



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2009-16

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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LARGE AIRCRAFT

| AD No. | Information | Manufacturer | Applicability |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2009-01

| | | | |
|------------|--------------|---------------------------|---------------------------------------------|
| 2008-25-05 | S 93-01-15 | McDonnell Douglas | See AD |
| 2008-26-04 | S 2007-23-13 | Cessna Aircraft Company | 560 |
| 2008-26-06 | | Rolls-Royce Corporation | Engine: AE 3007A |
| 2008-26-07 | | McDonnell Douglas | See AD |
| 2008-26-08 | | Saab AB, Saab Aerosystems | 340A (SAAB/SF340A) and SAAB 340B |
| 2008-26-09 | | Bombardier, Inc | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2009-01-01 | | CFM International, S. A | Engine: See AD |

Biweekly 2009-02

No Large Aircraft ADs were issued during Biweekly 2009-02.

Biweekly 2009-03

| | | | |
|------------|--|--------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| 2009-01-02 | | Boeing | 737-600, -700, -700C, -800 and -900 |
| 2009-01-03 | | Bombardier, Inc. | DHC-8-400, DHC-8-401, and DHC-8-402 |
| 2009-01-04 | | Airbus | A318, A319, A320, and A321 |
| 2009-01-07 | | Bombardier, Inc | CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D24 (Regional Jet Series 900) |
| 2009-01-10 | | Bombardier, Inc | CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900) |
| 2009-02-03 | | Lycoming engines, See AD | See AD |

Biweekly 2009-04

No Large Aircraft ADs were issued during Biweekly 2009-04.

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Biweekly 2009-05

| | | | |
|------------|--------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2008-18-02 | S 2004-14-07 | BAE Systems | Jetstream 4101 |
| 2008-24-51 | | Boeing | 737-600, -700, -700C, -800, and -900 |
| 2009-01-05 | | Embraer | EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP |
| 2009-01-06 | S 2005-15-16 | 328 Support Services GmbH | 328-300 |
| 2009-01-08 | S 98-16-11 | Airbus | A300, A310, A300-600 |
| 2009-01-09 | S 2000-26-14 | Airbus | A310 |
| 2009-02-01 | | Construcciones Aeronauticas, S.A. | C-212-DF |
| 2009-02-04 | | Airbus | A300-600 |
| 2009-02-05 | | Boeing | 777-200, -200LR, -300, and -300E |
| 2009-02-07 | S 98-17-12 | BAE Systems | Jetstream 4101 |
| 2009-02-09 | | BAE Systems | BAe 146-100A, -200A, and -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A |
| 2009-02-10 | S 2008-04-22 | Fokker Services | F.28 Mark 0070 and 0100 |
| 2009-02-11 | | Bombardier Inc. | CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D24 (Regional Jet Series 900) |
| 2009-03-01 | | Learjet | 55, 55B, and 55C |
| 2009-03-02 | S 2004-05-20 | McDonnell Douglas | DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F |
| 2009-03-03 | | McDonnell Douglas | DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51 |
| 2009-04-02 | | Pratt & Whitney | Engine: PW4090 and PW4090-3 |
| 2009-04-03 | | Rolls-Royce Corporation | Engine: AE 3007A1E and AE 1107C |
| 2009-04-06 | S 2004-16-09 | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP |
| 2009-04-07 | | Airbus | A330-200 and -300; and A340-200, -300, -500, and -600, A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, -313, -541, and -642 |
| 2009-04-10 | S 2002-07-12 | General Electric Company | CF6-80A, CF6-80C2, and CF6-80E1 |
| 2009-04-11 | | Bombardier, Inc. | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2009-04-12 | S 2001-26-19 | Boeing | 767-200, -300, and -400ER |
| 2009-04-13 | | Rolls-Royce Deutschland Ltd & Co KG | Engine: BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 |
| 2009-04-15 | S 93-08-04 | Boeing | 737-100, -200, -200C, -300, -400, and -500 |
| 2009-04-16 | S 2008-10-15 | Boeing | 747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP |
| 2009-04-17 | | General Electric Company | Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B |
| 2009-05-02 | | General Electric Company | Engine: See AD |
| 2009-05-03 | | Boeing | 727, 727C, 727-100, 727-100C, 727-200, and 727-200F |
| 2009-05-04 | | Bombardier Inc | CL-215-6B11 (CL-215T variant), CL-215-6B11 (CL-415 variant) |

Biweekly 2009-06

| | | | |
|------------|--------------|------------------|---------------------------------------------|
| 2009-02-06 | | Boeing | 737-300, -400, and -500 |
| 2009-05-10 | | Airbus | A300, A340-200 and A340-300, A330 |
| 2009-05-11 | S 2008-19-04 | Boeing | 777-200 and -300 |
| 2009-06-12 | S 2008-01-04 | Bombardier, Inc. | CL-600-2B19 (Regional Jet Series 100 & 440) |

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Biweekly 2009-07

| | | | |
|------------|-----------------------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2009-05-08 | | Trimble or Freeflight Systems | Appliance: Global positioning system |
| 2009-06-02 | | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747SR, and 747SP |
| 2009-06-03 | | Viking Air Limited | DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103 |
| 2009-06-04 | | Bombardier, Inc. | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2009-06-05 | | Bombardier, Inc. | CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A & CL-601-3R), CL-600-2B16 (CL-604) |
| 2009-06-06 | S 2006-10-11 and 2005-15-10 | Airbus | A310 and A300-600 |
| 2009-06-08 | | Boeing | 767-200, -300, -300F, and -400ER |
| 2009-06-09 | | 328 Support Services GMBH | 328-100 |
| 2009-06-10 | | Boeing | 727-100 and 727-200 |
| 2009-06-11 | | Embraer | ERJ 190-100 STD, -100 LR, -100 IGW, -100ECJ, -200 STD, -200 LR, and -200 IGW |
| 2009-06-13 | | Airbus | A321-131 |
| 2009-06-14 | | Fokker Services B.V | F.27 Mark 050 |
| 2009-06-15 | | Fokker Services B.V | F.27 Mark 050 |
| 2009-06-16 | | Embraer | ERJ 170-100 LR, -100 SE, -100 STD, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and Model ERJ 190-100 IGW, -100 LR, -100 STD, -100 ECJ, -200 IGW, -200 LR, and -200 STD |
| 2009-06-17 | | Bombardier | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2009-06-18 | | Bombardier, Inc | CL-600-2C10 (Regional Jet Series 700, 701, & 702) |
| 2009-06-19 | | Boeing | 767-200 and 767-300 |
| 2009-06-20 | | Boeing | 757-200, 757-200PF, and 757-300 |
| 2009-06-21 | | Bombardier | DHC-8-102, -103, -106, -201, -202, -301, -311, and -315, DHC-8-400, -401 and -402 |
| 2009-06-22 | | Airbus | A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232 |
| 2009-07-01 | | Rolls-Royce Deutschland Ltd & Co KG | Engine: BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 |
| 2009-07-02 | S 96-03-07 | Hawker Beechcraft | 400, 400A, MU-300-10, MU-300 |
| 2009-07-03 | | General Electric Company | Engine: CF6-80C2 and CF6-80E1 |

Biweekly 2009-08

| | | | |
|------------|--------------|--------------------------------------|-----------------------------------------------------------|
| 2009-04-18 | | Pratt & Whitney | Engine: JT9D-7, -7A, -7AH, -7H, -7F, and -7J |
| 2009-07-04 | | McDonnell Douglas | Rotorcraft: MD-90-30 |
| 2009-07-05 | | ATR-GIE Avions de Transport Régional | ATR72-101, -102, -201, -202, -211, -212, and -212A |
| 2009-07-06 | | McDonnell Douglas | 717-200 |
| 2009-07-07 | | General Electric Company | Engine: CF6-80A, CF6-80A1, CF6-80A2, and CF6-80A3 |
| 2009-07-10 | S 2004-22-05 | Boeing | 737-300, -400, -500 |
| 2009-07-11 | | General Electric Company | Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 |
| 2009-07-12 | S 2007-07-12 | Honeywell, Inc | Navigation computer |
| 2009-08-01 | | McDonnell Douglas | See AD |
| 2009-08-04 | | Hawker Beechcraft Corp. | BH.125 series 600A airplanes and Model HS.125 series 700A |
| 2009-08-51 | E | | |

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Biweekly 2009-09

| | | | |
|------------|--|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2009-08-06 | | General Electric Company | Engine: CF6-80A |
| 2009-08-07 | | Honeywell International Inc | Engine: ALF502L-2 and ALF502L-2C |
| 2009-09-01 | | Airbus | A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, and A321-232 |
| 2009-09-02 | | Bombardier, Inc | DHC-8-400, DHC-8-401, and DHC-8-402 |

Biweekly 2009-10

| | | | |
|------------|--------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2009-06-22 | C | Airbus | A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232 |
| 2009-09-05 | S 2006-03-10 | Airbus | A318-111 and 112; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232 |
| 2009-09-06 | | Boeing | 737-100, -200, -200C, -300, -400, and -500 |
| 2009-09-07 | | Boeing | 737-100, -200, -200C, -300, -400, and -500 |
| 2009-09-08 | | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP |
| 2009-10-01 | S 2007-17-21 | Pratt & Whitney | Engine: JT9D-7R4G2, -7R4E1, -7R4E4, and -7R4H1 |
| 2009-10-02 | S 2005-19-15 | BAE Systems | Jetstream 4101 |
| 2009-10-03 | | 328 Support Services | 328-100 and -300 |

Biweekly 2009-11

| | | | |
|------------|--------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| 2009-04-06 | S 2004-16-09 | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP |
| 2009-08-51 | | Rolls-Royce Corporation | Engine: RRC AE 3007A |
| 2009-10-01 | S 2007-17-21 | Pratt & Whitney | Engine: JT9D-7R4G2, -7R4E1, -7R4E4, and -7R4H1 |
| 2009-10-05 | | Bombardier, Inc | CL-600-2B19 (Regional Jet series 100 and 440) |
| 2009-10-06 | | Boeing | 747-400 and 747-400D |
| 2009-10-07 | | Airbus | 380-841, -842 and 861 |
| 2009-10-08 | | Pratt & Whitney | Engine: PW2037, PW2037(M), and PW2040 |
| 2009-10-10 | | Bombardier Inc. | CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), Model CL-600-2D24 (Regional Jet Series 900) |
| 2009-10-11 | | Airbus | A330-300, A340-200, and A340-300 |
| 2009-10-12 | S 2005-16-06 | Boeing | 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400F, -400, -400D, 747SP, and 747SR |
| 2009-10-13 | | Saab AB, Saab Aerosystems | 340A and 340B |
| 2009-11-02 | | CFM International | Engine: CFM56-2, CFM56-3, CFM56-5A, CFM56-5B, CFM56-5C, and CFM56-7B |
| 2009-11-03 | | Lockheed | 382, 382B, 382E, 382F, and 382G |

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Biweekly 2009-12

| | | | |
|------------|--|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2009-11-07 | | BAE Systems | HS 748 series 2A and series 2B |
| 2009-11-08 | | Airbus | A330-202, -223, -243, -301, -322 and -342 |
| 2009-11-09 | | Airbus | A310-203, A310-204, A310-221, A310-222, A310-304, A310-322, A310-324, and A310-325 airplanes; and Airbus Model A300 B4-601, A300 B4-603, A300 B4-605R, A300 B4-620, A300 B4-622, A300 B4-622R, A300 C4-605R Variant F, A300 F4-605R and A300 F4-622R |
| 2009-11-11 | | McDonnell Douglas | MD-90-30 |
| 2009-11-13 | | Learjet | 45 |

Biweekly 2009-13

| | | | |
|------------|--------------|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| 2009-11-04 | | Rolls-Royce Corporation | Engine: AE 2100D2, AE 2100D2A, AE 2100D3, and AE 2100J |
| 2009-12-02 | S 2007-03-09 | Airbus | Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; and Model A310 |
| 2009-12-03 | | Boeing | 757-200, -200CB, and -300 |
| 2009-12-04 | | Construcciones Aeronauticas, S.A. | C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, and C-212-DE |
| 2009-12-05 | | Boeing | 737-300, -400, and -500 |
| 2009-12-06 | | Boeing | 737-300, -400, and -500, 737-600, -700, -700C, -800, and -900 |
| 2009-12-08 | | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP |
| 2009-12-09 | | ATR-GIE Avions De Transport Régional | ATR42-200, ATR42-300, and ATR42-320, ATR42-500, ATR72-101, ATR72-201, ATR72-102, ATR72-202, ATR72-211, ATR72-212, and ATR72-212A |
| 2009-12-10 | S 2006-12-09 | BAE Systems | BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A |
| 2009-12-11 | | Airbus | A340-541 and -642 |
| 2009-12-12 | | ATR | ATR42-500 and ATR72-212A |
| 2009-12-13 | | Bombardier, Inc | DHC-8-400, DHC-8-401, and DHC-8-402 |
| 2009-13-07 | | Airbus | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 |

Biweekly 2009-14

| | | | |
|------------|--------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| 2009-04-18 | COR | Pratt & Whitney | Engine: JT9D-7, -7A, -7AH, -7H, -7F, and -7J |
| 2009-13-02 | S 98-06-07 | Fokker Services B.V | F.28 Mark 0100 |
| 2009-13-03 | | Boeing | 747-400 and -400F |
| 2009-13-08 | | McDonnell Douglas | MD-90-30 |
| 2009-13-09 | | Microturbo SA | Appliance: Auxiliary power units (APU) |
| 2009-13-10 | | British Aerospace Regional Aircraft | HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 |
| 2009-14-02 | S 2002-26-15 | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP |
| 2009-14-08 | | General Electric Company | Engine: CF6-80C2B5F |

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Biweekly 2009-15

| | | | |
|------------|--------------|-----------------------------|------------------------------------------------------------------------------------------------------|
| 2009-14-03 | | Bombardier, Inc. | CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R), CL-600-2B16 (CL-604) |
| 2009-14-04 | | Boeing | 737-100, -200, -200C, -300, -400, and -500 |
| 2009-14-05 | | Pratt & Whitney | Engine: PW2037, PW2037(M), and PW2040 |
| 2009-14-06 | S 2007-17-12 | Boeing | 777 |
| 2009-14-07 | | Dassault Aviation | Mystere-Falcon 20-C5, 20-D5, 20-E5, and 20-F5 |
| 2009-14-09 | | Dassault Aviation | Falcon 2000EX |
| 2009-14-12 | | Pratt & Whitney Canada Corp | Engine: PW305A and PW305B |
| 2009-15-02 | | Airbus | A318, A319, A320, and A321 |
| 2009-15-03 | | Bombardier, Inc | BD-700-1A10 and BD-700-1A11 |
| 2009-15-04 | | Airbus | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 |

Biweekly 2009-16

| | | | |
|------------|--------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2008-26-03 | COR | Bombardier, Inc | DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, DHC-8-202, DHC-8-301, DHC-8-311, and DHC-8-315 |
| 2009-11-12 | S 2004-14-06 | Airbus | A310 |
| 2009-15-06 | | Boeing | 707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and Model 720 and 720B |
| 2009-15-07 | | Airbus | A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232 |
| 2009-15-08 | | BAE Systems | BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A |
| 2009-15-09 | | Airbus | A380-841, -842, and -861 |
| 2009-15-10 | | Airbus | A330-301, -321, -322, -341, and -342, A340-211, -212, -213, -311, -312, and -313 |
| 2009-15-11 | | Aerospatiale | SN-601 (Corvette) |
| 2009-15-12 | | Boeing | 747-400 and -400D |
| 2009-15-17 | | Airbus | A330-200, A330-300, A340-200, and A340-300 |
| 2009-15-18 | | Embraer | EMB-120, -120ER, -120FC, -120QC, and -120RT |
| 2009-15-19 | | BAE Systems | BAe 146-100A and 146-200A |



CORRECTION: [*Federal Register: July 20, 2009 (Volume 74, Number 137)*]; Page 35115;
www.access.gpo.gov/su_docs/aces/aces140.html]

2008-26-03 Bombardier, Inc.: Amendment 39-15769. Docket No. FAA-2009-0313; Directorate Identifier 2008-NM-144-AD.

Effective Date

(a) This sensitive security airworthiness directive (AD) is effective April 13, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, DHC-8-202, DHC-8-301, DHC-8-311, and DHC-8-315 airplanes, certificated in any category, equipped with a cockpit door electronic strike system installed in accordance with supplemental type certificate (STC) ST02014NY (which is equivalent to STC SA03-70).

Unsafe Condition

(d) This AD results from a report indicating that the equipment is defective. We are issuing this AD to prevent failure of this equipment, which could compromise flight safety.

Compliance

(e) Comply with this AD within the compliance times specified, unless already done.

Modification

(f) Within 90 days after the effective date of this AD, modify the electronic strike system of the cockpit door in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA, or Transport Canada Civil Aviation (TCCA) (or its delegated agent).

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, New York ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Fabio Buttitta, Aerospace Engineer, Systems and Flight Test Branch, ANE-171, FAA, New York Aircraft

Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7303; fax (516) 794-5531.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

Related Information

(h) Canadian airworthiness directive CF-2008-26R1, dated August 15, 2008, also addresses the subject of this AD.

Material Incorporated by Reference

(i) None.

Issued in Renton, Washington, on March 30, 2009.
Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-11-12 Airbus: Amendment 39-15922. Docket No. FAA-2008-1201; Directorate Identifier 2008-NM-007-AD.

Effective Date

(a) This AD becomes effective August 25, 2009.

Affected ADs

(b) This AD supersedes AD 2004-14-06.

Applicability

(c) This AD applies to Airbus Model A310 series airplanes, certificated in any category, on which Airbus Modifications 8888 and 8889 have not been accomplished.

Unsafe Condition

(d) This AD results from mandatory continuing airworthiness information originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. We are issuing this AD to detect and correct fatigue cracks and corrosion around and under the chafing plates of the wing root, which could result in reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 2004-14-06

Repetitive Inspections and Corrective Actions

(f) Except as provided by paragraphs (g), (k), and (l) of this AD: Within 4 years since date of manufacture, or within 12 months after June 3, 1998 (the effective date of AD 98-09-20, amendment 39-10501), whichever occurs later, perform an inspection to detect discrepancies around and under the chafing plates of the wing root, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007; Revision 05, dated November 12, 2002; Revision 04, dated November 8, 2000; Revision 03, dated October 28, 1997; Revision 2, dated September 23, 1996; or Revision 1, dated September 19, 1995. If any discrepancy is found, prior to further flight, accomplish follow-on corrective actions (i.e., removal of corrosion, corrosion protection, high frequency eddy current inspection, x-ray inspection), as applicable, in accordance

with the applicable service bulletin. Repeat the inspections thereafter at the intervals specified in the applicable service bulletin. After August 13, 2004 (the effective date of AD 2004-14-06), repeat the inspections thereafter at the intervals specified in Airbus Service Bulletin A310-53-2069, Revision 04, dated November 8, 2000; Airbus Service Bulletin A310-53-2069, Revision 05, dated November 12, 2002; or Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007.

(g) If any discrepancy is found during any inspection required by paragraph (f) of this AD, and Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007; Revision 05, dated November 12, 2002; Revision 04, dated November 8, 2000; Revision 03, dated October 28, 1997; Revision 2, dated September 23, 1996; or Revision 1, dated September 19, 1995; as applicable; specifies to contact Airbus for appropriate action: Prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Where differences in the compliance times or corrective actions exist between the service bulletin and this AD, the AD prevails.

Optional Terminating Action

(h) Except as provided by paragraph (i) of this AD: Accomplishment of the replacement of the stainless steel chafing plates with new chafing plates made of aluminum alloy, in accordance with Airbus Service Bulletin A310-53-2070, Revision 02, dated November 8, 2000; or the original issue, dated October 3, 1994; constitutes terminating action for the repetitive inspections required by paragraph (f) of this AD. Actions done in accordance with Airbus Service Bulletin A310-53-2070, Revision 1, dated September 23, 1996, are acceptable for compliance with actions required by this AD.

Continuation of Repetitive Inspections

(i) Except as provided by paragraphs (k) and (l) of this AD: Within 30 days after August 13, 2004, do a review of the airplane maintenance records to determine if any corrosion was detected and reworked on the left and/or right side of frame 39, stringer 35, during the accomplishment of any corrective action or repair specified in paragraphs (f) or (g) of this AD. If any corrective action or repair has been accomplished in this area, perform an inspection for fatigue cracking of frame 39, stringer 35, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007; Revision 05, dated November 12, 2002; or Revision 04, dated November 8, 2000. Do the initial inspection at the threshold specified in Figure 1 of the service bulletin, or within 30 days after August 13, 2004, whichever is later. Repeat the inspection thereafter at the intervals specified in Figure 1 of the service bulletin. If any discrepancy is found, prior to further flight, accomplish the applicable follow-on corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007; Revision 05, dated November 12, 2002; or Revision 04, dated November 8, 2000.

Submission of Information Not Required

(j) Although the service bulletins specified in Table 1 of this AD specify to submit information to the manufacturer, this AD does not include such a requirement.

Table 1 – No reporting requirement for these service bulletins

| Airbus Service Bulletin – | Revision – | Dated – |
|----------------------------------|-------------------|--------------------|
| A310-53-2069 | 1 | September 19, 1995 |
| A310-53-2069 | 2 | September 23, 1996 |
| A310-53-2069 | 03 | October 28, 1997 |
| A310-53-2069 | 04 | November 8, 2000 |
| A310-53-2069 | 05 | November 12, 2002 |
| A310-53-2069 | 06 | May 22, 2007 |
| A310-53-2070 | Original | October 3, 1994 |
| A310-53-2070 | 1 | September 23, 1996 |
| A310-53-2070 | 02 | November 8, 2000 |

New Actions Required by This AD**New Service Bulletin Revision**

(k) As of the effective date of this AD, use only the Accomplishment Instructions of Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007, to do the inspections and corrective actions required by paragraphs (f) and (i) of this AD.

Repetitive Inspections at Frame 39, Stringer 35 at Reduced Intervals

(l) As of the effective date of this AD, if any corrosion is found at frame 39, stringer 35, during any inspection required by this AD, do the repetitive inspections required by paragraphs (f) and (i) of this AD, as applicable, at the earlier of the times specified in paragraphs (l)(1) and (l)(2) of this AD. Repeat the inspections thereafter at intervals specified in Figure 1, Sheets 4 and 5, of Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007, except as provided by paragraph (m) of this AD.

(1) At the next specified repeat interval specified in paragraph (f) of this AD.

(2) At the later of the times specified in paragraphs (l)(2)(i) and (l)(2)(ii) of this AD, except as provided by paragraph (m) of this AD.

(i) At the applicable threshold specified in Figure 1, Sheets 4 and 5, of Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007.

(ii) Within 900 flight cycles or 1,800 flight hours after the effective date of this AD, whichever occurs first.

(m) Where Figure 1, Sheets 4 and 5, of Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007, specifies to contact Airbus, do the inspections at threshold and repeat intervals approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

Alternative Methods of Compliance (AMOCs)

(n) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(o) European Aviation Safety Agency (EASA) Airworthiness Directive 2007-0292, dated November 27, 2007, also addresses the subject of this AD.

Material Incorporated by Reference

(p) You must use Airbus Service Bulletin A310-53-2069, Revision 06, dated May 22, 2007, as applicable, to do the actions required by this AD, unless the AD specifies otherwise. If you accomplish the optional terminating action specified in this AD, you must use the service bulletins specified in Table 2 of this AD, as applicable, unless the AD specifies otherwise.

Table 2 – Material incorporated by reference for optional actions specified in this AD

| Airbus Service Bulletin – | Revision – | Dated – |
|----------------------------------|-------------------|------------------|
| A310-53-2070 | 02 | November 8, 2000 |
| A310-53-2070 | Original | October 3, 1994 |

Airbus Service Bulletin A310-53-2070, Revision 02, dated November 8, 2000, contains the following effective pages:

| Page Number | Revision Level Shown on Page | Date Shown on Page |
|--------------------|-------------------------------------|---------------------------|
| 1-13, 15-16, 21-22 | 02 | November 8, 2000 |
| 14, 17-18 | 1 | September 23, 1996 |
| 19-20 | Original | October 3, 1994 |

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in Table 3 of this AD under 5 U.S.C. 552(a) and 1 CFR part 51.

Table 3 – New material incorporated by reference

| Airbus Service Bulletin – | Revision – | Dated – |
|----------------------------------|-------------------|------------------|
| A310-53-2069 | 06 | May 22, 2007 |
| A310-53-2070 | 02 | November 8, 2000 |

(2) The Director of the Federal Register previously approved the incorporation by reference of Airbus Service Bulletin A310-53-2070, dated October 3, 1994, on June 3, 1998 (63 FR 23377, April 29, 1998).

(3) For service information identified in this AD, contact Airbus SAS-EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail: account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

(4) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(5) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 2, 2009.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-15-06 Boeing: Amendment 39-15969. Docket No. FAA-2008-0645; Directorate Identifier 2007-NM-358-AD.

Effective Date

(a) This AD becomes effective August 25, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Boeing Model 707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and Model 720 and 720B series airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from a report of in-service occurrences of loss of fuel system suction feed capability, followed by total loss of pressure of the fuel feed system. We are issuing this AD to detect and correct failure of the engine fuel suction feed of the fuel system, which could result in multi-engine flameout, inability to restart the engines, and consequent forced landing of the airplane.

Compliance

(e) Comply with this AD within the compliance times specified, unless already done.

Operational Test/Other Specified and Corrective Actions

(f) Within 18 months after the effective date of this AD: Perform an operational test of the engine fuel suction feed of the fuel system, and perform all other related testing and corrective actions, as applicable, before further flight, in accordance with the Accomplishment Instructions of Boeing 707 Service Bulletin A3527, Revision 1, dated August 6, 2008. Repeat the operational test thereafter at intervals not to exceed 6,000 flight hours or 36 months, whichever occurs first.

Credit for Actions Done According to Previous Issue of Service Bulletin

(g) Actions done before the effective date of this AD in accordance with Boeing Alert 707 Service Bulletin A3527, dated November 7, 2007, are acceptable for compliance with the initial test and related testing and corrective actions required by paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Sue Lucier, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6438; fax (425) 917-6590, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(i) You must use Boeing 707 Service Bulletin A3527, Revision 1, dated August 6, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1, fax 206-766-5680; e-mail me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 2, 2009.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-15-07 Airbus: Amendment 39-15970. Docket No. FAA-2008-1365; Directorate Identifier 2008-NM-076-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 25, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Airbus Model A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232 series airplanes; certificated in any category; equipped with one conventional pre-Enhanced Manufacture and Maintainability (pre-EMM) Braking and Steering Control Unit (BSCU), having the part numbers specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD.

(1) C20216332292C (standard 7) installed by Airbus Modification 24449 in production, or by Airbus Service Bulletin A320-32-1124 in service.

(2) C202163372D32 (standard 9) installed by Airbus Modification 31106 in production, or by Airbus Service Bulletin A320-32-1227 or A320-32-1232 in service.

(3) C202163382D32 (standard 9.1) installed by Airbus Modification 32500 in production, or by Airbus Service Bulletin A320-32-1254 in service.

Subject

- (d) Air Transport Association (ATA) of America Code 32: Landing gear.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:

In 2005 a lateral runway excursion occurred on an A320 aircraft. Such excursions are classified as hazardous, with a large reduction in safety margins. Investigation has shown that the aircraft landed with the nose wheels rotated nearly 20 degrees from center. During subsequent tests on the removed BSCU [Braking and Steering Control Unit], a BSCU hardware failure was found, affecting the monitoring function, including the system reconfiguration management, and leading to a runaway of [the] Nose Wheel Steering [uncommanded steering].

DGAC [Direction Générale de l'Aviation Civile] Airworthiness Directive (AD) F-1992-117-025(B), Revision 1 [which corresponds to FAA AD 94-24-07], mandated the BSCU upgrade in order to improve the steering logic, but this modification has shown not to be sufficient to address the identified failure mechanism.

A software modification is now implemented in BSCU standard 10 which improves the system reconfiguration management when this failure mechanism is detected.

BSCU standard 10 also includes other improvements—as detailed in the associated Service Bulletin.

This AD therefore mandates the modification or replacement of the BSCU standard 7, 9 or 9.1, by the BSCU standard 10.

The unsafe condition is an uncommanded steering condition during takeoff or landing, which could result in departure of the airplane from the runway. The corrective action also includes replacement of certain DUNLOP tires that are not compatible with BSCU standard 10.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within 18 months after the effective date of this AD: Modify or replace the BSCU in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-32-1336, Revision 01, dated January 10, 2008; and inspect the airplane to determine if DUNLOP tires 46x16-20 having part number (P/N) 11659 T or 11661 T are installed. If those tires are installed, before further flight, replace with acceptable tires using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent). Accomplishment of the applicable requirements in this paragraph terminates the requirements of AD 94-24-07, amendment 39-9080.

(2) Previous accomplishment of the modification or replacement of the BSCU before the effective date of this AD in accordance with Airbus Mandatory Service Bulletin A320-32-1336, dated September 19, 2007, meets the requirements of paragraph (f)(1) of this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: Although the MCAI and service information do not provide procedures for replacing the tires as specified in paragraph (f)(1) of this AD, this AD requires that you replace the tires using a method approved by either the Manager, International Branch, ANM-116, FAA, or the EASA (or its delegated agent).

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR

39.19. Send information to ATTN: Tim Dulin, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2141; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2008-0048, dated February 28, 2008; and Airbus Mandatory Service Bulletin A320-32-1336, Revision 01, dated January 10, 2008; for related information.

Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A320-32-1336, Revision 01, dated January 10, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Airbus, Airworthiness Office–EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail: account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 2, 2009.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-15-08 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-15971. Docket No. FAA-2009-0398; Directorate Identifier 2008-NM-193-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 25, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes, certificated in any category; all models, all serial numbers, that have embodied modification HCM00633E or HCM00934A.

Subject

(d) Air Transport Association (ATA) of America Code 53: Fuselage.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

There have been a number of incidents where wing-to-fuselage or MLG [main landing gear] door fairing panels have detached from the aircraft during flight. Subsequent inspection revealed the loss of the fairing panels to be due to failure of certain steel grommets, (P/N) [part number] SL5183 and HC535H0312, through which the attachment bolts are inserted. These failures may have been caused by improper installation of the grommets or damage resulting from maintenance procedures relating to paint stripping and repainting, allowing air loads to pull the panel through the grommet. A detaching panel could strike the aircraft during flight, causing damage. In addition, a detaching panel could become attached to the structure or control surfaces, resulting in reduced control of the aircraft.

Following the application of BAE Systems (Operations) Ltd ISB 53-202 at Revision 1 to the first few, it has been discovered that removal of existing grommets P/N SL5183 and HC535H0312 may result in localised damage to the aluminum foil membrane attached to

the inner surface of some fairing panels. BAE Systems (Operations) Ltd has therefore issued additional instructions in All Operators Message (AOM) 08-015V, including bonding checks and detailed procedures for applying an electro-conductive paste at each SL5185 grommet location in order to bridge any gap between grommet and the inner aluminum foil. The next revision of BAE Systems (Operations) Ltd ISB 53-202 will include the technical content of AOM 08-015V.

For the reasons described above, this EASA AD requires repetitive inspections of the wing-to-fuselage & MLG door fairing panel grommets and, when damage is detected, the accomplishment of corrective actions.

Corrective actions include replacing damaged grommets with new P/N SL5185 grommets; or doing a temporary repair, which defers the replacement.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within 4,000 flight cycles or 24 months after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 8,000 flight cycles, conduct a visual inspection of the steel grommets on the fairing panels in accordance with paragraph 2.C. of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008.

(2) If damage is found during any inspection required by paragraph (f)(1) of this AD, before further flight, do the actions specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD.

(i) Replace the grommets with new P/N SL5185 grommets in accordance with paragraph 2.C. of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008, and concurrently conduct a bonding inspection at each grommet location in accordance with paragraph 2.C. of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008. If unsatisfactory bonding is detected, before further flight, apply electro-conductive paste in accordance with Appendix 4 of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008.

Note 1: Unsatisfactory bonding, as used in this AD, is defined as: intermittent, loss of, or failure of the bond/electrical connection.

(ii) Do a temporary repair in accordance with Appendix 3 of the BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008, or an approved BAE Systems (Operations) Limited temporary repair scheme.

(3) For airplanes on which a temporary repair specified in paragraph (f)(2)(ii) of this AD has been done: Within 8,000 flight cycles after doing the temporary repair, replace any temporary repair grommets with new P/N SL5185 grommets in accordance with paragraph 2.C. of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008, and concurrently conduct a bonding inspection at each grommet location in accordance with paragraph 2.C. of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008. If unsatisfactory bonding is detected, before further flight, apply electro-conductive paste in accordance with Appendix 4 of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008.

(4) For airplanes on which any new P/N SL5185 grommets have been installed without having a bonding inspection prior to the effective date of this AD: Before or during the next scheduled repetitive inspection in accordance with paragraph (f)(1) of this AD, conduct a bonding inspection in accordance with paragraph 2.C. of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008. If unsatisfactory bonding is detected, before further flight, apply electro-conductive paste in accordance with Appendix 4 of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008.

(5) Replacing all existing grommets with new P/N SL5185 grommets on all panels, including the corresponding bonding inspections and the application of the electro-conductive paste as applicable, in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008, terminates the repetitive inspections required by paragraph (f)(1) of this AD.

(6) Visual inspections, temporary repairs, and replacements of the grommets are also acceptable for compliance with the corresponding requirements of paragraphs (f)(1), (f)(2)(i), (f)(2)(ii), (f)(3), and (f)(5) of this AD if done before the effective date of this AD in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 1, dated June 4, 2008.

(7) Visual inspections, temporary repairs, replacements of the grommets, bonding inspections, and applications of conductive paste are also acceptable for compliance with the corresponding requirements of paragraphs (f)(1), (f)(2)(i), (f)(2)(ii), (f)(3), (f)(4), and (f)(5) of this AD if done before the effective date of this AD in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 2, dated October 24, 2008.

(8) Bonding inspections and applications of conductive paste are also acceptable for compliance with the corresponding requirement of paragraphs (f)(2)(i), (f)(3), (f)(4), and (f)(5) of this AD if done before the effective date of this AD in accordance with BAE Systems (Operations) Limited All Operator Message 08-015V, Issue 1, dated August 22, 2008.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to ensure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2008-0180, dated September 30, 2008; and BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008; for related information.

Material Incorporated by Reference

(i) You must use BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-202, Revision 3, dated December 10, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact BAE Systems Regional Aircraft, 13850 McLearen Road, Herndon, Virginia 20171; telephone 703-736-1080; e-mail raebusiness@baesystems.com; Internet <http://www.baesystems.com/Businesses/RegionalAircraft/index.htm>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 2, 2009.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-15-09 Airbus: Amendment 39-15972. Docket No. FAA-2009-0644; Directorate Identifier 2009-NM-059-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 5, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Airbus Model A380-841, -842, and -861 airplanes, certificated in any category, serial numbers 3, 5, 6, 8, 10, 11, 12, 13, 14, 15, 16, 20, and 22.

Subject

- (d) Air Transport Association (ATA) of America Code 36: Pneumatic.

Reason

- (e) The mandatory continued airworthiness information (MCAI) states:

During inspections in production and on in-service aircraft, a number of Overheat Detection System (OHDS) installation non-conformities have been identified along the bleed air ducting.

Some installation issues which may lead to a degraded leak detection capability have been reported. In case of hot air leakage, the potential degradation of the OHDS would not allow preventing damages to structure or components, and therefore could lead to an unsafe condition.

To ensure that in-service aircraft are free of such non-conformities, this AD requires an inspection of the OHDS installation along the bleed air ducting and, in case of findings [any sensing element or insulation muff installed incorrectly], to bring back the installation into the compliant configuration.

Nonconforming installation or a failure of the OHDS could allow undetected leakage of bleed air from the hot engine/auxiliary power unit causing damage to the airplane structure and various airplane components and systems. The inspection of the OHDS installation, for certain airplanes,

consists of inspecting the APU overheat sensing elements APU 1 Loop A and B, the APU overheat sensing elements APU 2 Loop A and B, the crossbleed overheat sensing element, the forward cargo compartment heating element, and the sensing element of the overheat detection unit of the wing. For certain other airplanes, inspecting the OHDS installation consists of inspecting the forward cargo compartment heating element.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within 90 days after the effective date of this AD, do a one-time detailed visual inspection to determine whether the OHDS sensing elements and insulation muffs have been correctly installed, in accordance with Airbus Service Bulletin A380-36-8004, dated February 13, 2009.

(2) If, during any inspection required by paragraph (f)(1) of this AD, any sensing element or insulation muff is found to have been installed incorrectly, before further flight, bring the installation into compliant configuration, in accordance with Airbus Service Bulletin A380-36-8004, dated February 13, 2009.

(3) Submit a report of the findings (both positive and negative) of the inspection required by paragraph (f)(1) of this AD to Airbus, Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex France, as specified in Figures A-GBCAA and A-GBDAA of Airbus Service Bulletin A380-36-8004, dated February 13, 2009, at the applicable time specified in paragraph (f)(3)(i) or (f)(3)(ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was accomplished prior to the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2009-0066, dated March 19, 2009; and Airbus Service Bulletin A380-36-8004, dated February 13, 2009; for related information.

Material Incorporated by Reference

(i) You must use Airbus Service Bulletin A380-36-8004, dated February 13, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Airbus SAS–EANA (Airworthiness Office); 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 562 110 253; Fax +33 562 110 307; e-mail account.airworth-A380@airbus.com; Internet <http://www.airbus.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 6, 2009.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-15-10 Airbus: Amendment 39-15973. Docket No. FAA-2009-0645; Directorate Identifier 2009-NM-034-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 5, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to the airplanes certificated in any category, identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Airbus Model A330-301, -321, -322, -341, and -342 series airplanes, all serial numbers, except those on which Airbus Modification 44360 has been embodied in production.

(2) Airbus Model A340-211, -212, -213, -311, -312, and -313 series airplanes, all serial numbers, except those on which Airbus Modification 44360 has been embodied in production.

Subject

- (d) Air Transport Association (ATA) of America Code 57: Wings.

Reason

- (e) The mandatory continued airworthiness information (MCAI) states:

During accomplishment of A330-300 Airworthiness Limitation Item (ALI) task 57.11.04-01-02 of a fastener hole between stringer 38 and 39 at FR40 rear fitting web, a crack was found on an adjacent hole at vertical post Y1959 lower attachment on both sides.

Other crack findings on this adjacent hole have been reported on A330-300 and A340-200/-300 aircraft as a result of sampling inspections.

If not corrected, crack propagation could result in loss of the fuselage structural integrity.

In order to fulfil[] the certification requirements and following a fatigue analysis based on reported findings, a repetitive High Frequency Eddy Current (HFEC) Rototest inspection on the affected adjacent holes on both left hand (LH) and right hand (RH)

sides between stringer 38 and 39 at (frame) FR40 rear fitting web is required by this AD and, in case of crack finding, the associated corrective actions have to be applied.

* * * * *

The associated corrective actions are oversizing the holes and performing an additional rototest inspection for cracking. If the cracking is within certain limits, the corrective action is to install oversize fasteners. If the cracking exceeds certain limits defined in the service bulletin, the corrective action is contacting Airbus for repair instructions and doing the repair.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within the applicable time as specified in Table 1 of this AD, or within 90 days after the effective date of this AD, whichever occurs later: Perform a HFEC inspection by rototest for cracking of two holes on the left and right sides of the fuselage structure FR40 rear fitting, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-57-3107, dated October 7, 2008; or Airbus Mandatory Service Bulletin A340-57-4117, dated October 7, 2008; as applicable. Do the associated corrective actions, before further flight, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-57-3107, dated October 7, 2008; or Airbus Mandatory Service Bulletin A340-57-4117, dated October 7, 2008; as applicable.

Table 1 – Compliance times

| Model | Threshold from the first flight (whichever occurs first) |
|------------------------------------------------------------|-----------------------------------------------------------------|
| A330-300 series airplanes | 17,700 total flight cycles or 53,100 total flight hours |
| A340-200 series airplanes with modification 41652S11888 | 11,900 total flight cycles or 80,700 total flight hours |
| A340-300 series airplanes with modification 41652S11888 | 11,900 total flight cycles or 80,700 total flight hours |
| A340-200 series airplanes without modification 41652S11888 | 14,500 total flight cycles or 98,200 total flight hours |
| A340-300 series airplanes without modification 41652S11888 | 12,700 total flight cycles or 85,900 total flight hours |

(2) Repeat the inspection required by paragraph (f)(1) of this AD within the applicable intervals as specified in Table 2 of this AD, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-57-3107, dated October 7, 2008; or Airbus Mandatory Service Bulletin A340-57-4117, dated October 7, 2008; as applicable.

Table 2 – Repetitive inspection intervals

| Model | Intervals (not to exceed) |
|------------------------------------------------------------|--------------------------------------------------------------------|
| A330-300 series airplanes | 12,800 flight cycles or 38,500 flight hours whichever occurs first |
| A340-200 series airplanes with modification 41652S11888 | 8,600 flight cycles or 58,500 flight hours whichever occurs first |
| A340-300 series airplanes with modification 41652S11888 | 8,600 flight cycles or 58,500 flight hours whichever occurs first |
| A340-200 series airplanes without modification 41652S11888 | 10,500 flight cycles or 71,200 flight hours whichever occurs first |
| A340-300 series airplanes without modification 41652S11888 | 9,200 flight cycles or 62,300 flight hours whichever occurs first |

(3) Where Airbus Mandatory Service Bulletin A330-57-3107, dated October 7, 2008; and Airbus Mandatory Service Bulletin A340-57-4117, dated October 7, 2008; recommend contacting Airbus for appropriate action: Before further flight, contact Airbus for repair instructions and do the repair.

(4) Accomplishment of the inspections required by paragraph (f)(1) of this AD before the effective date of this AD in accordance with the instructions of Airbus Technical Disposition LR5710D07014394, Issue B, dated September 24, 2008, is acceptable for compliance with the requirements of paragraph (f)(1) of this AD. However, inspections must be repeated thereafter in accordance with the requirements of paragraph (f)(2) of this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2009-0001, dated January 8, 2009; Airbus Mandatory Service Bulletin A330-57-3107, dated October 7, 2008; and Airbus Mandatory Service Bulletin A340-57-4117, dated October 7, 2008; for related information.

Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A330-57-3107, including Appendices 01 and 02, dated October 7, 2008; or Airbus Mandatory Service Bulletin A340-57-4117, including Appendices 01 and 02, dated October 7, 2008, as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Airbus SAS–Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80, e-mail airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 2, 2009.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-15-11 Aerospatale: Amendment 39-15974. Docket No. FAA-2009-0646; Directorate Identifier 2009-NM-055-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 5, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Aerospatale Model SN-601 (Corvette) airplanes, certificated in any category, all serial numbers.

Subject

- (d) Air Transport Association (ATA) of America Code 32: Landing gear.

Reason

- (e) The mandatory continued airworthiness information (MCAI) states:

During the landing roll a Corvette aircraft inclined to the Left Hand (LH) side as a result of the uncoupling of the left main landing gear shock absorber upper and lower cylinders, leading the left wheel tire to rub against the left wing under surface and to deflate, and the left wing tip fuel tank to strike the runway surface.

The investigation showed that this uncoupling resulted from the loosening of the shock absorber locking system nut and its associated lock washer.

This AD requires the inspection of the locking system of the main landing gear shock absorber and the accomplishment of the associated corrective actions.

The unsafe condition is reduced structural integrity of the main landing gear, which could cause the wing tip fuel tank to strike the runway surface and potentially result in a fire. Required actions include doing a general visual inspection to verify the proper position of the lock washer and the tightening torque of the nut of the shock absorber locking system on both the left-hand and right-hand main landing gear, and doing corrective actions including replacing the lock washer, installing the main landing gear shock absorber body, and installing the main landing gear shock absorber, as applicable.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within 90 days after the effective date of this AD, do a general visual inspection to verify the proper position of the lock washer (located opposite the nut notch) and check the tightening torque of the nut of the shock absorber locking system on both the left-hand and right-hand main landing gear, in accordance with the Accomplishment Instructions of Airbus Corvette Service Bulletin 32-19, dated January 9, 2009.

(2) In case of findings of improper assembly during the inspection required in paragraph (f)(1) of this AD, before further flight, replace the lock washer, install the main landing gear shock absorber body, and install the main landing gear shock absorber, in accordance with the Accomplishment Instructions of Airbus Corvette Service Bulletin 32-19, dated January 9, 2009. Within 120 flight cycles but not before 100 flight cycles, repeat the inspection specified in paragraph (f)(1) of this AD.

(3) In case of no findings during the inspection required in paragraph (f)(1) of this AD, no further inspections are required.

(4) After the effective date of this AD, no person may install a main landing gear shock absorber on which the locking system (nut and lock washer) is not compliant with the approved configuration as identified by Airbus Corvette Service Bulletin 32-19, dated January 9, 2009.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) **Alternative Methods of Compliance (AMOCs):** The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(2) **Airworthy Product:** For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) **Reporting Requirements:** For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2009-0041, dated February 25, 2009; and Airbus Corvette Service Bulletin 32-19, dated January 9, 2009; for related information.

Material Incorporated by Reference

(i) You must use Airbus Corvette Service Bulletin 32-19, dated January 9, 2009, to do the actions required by this AD, unless the AD specifies otherwise. (Only page 1 of this document specifies the issue date of the document; no other page of this document contains this information.)

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact ATR-GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; e-mail continued.airworthiness@atr.fr; Internet <http://www.aerochain.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 2, 2009.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-16929 Filed 7-20-09; 8:45 am]



2009-15-12 Boeing: Amendment 39-15975. Docket No. FAA-2007-28988; Directorate Identifier 2007-NM-047-AD.

Effective Date

(a) This airworthiness directive (AD) is effective August 25, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747-400 and -400D series airplanes, certificated in any category; as identified in Boeing Service Bulletin 747-24-2246, dated October 6, 2005.

Unsafe Condition

(d) This AD results from an in-flight entertainment (IFE) systems review. We are issuing this AD to ensure that the flightcrew is able to turn off electrical power to the IFE system and other non-essential passenger cabin systems through utility bus switches in the flight compartment, in the event of smoke or fumes. The flightcrew's inability to turn off electrical power to the IFE system and other non-essential passenger cabin systems could result in the inability to control smoke or fumes in the airplane flight deck or passenger cabin during a non-normal or emergency situation.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Install New Relays

(f) Within 60 months after the effective date of this AD, install new relays to allow the flightcrew to turn off electrical power to the IFE system and other non-essential passenger cabin systems through the left and right utility bus switches and do all other specified actions as applicable, by accomplishing all the applicable actions specified in the Accomplishment Instructions of Boeing Service Bulletin 747-24-2246, dated October 6, 2005. The other specified actions must be done before further flight after installing the new relays.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Joe Salameh, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone 425-917-6454; fax 425-917-6590; has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

Material Incorporated by Reference

(h) You must use Boeing Service Bulletin 747-24-2246, dated October 6, 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; e-mail me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 6, 2009.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-17118 Filed 7-20-09; 8:45 am]



2009-15-17 Airbus: Amendment 39-15980. Docket No. FAA-2009-0211; Directorate Identifier 2008-NM-028-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 2, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Airbus Model A330-200, A330-300, A340-200, and A340-300 series airplanes; certificated in any category; all certified models; all serial numbers, except those on which Airbus modification 54500 has been embodied in production or Airbus Service Bulletin A330-3212 has been embodied in service.

Subject

- (d) Air Transport Association (ATA) of America Code 32: Landing Gear.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:

The operator of an A330 aircraft (which has a common bogie beam with the A340) has reported a fracture of the RH (right-hand) MLG (main landing gear) Bogie Beam whilst turning during low speed taxi maneuvers. The bogie [beam] fractured aft of the pivot point and remained attached to the sliding tube by the brake torque reaction rods. After this RH bogie [beam] failure, the aircraft continued for approximately 40 meters on the forks of the sliding member before coming to rest on the taxiway without any passenger injury.

The preliminary investigations revealed that this event was due to corrosion pitting occurring on the bore of the bogie beam. Investigations are ongoing to determine why bogie beam internal paint has been degraded, leading to a loss of cadmium plating and thus allowing development of corrosion pitting.

If not corrected, this situation under higher speed could result in the aircraft departing the runway or in the bogie [beam] detaching from the aircraft or [main landing] gear collapses, which would constitute an unsafe condition.

To enable early detection and repair of any corrosion of the internal surfaces, EASA (European Aviation Safety Agency) AD 2007-0314 required a one-time inspection on all MLG Bogie Beams except Enhanced MLG Bogie Beams and the reporting of the results to AIRBUS.

The Revision 1 of AD 2007-0314 aimed to clarify the compliance time of the inspection and to extend the reporting period.

The present AD which supersedes the AD 2007-0314R1:

- Takes over the AD 2007-0314R1 requirements and
- Reduces the inspection threshold from 6 to 4.5 years due to significant findings on the inspected aircraft.

Required actions include applying protective treatments to the bogie beam and corrective actions. Corrective actions include repair of any damaged or corroded surfaces or surface treatments, and contacting Messier-Dowty for repair instructions and doing the repair.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) At the applicable compliance time specified in paragraph (f)(2) or (f)(3) of this AD: Clean the internal bore and perform a detailed visual inspection of internal surfaces of the MLG bogie beam (right-hand and left-hand) for any damage to the protective treatments or any corrosion, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3225 or A340-32-4268, both Revision 01, both dated October 30, 2008; as applicable.

(i) If no damage and corrosion is found, before further flight, apply the protective treatments of the bogie beam, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin A33/34-32-272, Revision 1, including Appendixes A, B, C, and D, dated September 22, 2008.

(ii) If any damage or corrosion is found, before further flight, do all applicable corrective actions and apply the protective treatments of the bogie beam, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin A33/34-32-272, Revision 1, including Appendixes A, B, C, and D, dated September 22, 2008.

(2) For airplanes with 54 months or less time-in-service since the date of issuance of the original French airworthiness certificate or the date of issuance of the original French or EASA export certificate of airworthiness as of the effective date of this AD: At the latest of the applicable times specified in paragraphs (f)(2)(i), (f)(2)(ii), and (f)(2)(iii) of this AD, do the actions required by paragraph (f)(1) of this AD.

(i) Not before 54 months since the date of issuance of the original French airworthiness certificate or the date of issuance of the original French or EASA export certificate of airworthiness, but no later than 72 months since the date of issuance of the original French airworthiness certificate or the date of issuance of the original French or EASA export certificate of airworthiness.

(ii) Not before 54 months since the installation of a new bogie beam in-service before the effective date of this AD, but no later than 72 months since the installation of a new bogie beam in-service before the effective date of this AD.

(iii) Not before 54 months since the last overhaul of a bogie beam before the effective date of this AD, but no later than 72 months since the last overhaul of a bogie beam before the effective date of this AD.

(3) For airplanes with more than 54 months time-in-service since the date of issuance of the original French airworthiness certificate or the date of issuance of the original French or EASA export certificate of airworthiness as of the effective date of this AD: At the applicable time specified in paragraph (f)(3)(i), (f)(3)(ii), (f)(3)(iii), (f)(3)(iv), or (f)(3)(v) of this AD, do the actions required by paragraph (f)(1) of this AD.

(i) For airplanes on which the bogie beam has not been replaced or overhauled since the date of issuance of the original French airworthiness certificate or the date of issuance of the original French or EASA export certificate of airworthiness as of the effective date of this AD: Within 18 months after the effective date of this AD.

(ii) For airplanes on which the bogie beam has been replaced in-service with a new bogie beam and the new bogie beam has more than 54 months time-in-service as of the effective date of this AD: Within 18 months after the effective date of this AD.

(iii) For airplanes on which the bogie beam has been replaced in-service with a new bogie beam and the new bogie beam has 54 months or less time-in-service as of the effective date of this AD: Not before 54 months since the installation of a new bogie beam in-service before the effective date of this AD, but no later than 72 months since the installation of a new bogie beam in-service before the effective date of this AD.

(iv) For airplanes on which the bogie beam has been overhauled and the overhauled bogie beam has more than 54 months time-in-service as of the effective date of this AD: Within 18 months after the effective date of this AD, or at the next scheduled bogie beam overhaul, whichever occurs first.

(v) For airplanes on which the bogie beam has been overhauled and the overhauled bogie beam has 54 months or less time-in-service as of the effective date of this AD: Not before 54 months since the last overhaul of a bogie beam before the effective date of this AD, but no later than 72 months since the last overhaul of a bogie beam before the effective date of this AD.

(4) Within 30 days after accomplishment of the inspection required by paragraph (f)(1) of this AD or within 30 days after the effective date of this AD, whichever occurs later, report the results, including no findings, to Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; e-mail airworthiness.A330-A340@airbus.com.

(5) Actions accomplished in accordance with Messier-Dowty Service Bulletin A33/34-32-271, Revision 1, including Appendixes A and B, dated November 16, 2007, are considered acceptable for compliance with the corresponding requirements of this AD.

(6) Actions accomplished before the effective date of this AD in accordance with the service bulletins specified in Table 1 of this AD are considered acceptable for compliance with the corresponding requirements of this AD.

Table 1 – Credit Service Information

| Service Bulletin | Date |
|-----------------------------------------------------------------------------------|--------------------|
| Airbus Mandatory Service Bulletin A330-32-3225 | November 21, 2007 |
| Airbus Mandatory Service Bulletin A340-32-4268 | November 21, 2007 |
| Messier-Dowty Service Bulletin A33/34-32-271, including Appendix A | September 13, 2007 |
| Messier-Dowty Service Bulletin A33/34-32-272, including Appendixes A, B, C, and D | November 16, 2007 |

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: The MCAI specifies repair and corrective actions in accordance with Airbus Mandatory Service Bulletin A330-32-3225 or A340-32-4268, both dated November 21, 2007; however, these Airbus service bulletins do not describe those actions. Paragraphs (f)(1)(i) and (f)(1)(ii) of this AD specify repair and corrective actions in accordance with Messier-Dowty Service Bulletin A33/34-32-272, Revision 1, including Appendixes A, B, C, and D, dated September 22, 2008.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to EASA Airworthiness Directive 2008-0093, dated May 20, 2008, and the service bulletins specified in Table 2 of this AD, for related information.

Table 2 – Service Information

| Service Bulletin | Revision | Date |
|-----------------------------------------------------------------------------------|-----------------|--------------------|
| Airbus Mandatory Service Bulletin A330-32-3225, including Appendix 1 | 01 | October 30, 2008 |
| Airbus Mandatory Service Bulletin A340-32-4268, including Appendix 1 | 01 | October 30, 2008 |
| Messier-Dowty Service Bulletin A33/34-32-271, including Appendixes A and B | 1 | November 16, 2007 |
| Messier-Dowty Service Bulletin A33/34-32-272, including Appendixes A, B, C, and D | 1 | September 22, 2008 |

Material Incorporated by Reference

(i) You must use the service information contained in Table 3 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

Table 3 – Material incorporated by reference

| Service Bulletin | Revision | Date |
|-----------------------------------------------------------------------------------|-----------------|--------------------|
| Airbus Mandatory Service Bulletin A330-32-3225, including Appendix 1 | 01 | October 30, 2008 |
| Airbus Mandatory Service Bulletin A340-32-4268, including Appendix 1 | 01 | October 30, 2008 |
| Messier-Dowty Service Bulletin A33/34-32-271, including Appendixes A and B | 1 | November 16, 2007 |
| Messier-Dowty Service Bulletin A33/34-32-272, including Appendixes A, B, C, and D | 1 | September 22, 2008 |

(Pages identified as "intentionally blank" in the Messier-Dowty service bulletins identified in Table 3 of this AD are at the revision level and date specified in Table 3 for those documents.)

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For Airbus service information identified in this AD, contact Airbus SAS–Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; fax +33 5 61 93 45 80, e-mail airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>. For Messier-Dowty service information identified in this AD, contact Messier Services Americas, Customer Support Center, 45360 Severn Way, Sterling, Virginia 20166-8910; telephone 703-450-8233; fax 703-404-1621; Internet <https://techpubs.services.messier-dowty.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 2, 2009.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-15-18 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-15981.
Docket No. FAA-2008-1005; Directorate Identifier 2008-NM-119-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 2, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to EMBRAER Model EMB-120, -120ER, -120FC, -120QC, and -120RT airplanes, certificated in any category, serial numbers 120001 to 120359.

Subject

(d) Air Transport Association (ATA) of America Code 28: Fuel.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

It was found one occurrence of a fuel booster pump circuit breaker opening during an engine maintenance servicing. An inspection inside the fuel tank revealed the fuel booster pump's electrical harness chafing against its body, causing the loss of the electrical wiring protection and resulting in a short circuit. Further in-tank inspections have showed other fuel booster pump electrical harnesses chafing either with the pump body and/or with adjacent fuel lines, causing damage to the harness protective layers and resulting * * * [in a] possible ignition source inside the fuel tank.

* * * * *

The corrective actions include revising the Limitations section of the airplane flight manual (AFM) to include a minimum fuel quantity, adding a minimum fuel quantity limitation for operation of the fuel booster pump, inspecting the fuel booster pump electrical harness of the left- and right-hand fuel tanks for damage, replacing any fuel booster pump assembly having a damaged electrical harness, installing clamps on the tank structure, and installing tie down straps for the fuel booster pump electrical harness.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within 30 days after the effective date of this AD, insert in the Limitations section of the AFM a copy of this AD or the following statement:

The minimum fuel quantity inside each tank must be 300 kg (662 pounds) or 370 liters (97.75 gallons).

(2) As of the effective date of this AD, any fuel tank defueling or other maintenance action which demands use of the fuel booster pumps is limited to a minimum fuel quantity of no less than 300 kilograms (662 pounds) or 370 liters (97.75 gallons) inside the respective tank.

(3) Within 4,000 flight hours, or 24 months, or at the next scheduled or unscheduled fuel tank opening after the effective date of this AD, whichever occurs first, do the following actions:

(i) Inspect the fuel booster pump electrical harness of the left- and right-hand fuel tanks for damage on its external protection, in accordance with paragraph 3.F. (Part I) of the Accomplishment Instructions of Embraer Service Bulletin 120-28-0016, dated January 9, 2008. If any damaged fuel booster pump electrical harness is found, before further flight, replace the affected fuel booster pump assembly with another fuel booster pump assembly bearing the same part number, in accordance with the Accomplishment Instructions of Embraer Service Bulletin 120-28-0016, dated January 9, 2008.

(ii) Install clamps and tie down straps on the tank structure and attach each fuel booster pump electrical harness to the left- and right-hand fuel tanks to avoid eventual chafing against the pump body, adjacent fuel lines, structure or any other part, and to prevent damage to the harness protective layers, in accordance with paragraph 3.G. (Part II) of the Accomplishment Instructions of Embraer Service Bulletin 120-28-0016, dated January 9, 2008.

(4) After complying with the actions in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD, the limitations imposed by paragraphs (f)(1) and (f)(2) of this AD are no longer required, and the AFM revision required by paragraph (f)(1) of this AD may be removed from the AFM.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1405; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) **Airworthy Product:** For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) **Reporting Requirements:** For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI Brazilian Airworthiness Directive 2008-05-01, effective June 13, 2008; and Embraer Service Bulletin 120-28-0016, dated January 9, 2008; for related information.

Material Incorporated by Reference

(i) You must use Embraer Service Bulletin 120-28-0016, dated January 9, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170–Putim–12227-901 São Jose dos Campos–SP–BRASIL; telephone: +55 12 3927-5852 or +55 12 3309-0732; fax: +55 12 3927-7546; e-mail: distrib@embraer.com.br; Internet: <http://www.flyembraer.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 13, 2009.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



CORRECTED: In the regulatory portion, the AD number was incorrectly listed as 2008-15-19. This copy has been corrected. We will issue a correction to the Federal Register.

2009-15-19 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-15982. Docket No. FAA-2009-0432; Directorate Identifier 2008-NM-168-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 2, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to BAE Systems (Operations) Limited Model BAe 146-100A and 146-200A series airplanes, certificated in any category, as identified in BAE Systems (Operations) Limited Inspection Service Bulletin ISB.55-020, dated December 11, 2007.

Subject

- (d) Air Transport Association (ATA) of America Code 55: Stabilizers.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:

BAE Systems (Operations) Ltd has determined that in order to assure the continued structural integrity of the horizontal stabilizer lower skin and joint plates in the rib 1 area of certain BAe 146 aircraft, a revised inspection programme for this area is considered necessary. The disbonding of joints can lead to corrosion, which, if undetected, could result in degradation of the structural integrity of the horizontal stabilizer.

For the reasons described above, this EASA AD requires the implementation of repetitive inspections and corrective actions, depending on findings. It also provides an approved repair as optional terminating action for the repetitive inspections.

The repetitive inspections for damage of the left and right side of the horizontal stabilizer lower skin and joint plates include a detailed visual inspection for damage (including distortion, loose or distorted fasteners, and corrosion) of the horizontal stabilizer lower skin, a borescopic inspection for damage (including staining, debris around the stringer and joint plate edges, cracked or broken

stringers, and distortion or corrosion in rivet holes) of the internal structure of the horizontal stabilizer, and a low frequency eddy current inspection for damage (including corrosion) of the horizontal stabilizer lower skin. For airplanes on which no damage is found, the required actions include drilling and reaming four holes and doing a detailed visual inspection of the holes for distortion and corrosion. Corrective actions include installing rivets, and contacting BAE Systems (Operations) Limited for repair instructions and doing the repair. Doing a repair of the horizontal stabilizer (which consists of partially replacing the lower skin from the center line to inboard of rib 3) ends the repetitive inspections.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within 6 months after the effective date of this AD, inspect for damage of the horizontal stabilizer lower skin and joint plates, in accordance with paragraphs 2.C.(1) through 2.C.(3) of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.55-020, dated December 11, 2007 (the "service bulletin"); and, if no damage is found, drill and ream four holes in accordance with paragraph 2.C.(4)(a) of the service bulletin, and do a detailed visual inspection of the holes for distortion and corrosion, in accordance with paragraph 2.C.(4)(b) of the service bulletin.

(i) If any distortion or corrosion is found in any rivet hole, before further flight, contact BAE Systems (Operations) Limited for approved repair instructions and do the repair prior to the fitment of the rivets.

(ii) If no distortion and no corrosion is found, before further flight, install the four rivets in accordance with paragraph 2.C.(4)(c) of the service bulletin.

(2) Repeat the inspection for damage of the horizontal stabilizer lower skin and joint plates required by paragraph (f)(1) of this AD thereafter at intervals not to exceed 24 months.

(3) If damage is found during any inspection required by paragraph (f)(1) or (f)(2) of this AD, before further flight, contact BAE Systems (Operations) Limited in accordance with paragraph 2.C.(5) of the service bulletin, and accomplish an approved repair in accordance with paragraph 2.C.(6) of the service bulletin.

(4) Doing the repair of the horizontal stabilizer in accordance with BAE Systems (Operations) Limited Repair Instruction Leaflet (RIL) HC551H9061, Issue 3, dated January 31, 2008, on the left and right sides of the horizontal stabilizer, terminates the repetitive inspections required by paragraph (f)(2) of this AD.

(5) Actions accomplished before the effective date of this AD according to BAE Systems (Operations) Limited RIL HC551H9061, Issue 2, dated November 16, 2007, are considered acceptable for compliance with the corresponding action specified in this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Todd Thompson,

Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2008-0167, dated September 2, 2008; BAE Systems (Operations) Limited Inspection Service Bulletin ISB.55-020, dated December 11, 2007; and BAE Systems (Operations) Limited Repair Instruction Leaflet HC551H9061, Issue 3, dated January 31, 2008; for related information.

Material Incorporated by Reference

(i) You must use BAE Systems (Operations) Limited Inspection Service Bulletin ISB.55-020, dated December 11, 2007, to do the actions required by this AD, unless the AD specifies otherwise. If you do the repair option provided in paragraph (f)(4) of this AD, you must use BAE Systems (Operations) Limited Repair Instruction Leaflet HC551H9061, Issue 3, dated January 31, 2008, unless the AD specifies otherwise. (The issue date, January 31, 2008, of BAE Systems (Operations) Limited Repair Instruction Leaflet HC551H9061, Issue 3, is specified only on the first page of the document.)

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact BAE Systems Regional Aircraft, 13850 McLearen Road, Herndon, Virginia 20171; telephone 703-736-1080; e-mail raebusiness@baesystems.com; Internet <http://www.baesystems.com/Businesses/RegionalAircraft/index.htm>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 13, 2009.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-17542 Filed 7-28-09; 8:45 am]