
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (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/B747/293

Aft Lower Lobe Cargo Door Cutout

8/2003

Applicability: Model 747 series aircraft, line numbers 1 through 1255.

Requirement: Action in accordance with the technical requirements of FAA AD 2003-10-06 Amdt 39-13151.

Note: Boeing Service Bulletin 747-53A2448 Revision 1 refers.

If inspection reveals damage, accomplish repair per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis approved by a Boeing Company Designated Engineering Representative who has been authorised by the Manager, Seattle ACO, to make such findings.

Compliance: As specified in the Requirement document, with a revised effective date of 7 August 2003.

This Airworthiness Directive becomes effective on 7 August 2003.

Background: The manufacturer received numerous reports of cracks in the forward and aft upper corners of the aft lower lobe cargo door cutout. This Directive requires inspections to detect cracking of the skin, bear strap, and sill chord of the aft lower lobe cargo door cutout, which undetected, could lead to reduced structural integrity of the cutout and result in rapid depressurisation of the aircraft.



David Punshon
Delegate of the Civil Aviation Safety Authority

27 June 2003