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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 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/B727/188      Main Deck Cargo Door Forward and Aft Hinge      5/2004  
Fitting Structure**

**Applicability:** Model 727, 727-100C, 727-200F, and 727C series aircraft, as listed in Boeing Alert Service Bulletin 727-53A0226, dated 11 September 2003.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2004-03-31 Amdt 39-13475.

If any crack is found: Repair it before further flight in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the aircraft approved by a Boeing Company Designated Engineering Representative (DER) who has been authorised by the Manager, Seattle ACO, to make such findings.

**Compliance:** As specified in the Requirement document, with a revised effective date of 13 May 2004.

This Airworthiness Directive becomes effective on 13 May 2004.

**Background:** The FAA requires inspections for cracks in the fuselage skin, strap (bearstrap), and doubler at the forward and aft hinge fittings for the main deck cargo door. Such cracking could reach critical crack length and result in rapid decompression of the aircraft.



David Villiers  
Delegate of the Civil Aviation Safety Authority

2 April 2004