
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/B717/5 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.

Boeing 717 Series Aeroplanes

AD/B717/5 **Spoiler Hold-Down Actuator Supports** **8/2005**
Amdt 2

Applicability: Model 717-200 aircraft, manufacturer's fuselage numbers 5002 through 5064, and 5066 through 5073.

Requirement: Action in accordance with the technical requirements of FAA AD 2002-14-16 Amdt 39-12816.

Boeing Service Bulletins 717-57A0002 Revision 2 and 717-57-0004 Revision 2 contain the accomplishment instructions for this Airworthiness Directive. Later revisions of these service bulletins may be used, provided they are approved by the FAA as an alternative method of compliance (AMOC).

Compliance: As specified in the Requirement document with a revised effective date of 3 October 2002.

This Amendment becomes effective on 4 August 2005.

Background: This Directive requires repetitive inspections for cracking of the spoiler hold-down actuator supports located on the left and right wing rear spars; and eventual replacement of all spoiler hold-down actuator supports with new, improved supports.

This amendment corrects a typographical error on service bulletin revision status.

Amendment 1 updated the revision status of one of the service bulletin and allows the use of later revisions, provided they are approved by the FAA as an alternative method of compliance (AMOC). There is no change to the compliance.

The original issue of this directive became effective on 3 October 2002.



David Villiers
Delegate of the Civil Aviation Safety Authority

21 June 2005