

Boeing 717 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

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 CAR 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.

AD/B717/2

Loss of Altitude Information

5/2001 TX

Applicability: All Model 717-200 series aeroplanes.

Requirement:

1. If not previously accomplished, coil and stow the electrical wires between the glareshield control panel and the Integrated Standby Instrument System in accordance with Boeing alert Service Bulletin 717-34A0002 dated 30 March 2000.
2. If not previously accomplished, revise the Abnormal Procedures Section of the Aircraft Flight Manual (AFM) to include procedures for identifying and pulling certain circuit breakers. This must be accomplished by inserting Boeing Interim Operating Procedure 2-17, dated 31 March 2000, or Boeing Interim Operating Procedures 2-17A, dated 16 August 2000 into the AFM.

Note: FAA AD 2000-07-51 Amdt 39-11713 refers.

Compliance: For Requirement 1 – Before further flight after the effective date of this Directive.
For Requirement 2 – Before further flight after the effective date of this Directive.
This Airworthiness Directive becomes effective on 26 March 2001.

Background: The FAA received a report of two incidents in which an intermittent loss of altitude data occurred simultaneously on the Captain's Primary Flight Display (PFD), First Officer's PFD, and the Integrated Standby Instrument System (ISIS) altitude display due to a voltage drop in the power distribution control unit. Additional intermittent loss of cockpit indications included the glareshield control panel data, navigation data, flight management computer mismatch annunciation, autopilot disconnect, and autothrottle disconnect. In both cases, the airspeed and attitude indication remained operational and the flights continued to their destination without further incident.

This condition, if not corrected, could result in loss of all altitude information and subsequent essential navigation data for continued safe flight and landing. This Directive requires coiling and stowing of electrical wires between the glareshield control panel and the Integrated Standby Instrument System; and revising the abnormal section of the AFM to include procedures for identifying and pulling certain circuit breakers if the altitude data on the Captain's PFD become unreliable.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

23 March 2001