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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B747/334 and issues the following 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.

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### Boeing 747 Series Aeroplanes

#### **AD/B747/334      Escape Slides, Ramp Slides, and Slides/Rafts      7/2009** **Amdt 1              of Upper Deck, Off-wing, and Main Doors**

**Applicability:** Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, SP and SR series aircraft, as identified in Boeing Service Bulletin 747-25-3279 Revision 4, or later FAA approved revision, or Boeing Service Bulletin 747-25-3232 original issue, or later FAA approved revision, as applicable.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2009-10-12 Amdt 39-15908.

**Compliance:** As specified in the Requirement document, with a revised effective date of 2 July 2009.

Actions accomplished before 27 October 2005, in accordance with Boeing Service Bulletin 747-25-3279, dated 16 May 2002, are acceptable for compliance with the corresponding requirements of paragraph (g) of the requirement document.

Actions accomplished before the effective date of this AD according to Boeing Service Bulletin 747-25-3279, Revision 2, dated 26 July 2006; or Revision 3, dated 18 January 2007; are considered acceptable for compliance with the corresponding actions specified in paragraph (g) of the requirement document.

Actions accomplished before the effective date of this AD according to Boeing Service Bulletin 747-25-3279, dated 16 May 2002; Revision 1, dated 11 July 2002; Revision 2, dated 26 July 2006; or Revision 3, dated 18 January 2007; are considered acceptable for compliance with the corresponding actions specified in paragraph (k) of the requirement document.

This Amendment becomes effective on 2 July 2009.

**Background:** The FAA received a report of 30 to 60-second delays in the inflation of escape slides/rafts. This Directive requires modification of the inflation systems of the upper deck escape slides, off-wing escape ramps/slides and slides, and doors 1, 2, 4, and 5 escape slides/rafts.

This amendment adds an additional aircraft to the applicability.

**Boeing 747 Series Aeroplanes**

AD/B747/334 Amdt 1 (continued)

The original issue of the Airworthiness Directive became effective 27 October 2005.

A handwritten signature in black ink, appearing to read 'David Villiers', with a long horizontal stroke extending to the right.

David Villiers  
Delegate of the Civil Aviation Safety Authority

22 May 2009