
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/B747/306 Passenger Service Unit Panel Rail Tie Bar 7/2004**

Applicability: Model 747-400 and -400D series aircraft, identified as Group 2 aircraft in Boeing Special Attention Service Bulletin 747-25-3111 Revision 2, dated 24 April 2003.

Requirement: Install tie bars in Zone A on the rails of the centre passenger service unit panels in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-25-3111 Revision 2.

Note: FAA AD 2004-09-04 Amdt 39-13593 refers.

Compliance: Within 18 months after 8 July 2004.

This Airworthiness Directive becomes effective on 8 July 2004.

Background: The FAA received a report that, during manufacture, panel tie bars were not installed on the rails of the centre passenger service units (PSU) panel in Zone A on certain Model 747-400 series aircraft. If the tie bars in Zone A are not installed, the PSU panels can move from their location on the PSU rails during flexure of the rails. This condition, if not corrected, could result in PSU panels falling from the PSU support rails during takeoff or landing, which could result in injury to passengers and could impede an evacuation in an emergency situation.



David Villiers
Delegate of the Civil Aviation Safety Authority

26 May 2004