-11-06 (AD/B747/256).

**Requirement:** Inspect in accordance with the technical requirements of FAA AD 2002-26-17 Amdt 39-13005.

*Note: Boeing Alert Service Bulletin 747-53A2477 refers.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 20 March 2003.

This Amendment becomes effective on 20 March 2003.

**Background:** The FAA requires a one-time inspection to identify all alloy steel bolts on the station 1480 bulkhead splice, and detect and correct cracked or broken bolts, which could result in structural damage and rapid decompression of the aircraft.

Amendment 1 is issued in response to a new FAA AD which requires accomplishment of the previously optional terminating action.

The original issue of this Airworthiness Directive became effective on 11 July 2002.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

6 February 2003