
AIRWORTHINESS DIRECTIVE

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/B717/4 Amdt 2 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.

Boeing 717 Series Aeroplanes

**AD/B717/4
Amdt 3**

Rudder Trim Control

7/2010

Applicability: Model 717 series aircraft, as listed in Boeing Alert Service Bulletin (ASB) 717-27A0016 Revision 2, or later FAA approved revision.

Requirement: Action in accordance with the requirements of Boeing ASB 717-27A0016 Revision 2 or later revision approved by the FAA as an alternative method of compliance (AMOC).

Compliance with the requirements of Boeing Service Bulletin (SB) 717-27-0022 Revision 1, or later revision approved by the FAA as an AMOC, is terminating action for the repetitive lubrication requirement of ASB 717-27A0016 Revision 2.

Note: FAA AD 2001-18-11 Amdt 39-12437 refers.

Compliance: As specified in Paragraph 1.E of Boeing ASB 717-27A0016 Revision 2; until accomplishment of Boeing SB 717-27-0022 Revision 1.

This Amendment becomes effective on 9 April 2010.

Background: The FAA received several reports of in-flight binding and/or stiff operation of the rudder trim control system on Model 717 series aircraft. Subsequent investigation found that approximately 60 rudder trim and load-feel actuators were manufactured with insufficient clearance between the actuator support seal and spring capsule assembly. Moisture condensing in the area of those components could freeze and cause stiff operation, binding, or jamming of the rudder trim control system and may cause jamming of the rudder.

Amendment 1 was issued in response to a revision of the requirement document, which introduced additional aircraft. Additionally, the document requires an initial and repeat requirement to lubricate the actuator assembly.

Amendment 2 allowed the incorporation of revision 2 of the service bulletin or a later revision, providing it has been approved by the FAA as an acceptable alternative method of compliance. There was no change to the compliance times.

Boeing 717 Series Aeroplanes

AD/B717/4 Amdt 3 (continued)

Amendment 3 is issued to introduce SB 717-27-0022 Revision 1 as an AMOC and terminating action for the repetitive lubrication requirement of ASB 717-27A0016 Revision 2.

A handwritten signature in black ink, appearing to be 'MH' with a stylized flourish.

Mike Higgins
Delegate of the Civil Aviation Safety Authority

1 April 2010