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**AIRWORTHINESS DIRECTIVE**

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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.

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**Boeing 747 Series Aeroplanes****AD/B747/396****In-Flight Entertainment Systems****10/2009**

**Applicability:** Model 747-400 and -400D series aeroplanes, as identified in Boeing Service Bulletin (SB) 747-24-2246, dated 6 October 2005.

**Requirement:** Install new relays to allow the flightcrew to turn off electrical power to the in-flight entertainment (IFE) systems and other non-essential passenger cabin systems through the left and right utility bus switches and do all other specified actions as applicable, by accomplishing all the applicable actions specified in the Accomplishment Instructions of SB 747-24-2246. The other specified actions must be accomplished before further flight after installing the new relays.

Later revisions of the above SB, approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2009-15-12, are considered acceptable for compliance with the equivalent Requirements of this Directive.

*Note: FAA AD 2009-15-12 Amdt 39-15975 refers.*

**Compliance:** Within 60 months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 24 September 2009.

**Background:** This Directive results from an IFE systems review. The Directive is issued to ensure that the flightcrew is able to turn off electrical power to the IFE system and other non-essential passenger cabin systems through utility bus switches in the flight compartment, in the event of smoke or fumes. The flightcrew's inability to turn off electrical power to the IFE system and other non-essential passenger cabin systems could result in the inability to control smoke or fumes in the aeroplane flight deck or passenger cabin during a non-normal or emergency situation.



James Coyne  
Delegate of the Civil Aviation Safety Authority

14 August 2009