
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/B747/333

Door 5 Crew Rest

11/2005

Applicability: Model 747-200B and 747-300 series aircraft identified in Boeing Special Attention Service Bulletin 747-53-2497, dated 4 November 2004, or later FAA approved revision.

Model 747-200B and 747-300 series aircraft on which Boeing Service Bulletins 747-25-2716, 747-25-2724, and 747-25-2784 have been accomplished.

Model 747-400 and 747-400D series aircraft identified in Boeing Special Attention Service Bulletin 747-53-2481, dated 24 October 2002, or later FAA approved revision.

Requirement: Action in accordance with the technical requirements of FAA AD 2005-16-01 Amdt 39-14206.

Compliance: As specified in the Requirement document, with a revised effective date of 27 October 2005.

This Airworthiness Directive becomes effective on 27 October 2005.

Background: The FAA received a report that the lateral shear beam for the Door 5 crew rest does not meet the 9G forward loading requirement. The actions required by this Directive are intended to prevent the structural support for the Door 5 crew rest and Zone E stowage bins from failing. This could result in the crew rest or stowage bins falling during an emergency and causing injury to crew and passengers.



David Villiers
Delegate of the Civil Aviation Safety Authority

15 September 2005