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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/GENERAL/66 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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### Aircraft - General

**AD/GENERAL/66                      Floor Proximity Escape Path Marking                      7/2007**  
**Amdt 1**

**Applicability:**      All aeroplanes of 31 passenger seats or more.

**Requirement:**      A floor proximity escape path marking system that complies with the requirements of FAR Part 25.812(e) Amendment 25-58 must be fitted.

*Note 1: FAR 121.310(c)(3) Amendment 121-183 refers.*

**Compliance:**      Prior to the initial issue of a Certificate of Airworthiness after 30 November 1987.

*Note 2: Compliance in accordance with the original issue of this AD satisfies the requirements of this Directive.*

This Amendment becomes effective on 5 July 2007.

**Background:**      The FAA has required that US Transport Category aeroplanes be fitted with a floor proximity escape path marking system in response to the findings of the Special Aviation and Explosion Reduction Advisory Committee. The applicability of this requirement to Australian aeroplanes was advised by letter to the affected operators in May 1986.

This amendment clarifies the applicable requirements paragraph.

The original issue of this Airworthiness Directive became effective on 31 August 1987.



David Punshon  
Delegate of the Civil Aviation Safety Authority

15 May 2007