
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/B747/360

**Fuselage Skin at Stringer 5
between BS 340 and 350**

10/2007

Applicability: Model 747-100, -100B, -200B, -200C, -200F, -300, 747SR, and 747SP series aircraft; as identified in Boeing Alert Service Bulletin 747-53A2542 original issue, or later FAA approved revision.

Requirement: Action in accordance with the technical requirements of FAA AD 2007-15-07 Amdt 39-15136.

Compliance: As specified in the Requirement document, with a revised effective date of 27 September 2007.

This Airworthiness Directive becomes effective on 27 September 2007.

Background: The FAA received reports of fatigue cracks in the fuselage skin near stringer 5 between stations 340 and 350. Undetected cracks in this area could join together and result in in-flight depressurisation of the aircraft.



David Villiers
Delegate of the Civil Aviation Safety Authority

14 August 2007