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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/B717/1 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.

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### Boeing 717 Series Aeroplanes

**AD/B717/1  
Amdt 2**

**Horizontal Stabiliser Jackscrew**

**7/2005**

Applicability: All Model 717-200 aircraft.

Requirement: Action in accordance with the technical requirements of FAA AD 2000-15-15 Amendment 39-11847 for the Model 717-200 aircraft.

The accomplishment instructions are contained in Boeing SB 717-27-A0002 Revision 3 or a later revision that has been approved by the FAA as an alternate means of compliance (AMOC).

Compliance: As specified in the requirement document.

This Amendment becomes effective on 7 July 2005.

Background: The FAA received a report from an operator of two instances of metallic shavings in the vicinity of the jackscrew assembly and gimbal nut of the horizontal stabiliser. Excessive wear of the jackscrew assembly of the horizontal stabiliser could result in loss of vertical control of the aircraft.

Amendment 1, effective 2 November 2000, was issued in response to a new FAA AD which required inspecting for metallic particles in the lubrication for the jackscrew assembly, inspection of the surrounding area to detect any discrepancy, and provided follow-on and corrective actions.

This amendment updates the referenced service bulletin revision status, as well as providing some clarification of the alternative method of compliance provisions.

The original issue of this Airworthiness Directive became effective on 5 October 2000.



David Villiers  
Delegate of the Civil Aviation Safety Authority

25 May 2005