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/B717/32 Auxiliary Hydraulic Pump Electrical Wiring 6/2009

Applicability: Model 717-200 aeroplanes, as identified in Boeing Alert Service Bulletin (ASB) 717-29A0009, dated 31 July 2008.

Requirement: Unless already accomplished, modify the wire installation of the auxiliary hydraulic pump in the right wheel well of the MLG by doing all the applicable actions specified in the Accomplishment Instructions of ASB 717-29A0009.

Later revisions of the above ASB, approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2009-07-07, are considered acceptable for compliance with the equivalent Requirements of this Directive.

Note: FAA AD 2009-07-07 Amdt 39-15866 refers.

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

This Airworthiness Directive becomes effective on 4 June 2009.

Background: This Directive results from fuel system reviews conducted by the manufacturer. The Directive is issued to prevent a tyre burst, when the main landing gear (MLG) is in the retracted position, from causing damage to the wire assembly of the auxiliary hydraulic pump and subsequent electrical arcing, creating the potential of an ignition source to the centre wing tank, which, in combination with flammable fuel vapours, could result in a fuel tank explosion and consequent loss of the aeroplane.

James Coyne
Delegate of the Civil Aviation Safety Authority

17 April 2009