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 39.001(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/B717/27 Fuel Boost Pump Wiring 3/2008

Applicability: Model 717-200 aeroplanes, as identified in Boeing Service Bulletin (SB) 717-28-0007, Revision 1, dated 23 September 2003.

Requirement: Modify the conduit for the forward fuel boost pump of the centre fuel tank, by accomplishing all of the actions specified in SB 717-28-0007, Revision 1.

Actions accomplished before the effective date of this Directive in accordance with Boeing SB 717-28-0007, dated 22 August 2002, are acceptable for compliance with the Requirements of this Directive provided that a leak check of the conduit is accomplished in accordance with Boeing 717 Aeroplane Maintenance Manual (AMM) Task 28-22-28-700-801, "Leak Test of the Fuel Pump Electrical Conduit."

Later revisions of the above SB(s), approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2008-01-12, are considered acceptable for compliance with the equivalent Requirements of this Directive.

Note: FAA AD 2008-02-12 Amdt 39-15342 refers.

Compliance: Within 78 months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 13 March 2008.

Background: This Directive results from the finding that a potential chafing condition exists in the volute assembly of the forward boost pump for the centre fuel tank. The Directive requires modification of the conduit for the forward boost pump of the centre fuel tank and is issued to prevent chafing of the fuel boost pump wiring that could lead to arcing to the inside of the 45-degree angle fitting, which, in combination with flammable fuel vapours, could result in a fuel tank explosion and consequent loss of the aeroplane.

David Punshon
Delegate of the Civil Aviation Safety Authority

29 January 2008