
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B767/160 Amdt 1 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.

Boeing 727 Series Aeroplanes

AD/B727/160 Lower Skin Panel at the Lower Row of Fasteners of Fuselage Lap Joints 8/2002 Amdt 2

Applicability: Model Boeing 727 series aircraft, as listed in Boeing Service Bulletin 727-53A0222, Revision 1, including Appendix A, dated 15 March 2001.

Requirement: Action in accordance with the technical requirements of FAA AD 2002-07-09, Correction, Amdt 39-12703.

Compliance: As specified in the Requirement Document, with a revised effective date of 11 July 2002.

The revised effective date remains unchanged by this issue.

This amendment becomes effective on 8 August 2002.

Background: The FAA received a report of a 20-inch fatigue crack in the lower skin panel of the fuselage, between BS 540 and BS 560 common to stringer S26L, at the lower row of fasteners in the lap joint. Further investigation revealed multiple site fatigue damage (approximately 80 cracks) in the stringer S-4R lap joint of the lower fastener row of the lower skin panel. Three out of four aircraft inspected were found with such damage at the stringer S-4L joint. Preliminary results of the investigation revealed that the cracking had initiated at approximately 40,000 total flight cycles.

Amendment 1 was prompted by reports of additional crack findings; and limited the applicability, added certain repetitive inspections, revised certain compliance times, and required certain modifications of the fuselage lap joints.

Amendment 2 is issued in response to a Correction of the related FAA AD which corrects a typographical error in the STC number specified in paragraph (i) of the FAA AD. The FAA retained the effective date of the original AD issue, and therefore the revised effective date of Amendment 1 of this Directive is retained. This amendment requires no additional work.

Boeing 727 Series Aeroplanes

AD/B727/160 Amdt 2 (continued)

The original issue of this Airworthiness Directive became effective on 3 March 1999.

Amendment 1 to this Airworthiness Directive became effective on 11 July 2002.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

28 June 2002