
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 39.001(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/B747/329**Galley Cart Lift Control Panels****8/2005**

Applicability: Boeing Model 747-100, 747-100B, 747-200B, 747-300, 747SR, and 747SP series aeroplanes, as identified in Boeing Alert Service Bulletin (ASB) 747-25A3287, Revision 2, dated 4 September 2003; and Model 747-400 and 747-400D series aeroplanes, as identified in Boeing Service Bulletin (SB) 747-25A3187, Revision 2, dated 27 January 2000.

Requirement: **For Model 747-400 and 747-400D series aeroplanes** - Replace the main and upper deck control panels for the galley cart lift with new or modified control panels in accordance with SB 747-25A3187, Revision 2.

For Model 747-100, 747-100B, 747-200B, 747-300, 747SR and 747SP series aeroplanes - Modify the main and upper deck control panels together with related cable assemblies for the galley cart lift in accordance with ASB 747-25A3287, Revision 2.

Actions accomplished before the effective date of this Directive in accordance with ASB 747-25A3287, dated 25 October 2001, or Revision 1, dated 25 April 2002; or in accordance with SB 747-25A3187, dated 29 April 1999, or Revision 1, dated 23 September 1999; are considered acceptable for compliance with this Directive.

Note: FAA AD 2005-10-19 Amdt 39-14096 refers

Compliance: Within 18 months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 4 August 2005.

Background: The United States Federal Aviation Administration (FAA) has received reports of injuries to catering personnel and flight attendants who were loading or unloading galley carts on one deck when, due to a disabled or malfunctioning safety interlock door switch, the galley cart lift unexpectedly moved when it was activated from the control panel on the other deck.

Boeing 747 Series Aeroplanes

AD/B747/329 (continued)

This Directive requires replacing or modifying the control panels for the galley cart lift and modifying related electrical cable assemblies, as applicable. The Directive is issued to ensure that the galley cart lift can only be sent from the deck on which it is in use, which will prevent unexpected movement of the cart lift that could result in possible injury to catering personnel or flight attendants.



James Coyne
Delegate of the Civil Aviation Safety Authority

24 June 2005