
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/B747/355

**STA 2360 Aft Pressure
Bulkhead Web Lap Joint**

3/2007

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

Requirement: Action in accordance with the technical requirements of FAA AD 2007-02-24 Amdt 39-14911.

Note: Boeing Alert Service Bulletin 747-53A2561 original issue, or later FAA approved revision, refers.

Compliance: As specified in the Requirement document, with a revised effective date of 15 March 2007.

This Airworthiness Directive becomes effective on 15 March 2007.

Background: The FAA received the results of analysis by the manufacturer that the radial lap splices of the STA 2360 aft pressure bulkhead are subject to widespread fatigue damage. Such cracking, unless detected and corrected, could join together from multiple sites to form cracks of critical length, and result in rapid decompression and loss of control of the aircraft.



David Villiers
Delegate of the Civil Aviation Safety Authority

1 February 2007