
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/B727/135 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/B727/135
Amdt 2**

Main Deck Cargo Compartment

**12/2006
DM**

Applicability: Model 727 equipped with a main deck class B cargo compartment with a volume exceeding 5.66 cubic metres (200 cubic feet).

Requirement: Action IAW the technical requirements of FAA AD 93-07-15 Amdt 39-8547. However, for the carriage of livestock, an alternative configuration which establishes an equivalent level of safety would be acceptable to the authority.

Compliance: As specified in the Requirement Document with a revised effective date 22 July 1993 for Australian registered aircraft.

Note: The compliance date of this airworthiness directive remains unchanged by this amendment.

This Amendment becomes effective on 29 September 2006.

Background: Following the loss of a Boeing model 747-200 "Combi" aircraft that developed a major fire on the main deck cargo compartment, the FAA carried out an evaluation of fire protection requirements of such aircraft. The conclusion indicated that the fire protection requirements for Class B cargo compartments are inadequate.

This amendment has been raised to allow for an alternate means of compliance when carrying livestock in a Class B cargo compartment.

Amendment 1 was raised to apply FAA AD 93-07-15 which superseded AD 91-10-02.



David Villiers
Delegate of the Civil Aviation Safety Authority

27 September 2006