
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/B717/13 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/B717/13 **Horizontal Stabilizer Outer Skin Panels** **7/2005**
Amdt 1

- Applicability:** Model 717-200 aircraft, as listed in Boeing Service Bulletin 717-55-0005 Revision 1, dated January 18, 2005 or later revision approved by the FAA as an alternative method of compliance (AMOC).
- Requirement:** Inspect in accordance with the requirements of Boeing Service Bulletin 717-55-0005 Revision 1, dated January 18, 2005 or later revision approved by the FAA as an alternative method of compliance (AMOC).
- If any defects are found during the required inspection, and the service bulletin specifies contacting Boeing for appropriate action: Before further flight, repair per a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the aircraft approved by a Boeing Company Designated Engineering Representative who has been authorised by the Manager, Los Angeles ACO, to make such findings.
- Note: FAA AD 2004-03-21 Amdt 39-13465 refers.*
- Compliance:** Before the accumulation of 10,000 total flight cycles, or within 15 months after 15 April 2004, whichever occurs later.
- This Amendment becomes effective on 7 July 2005.
- Background:** This Directive requires an ultrasonic inspection of areas around the barrel nut holes of the outboard skin panels. Material defects may have been introduced during the manufacturing cycle that can lead to cracks forming in the area of the barrel nut holes and an associated loss of strength in the attachments.
- This amendment is issued to update the revision status of the referenced service bulletin and to allow the use of later revisions of the bulletin, provided they are approved by the FAA as an alternative method of compliance (AMOC). There is no change to the requirements or compliance.

Boeing 717 Series Aeroplanes

AD/B717/13 Amdt 1 (continued)

The original issue of this AD became effective on 15 April 2004.

A handwritten signature in black ink, appearing to read 'David Villiers', with a long horizontal stroke extending to the right.

David Villiers
Delegate of the Civil Aviation Safety Authority

25 May 2005