
AIRWORTHINESS DIRECTIVE

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/GENERAL/82 Amdt 1 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.

Aircraft - General

**AD/GENERAL/82
Amdt 2**

**Repair Assessment of
Pressurised Fuselages**

8/2009

Applicability: Transport Category aircraft listed in the Requirement document.

Requirement: Incorporate repair assessment guidelines for the fuselage pressure boundary into the CASA approved System of Maintenance for the aircraft in accordance with Federal Aviation Administration 14 CFR Part 121.1107 (a).

Note 1: References made in the Requirement document text to “FAA approval of repair assessment guidelines”, shall be read as “CASA approval of repair assessment guidelines”.

Note 2: FAA Advisory Circular AC 120-73 is available to provide guidance for operators of affected aircraft.

Compliance: Before the applicable flight cycle implementation time and date specified in the Requirement document.

This Amendment becomes effective on 30 July 2009.

Background: This Directive is the result of FAA concern for the continued operational safety of aircraft that are approaching or have exceeded their design service goal. The purpose of the repair assessment guidelines is to establish a damage-tolerance based supplemental inspection program for repairs to detect damage, which may develop in a repaired area, before that damage degrades the load carrying capability of the structure below the levels required by the applicable airworthiness standards. The DGAC has mandated similar requirements for applicable French aircraft.

Amendment 1 updated the requirement document and the notes to reference US Federal Aviation Regulation 121.370 and the associated Advisory Circular AC 120-73. Reference to “*repair assessment programs*” is changed to “*repair assessment guidelines*” to be consistent with the requirement document. The compliance is altered to remove the date, which is now specified in the requirement document. The original issue of this Airworthiness Directive became effective on 10 August 2000.

Amendment 2 updates the reference to the requirement document.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Safety Regulations 1998), PART 39 - 105

Aircraft - General

AD/GENERAL/82 Amdt 2 (continued)

FAR Part 121.307(a) is now FAR Part 121.1107 (a).

A handwritten signature in black ink, appearing to read 'David Villiers', with a long horizontal stroke extending to the right.

David Villiers
Delegate of the Civil Aviation Safety Authority

17 June 2009