

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/B727/152 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/B727/152 Rear Spar Web Between Right and Left BBL 40 11/2000
Amdt 1

Applicability: Model 727 series aircraft with line numbers 858 through 864, 867 through 869, 872 through 883, and 885 through 1832.

Requirement: Inspect in accordance with the technical requirements of FAA AD 2000-14-07 Amdt 39-11816.

Note: Boeing Alert Service Bulletins 727-57A0182 and 727-57A0182 Revision 1 refer.

Compliance: As specified in the Requirement document for the repetitive inspection and modification requirements; with a revised effective date of 2 November 2000.

This Amendment becomes effective on 2 November 2000.

Background: The FAA received reports indicating that fuel leakage of the wing centre section had occurred on several Model 727 aircraft due to cracking of the rear spar web of the wing centre section. The cracking initiates on the forward side of the spar and propagates through the web at the upper machined land radius between right and left Body Buttock Line 40.

Amendment 1 is issued in response to a new FAA AD which requires accomplishment of the previously optional terminating action.

The original issue of this Airworthiness Directive became effective on 26 March 1998.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

13 September 2000