
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/B717/28****Electrical Bonding****3/2008**

Applicability: Model 717-200 aeroplanes, as identified in Boeing Service Bulletin (SB) 717-28-0012, Revision 1, dated 7 June 2006.

Requirement: Accomplish the electrical bonding of the fill valves for the right and left main fuel tanks, the fill valve and pipe assembly for the centre wing fuel tank, and the defuel shutoff valve, in accordance with the Accomplishment Instructions of SB 717-28-0012, Revision 1.

Actions accomplished before the effective date of this Directive in accordance with Boeing Service Bulletin 717-28-0012, dated 16 April 2004, are considered acceptable for compliance with the corresponding actions specified in this Directive.

Later revisions of the above SB, approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2008-02-08, are considered acceptable for compliance with the equivalent Requirements of this Directive.

Note: FAA AD 2008-02-08 Amdt 39-15338 refers.

Compliance: Within 60 months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 13 March 2008.

Background: This Directive requires electrical bonding of the fill valves for the right and left main fuel tanks, the fill valve and pipe assembly for the centre wing fuel tank, and the defuel shutoff valve. This Directive results from a fuel system review conducted by the Boeing under United States Special Federal Aviation Regulation (SFAR) 88.

The Directive is issued to prevent improper bonding of the fill valves and defuel shutoff valve for the main fuel tanks and centre wing tank, which, in combination with a lightning strike, 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