
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/B727/101 Amdt 1 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 727 Series Aeroplanes

**AD/B727/101
Amdt 2**

Rear Pressure Bulkhead Web

7/2008

Applicability: All Model 727 series aircraft.

Requirement: Action in accordance with the technical requirements of FAA AD 90-24-11 Amdt 39-6814.

Note: Boeing Alert Service Bulletins (ASB) 727-53A0171 Revision 1 and 727-53A0171 Revision 2, refer.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 3 July 2008.

Background: This Directive implemented Boeing Alert Service Bulletin 727-53-0171 Revision 1 which was issued following the discovery of cracks in thirty airframes. Cracking is attributed to fatigue under cabin pressure cycling.

Amendment 1 removed the repetitive inspection requirement for aircraft that have incorporated the preventative modification. It also required that, within 15,000 landings after repair with the -1 repair kit, certain aircraft must be modified by incorporation of a reinforcing strap.

Amendment 2 is issued to update this Directive to align with the latest FAA AD, which introduces Revision 2 of the related ASB 727-53A0171.



David Villiers
Delegate of the Civil Aviation Safety Authority

23 May 2008