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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 39.001(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/B727/218      Upper and Lower Fuselage Skin Lap Joints      6/2009**

**Applicability:** Model 727-100 and 727-200 series aircraft, as identified in Boeing Alert Service Bulletin 727-53A0223, dated 28 March 2002, or later FAA approved revision.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2009-06-10 Amdt 39-15846.

**Compliance:** As specified in the Requirement document, with a revised effective date of 4 June 2009.

This Airworthiness Directive becomes effective on 4 June 2009.

**Background:** A report of decompression in a Model 737 aircraft at flight level 290 prompted the issue of FAA AD 2009-06-10. The actions required by this Directive are intended to detect and correct scratches and excessive reduction of material thickness from excessive blend-out or corrosion, which could lead to premature cracking in the upper and lower fuselage skin lap joints. Such cracking could adversely affect the structural integrity of the aircraft.



David Villiers  
Delegate of the Civil Aviation Safety Authority

17 April 2009