
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/B717/9 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/B717/9
Amdt 1**

Wing Rear Spar

7/2005

Applicability: Model 717-200 aircraft, with manufacturer's fuselage numbers 5002 through 5058 inclusive.

Requirement: Modify the attachment holes in the rear spar of the left and right wings in accordance with Boeing Service Bulletin 717-57-0001, Revision 01 or later revision that has been approved by the FAA as an alternative method of compliance (AMOC).

Note: FAA AD 2003-10-10 Amdt 39-13155 refers.

Compliance: Before the accumulation of 30,000 total flight cycles or within 10 years after 7 August 2003, whichever occurs first.

This Amendment becomes effective on 7 July 2005.

Background: The FAA requires certain modifications to prevent fatigue cracking of the wing rear spar. Such cracking could result in reduced structural integrity.

This amendment is issued to allow the use of later revisions of the service bulletin, 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 AD became effective on 7 August 2003.



David Villiers
Delegate of the Civil Aviation Safety Authority

25 May 2005