

---

## AIRWORTHINESS DIRECTIVE

---

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.

---

### Boeing 727 Series Aeroplanes

## AD/B727/177 Main Deck Cargo Door Hinge, Cargo Door System 11/2002 and Cargo Barrier - 1

**Applicability:** Model 727 series aircraft that have been converted from a passenger to a cargo-carrying ("freighter") configuration in accordance with Supplemental Type Certificate (STC) SA1767SO or SA1768SO.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2002-16-19 Amdt 39-12858

*Note: Accomplishment of the actions in accordance with Federal Express E.O. Revision Record 7-5230-7-5000, Revision B, release date 18 December 2001, constitutes compliance with the requirements of paragraphs (b) and (c) of the Requirement document.*

**Compliance:** As specified in the Requirement document with a revised effective date of 31 October 2002.

This Airworthiness Directive becomes effective on 31 October 2002.

**Background:** The FAA has determined that the main deck cargo door hinge installed on conversion from a passenger carrying to a cargo carrying aircraft configuration, is not fail-safe; that certain main deck cargo door control systems do not provide an adequate level of safety; and that the main deck cargo barrier is not structurally adequate during an emergency landing.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

11 September 2002