

Boeing 727 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B727/144 and issues the following AD under subregulation 39.1 (1) of CAR 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.

AD/B727/144
Amdt 1

Wing Centre Section Front Spar Web

4/2000

Applicability: Model 727 series aircraft, as listed in Boeing Service Bulletin 727-57-0177, dated 22 December 1988.

Requirement: Action in accordance with the technical requirements of FAA AD 2000-02-19 Amdt 39-11537.

Compliance: As specified in the Requirement document for the repetitive inspections and modification action, with a revised effective date of 20 April 2000.

This Amendment becomes effective on 20 April 2000.

Background: Fleet experience had shown that there was a possibility of cracks developing in the wing centre section front spar web, if not corrected could lead to fuel leakage or depressurisation of the cabin.

Amendment 1 is issued in response to a new FAA AD which was prompted by a report indicating that the optional terminating modification in the existing FAA AD does not adequately address the identified unsafe condition. This amendment requires a new terminating modification for the repetitive inspections.

The original issue of this Airworthiness Directive became effective on 3 March 2000.



Bernard Malcolm Hole
Delegate of the Civil Aviation Safety Authority

9 March 2000