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**AIRWORTHINESS DIRECTIVE**

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B727/174 and issues the following AD under subregulation 39.001(1) of CASR 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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**Boeing 727 Series Aeroplanes****AD/B727/174  
Amdt 1****Shoulder Restraint of Attendant  
or Observers Seat****3/2007**

**Applicability:** Boeing 727-100 and -200 series aircraft as listed in Boeing Service Bulletin 727-25-0295 Revision 2, dated 6 February 2003.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2006-26-13 Amdt 39-14871.

*Note: Boeing Service Bulletin 727-25-0295 refers.*

**Compliance:** Before 21 March 2005.

The compliance date remains unchanged from the original issue of the Airworthiness Directive.

This Amendment becomes effective on 15 March 2007.

**Background:** The FAA requires inspection and, if necessary, corrective action to prevent detachment of the shoulder restraint harness of the attendant or observer seat from its mounting bracket during service, which could result in injury to the occupant.

This amendment is an administrative change associated with correcting duplication of service information on other Boeing types. No additional work is required by this amendment.

The original issue of this Airworthiness Directive became effective on 21 March 2002.



David Villiers  
Delegate of the Civil Aviation Safety Authority

1 February 2007