

Boeing 727 Series Aeroplanes

AD/B727/150

Main Deck Cargo Door

**13/96
DM**

Applicability: This Directive is applicable to Model 727-100 and -200 series aeroplanes that have been modified in accordance with Federal Aviation Administration (FAA) Supplemental Type Certificate SA1797SO.

Requirement:

1. If not previously accomplished, perform a visual inspection of the main deck cargo door control box for the following discrepancies:
 - a. chafed, crimped, crushed, or damaged electrical wires or wire bundles inside the control box;
 - b. loose electrical wire connections;
 - c. abnormally pulled or twisted individual wires or wire bundles;
 - d. any removal of insulation from the conductor in the control box; or
 - e. any damaged protective grommets.
2. Rectify any discrepancies found during the Requirement 1 inspection.
3. If not previously accomplished, ensure that the electrical wires or wire bundles are properly installed and restrained in accordance with the procedures contained in either of the following documents:
 - a. FAA Advisory Circular 43.13-1A Change 3 dated 1988 (Acceptable Methods, Techniques and Practices - Aircraft Inspection and Repair) Chapter 11, Sections 1, 3, 5, and 7.
 - b. Boeing Wiring Diagram Manual - Document D6-54446 Revision 21 dated 1 June 1994, Chapter 20.
4. Modify the wiring and components of the main deck cargo door control box in accordance with Aeronautical Engineers Inc Service Bulletin Report No R-AEID1 Revision A dated 3 September 1996.

Note 1: FAA AD 96-16-08 Amdt 39-9708 refers.

Note 2: A flight manual amendment is required.

Compliance: Requirement 1 - Prior to 27 October 1996.

Requirements 2 and 3 - Prior to further flight after the Requirement 1 inspection.

Requirement 4 - Prior to 1 January 1997.

This Airworthiness Directive becomes effective on 23 October 1996.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

Background: The FAA has advised that the results of an engineering review of the main deck cargo door control box wiring diagram revealed the potential for failures of the control box to occur, which could result in the inadvertent inflight opening of the main deck cargo door. Actions required by this Directive are intended to prevent such failures occurring.