
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 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/B717/12 Auxiliary Hydraulic Pump Electric Motor 3/2004

Applicability: Model 717-200 aeroplanes, manufacturer's fuselage numbers 5002 through 5200 inclusive.

Requirement: 1. Perform an inspection of the electric motor of the auxiliary hydraulic pump for electrical resistance, continuity and mechanical rotation, together with the associated wiring resistance/voltage, in accordance with Boeing Alert Service Bulletin (ASB) 717-29A0005 dated 31 July 2002.

 2. If any pump motor fails the Requirement 1 inspection replace the failed auxiliary hydraulic pump with a serviceable pump in accordance with ASB 717-29A0005.

 3. If any wiring fails the Requirement 1 inspection, troubleshoot and repair the wiring in accordance with ASB 717-29A0005.

Note: FAA AD 2004-01-15 Amdt 39-13429 refers.

Compliance: For Requirement 1 - Prior to the accumulation of 3,000 total hours time in service (TIS) or within 12 months after the effective date of this Directive, whichever occurs later, and thereafter repeat the inspection at intervals not to exceed 5,000 hours TIS.

 For Requirements 2 and 3 - Before further flight after the Requirement 1 inspection.

 This Airworthiness Directive becomes effective on 18 March 2004.

Boeing 717 Series Aeroplanes

AD/B717/12 (continued)

Background: This Directive requires repetitive inspections of the electric motor of the auxiliary hydraulic pump and associated wiring together with any necessary corrective actions. The inspections are necessary to prevent various failures of the electric motor of the auxiliary hydraulic pump and associated wiring, which could result in fire at the auxiliary hydraulic pump and consequent damage to the adjacent electrical equipment and/or structure.



James Coyne
Delegate of the Civil Aviation Safety Authority

4 February 2004