
AIRWORTHINESS DIRECTIVE

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/B747/342 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.

Boeing 747 Series Aeroplanes

AD/B747/342 **Main Entry Door No. 3 Fuselage Cutout** **2/2009**
Amdt 1

Applicability: Model 747-100, -100B, -100B SUD, -200B, -200C, -300, -400, -400D, and 747SR series aircraft.

Requirement: Action in accordance with the technical requirements of FAA AD 2006-06-10 Amdt 39-14519.

Note: Boeing Alert Service Bulletin 747-53A2512 Revision 1, or later FAA approved revision, refers.

Corrective actions (repairs or repeat inspections) that are approved on an FAA form 8100-9 and approved by the Manager, Seattle Aircraft Certification Office or delegate as an Alternative Method of Compliance (AMOC) to the requirements of FAA AD 2006-06-10, may be carried out without the need to obtain an exclusion from CASA from this airworthiness directive.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 12 February 2009.

Background: The FAA received reports of cracks in the skin and bearstrap at the upper aft corner and at the lower forward corner of the fuselage cutout at main entry door 3. Undetected cracking could propagate and result in rapid decompression of the aircraft.

This amendment allows the use of an FAA approved Alternative Method of Compliance (AMOC) to the requirements of this AD, without the need for the operator to continually apply for an exclusion for repairs and/or repeat inspections that are already approved on a form 8100-9 as an AMOC by an FAA delegate.

The original issue of this Airworthiness Directive became effective on 8 June 2006.



David Punshon
Delegate of the Civil Aviation Safety Authority

11 December 2008