

Boeing 727 Series Aeroplanes

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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

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**AD/B727/168**

**Wing Rib-to-Stringer Attachment**

**6/2000**

**Applicability:** Model 727-100, -100C, and -200 series aircraft, with line numbers 1 through 1214; except those on which the modification specified by either Boeing Service Bulletin (SB) 727-57-0127 Revision 2, or SB 727-57-0127 Revision 3, has been installed.

**Requirement:** Inspect in accordance with the technical requirements of FAA AD 2000-07-12 Amdt 39-11666.

*Note 1: Accomplishment of the actions required by this Directive constitutes terminating action for the inspections required by paragraph (a) of AD 94-07-08 (AD/B727/146), as specified in Boeing SB 727-57-0127 Revision 3.*

*Note 2: Accomplishment of the structural modifications specified in either Boeing SB 727-57-0127 Revision 2 or Revision 3, constitutes terminating action for the requirements of this Directive.*

**Compliance:** As specified in the Requirement document for the initial and repetitive inspections, with a revised effective date of 15 June 2000.

This Airworthiness Directive becomes effective on 15 June 2000.

**Background:** The FAA received reports of incidents involving fatigue cracking and corrosion in transport category aircraft that are approaching or have exceeded their economic design goal. The actions specified by this Directive are intended to prevent degradation of the structural capabilities of the affected aircraft.



Bernard Malcolm Hole  
Delegate of the Civil Aviation Safety Authority

5 May 2000