



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2009-10**

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
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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.

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

### 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 Compnay	Engine: <b>CF6-80C2 and CF6-80E1</b>

### 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
2009-07-07		McDonnell Douglas	717-200
2009-07-10		General Electric Company	Engine: CF6-80A, CF6-80A1, CF6-80A2, and CF6-80A3
2009-07-11	S 2004-22-05	Boeing	737-300, -400, -500
2009-07-12		General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1
2009-08-01	S 2007-07-12	Honeywell, Inc	Navigation computer
2009-08-02		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
2008-09-02		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



**CORRECTION:** [*Federal Register: May 6, 2009 (Volume 74, Number 86)*]; Page 20867;  
[www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html)]

**2009-06-22 Airbus:** Amendment 39-15859. Docket No. FAA-2008-1327; Directorate Identifier 2008-NM-161-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective April 28, 2009.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to Airbus Model 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 series airplanes; certificated in any category; equipped with a cockpit door latch/striker assembly having part number AR4714-1 or AR4714-3.

**Subject**

- (d) Air Transport Association (ATA) of America Code 25: Equipment/furnishings.

**Reason**

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

An A320 aircraft experienced an event where it was not possible to open the reinforced cockpit door, even after power had been removed from the aircraft. Investigation has identified that the cockpit door latch/striker assembly may have overheated, causing permanent internal damage prior to being electrically isolated by the internal thermal fuse. This condition, in case of a rapid decompression in the cockpit, would prevent the necessary unlocking/opening of the door, which may lead to failure of the airplane structure.

To prevent this, an improved strike package/door bolting system, including a Polymer Positive Temperature Coefficient (PPTC) element (overheat protection) was introduced by Airbus Modification 35219 in production and modification 35218 (Service Bulletin A320-25-1444) in-service. The PPTC is a resettable thermistor and is installed on the frame of the electrically-operated cockpit door latch/striker assembly.

The in-service implementation of this modification was originally managed by an Airbus campaign but the rate of installation by operators has not met the expected timescales, making mandatory action necessary to address this.

For the reasons described above, this AD requires the installation of improved cockpit door latch/striker assemblies.

### **Actions and Compliance**

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

(1) Within 8 months after the effective date of this AD: Replace all cockpit door latch/striker assemblies having part number AR4714-1 or AR4714-3 with modified units in accordance with Airbus Service Bulletin A320-25-1444, Revision 02, dated August 1, 2006 (Airbus Modification 35218).

(2) Previous accomplishment of the replacement before the effective date of this AD in accordance with Airbus Service Bulletin A320-25-1444, dated April 29, 2005; or Revision 01, dated July 19, 2005; 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: 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: 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 European Aviation Safety Agency Airworthiness Directive 2008-0151, dated August 5, 2008; and Airbus Service Bulletin A320-25-1444, Revision 02, dated August 1, 2006; for related information.

## **Material Incorporated by Reference**

(i) You must use Airbus Service Bulletin A320-25-1444, Revision 02, dated August 1, 2006 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](mailto: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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on March 12, 2009.

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



**2009-09-05 Airbus:** Amendment 39-15891. Docket No. FAA-2007-0391; Directorate Identifier 2007-NM-271-AD.

**Effective Date**

- (a) This AD becomes effective June 4, 2009.

**Affected ADs**

- (b) This AD supersedes AD 2006-03-10.

**Applicability**

(c) This AD applies to Airbus Model 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 airplanes; certificated in any category; all manufactured serial numbers; except for those airplanes on which Airbus Modification 36115 has been done in production or Airbus Mandatory Service Bulletin A320-25-1535, dated April 27, 2007, has been done in service.

**Unsafe Condition**

(d) This AD results from a report indicating that electrical wire damage was found in the 103VU electrical panel due to contact between the hinge pin and the adjacent electrical wire harness. We are issuing this AD to prevent contact between the horizontal hinge pin and the adjacent electrical wire harness, which could result in damage to electrical wires, and consequent arcing and/or failure of associated systems.

**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.

**Installation**

(f) Within 18 months after the effective date of this AD, install a hinge pin stopper on the internal door of the 103VU electrical panel in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25-1535, dated April 27, 2007.

### **Alternative Methods of Compliance (AMOCs)**

(g)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with 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.

### **Related Information**

(h) European Aviation Safety Agency Airworthiness Directive 2007-0214, dated August 7, 2007, also addresses the subject of this AD.

### **Material Incorporated by Reference**

(i) You must use Airbus Mandatory Service Bulletin A320-25-1535, dated April 27, 2007, 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](mailto: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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on April 15, 2009.

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



**2009-09-06 Boeing:** Amendment 39-15892. Docket No. FAA-2008-1275; Directorate Identifier 2007-NM-167-AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective June 11, 2009.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 737-53A1269, dated May 17, 2007.

**Unsafe Condition**

(d) This AD results from a report indicating that cracks were found in the backup intercostals and upper sill web of the forward airstair doorway. We are issuing this AD to detect and correct fatigue cracking of the backup intercostals and upper sill web of the forward airstair doorway, which could result in a rapid loss of cabin pressure.

**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.

**Inspections**

(f) At the applicable compliance times and repeat intervals listed in the tables of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1269, dated May 17, 2007 (hereafter "the service bulletin"), except as provided by paragraphs (f)(1), (f)(2), and (f)(3) of this AD: Do repetitive detailed and high frequency eddy current inspections to detect cracks of the backup intercostals and the upper sill of the forward airstair doorway, and applicable corrective actions by accomplishing all the applicable actions specified in the Accomplishment Instructions of the service bulletin. Do the applicable corrective actions before further flight.

(1) Where the service bulletin specifies a compliance time from the release date of the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where the columns identified as "Airplane Flight Cycles" in the tables of the service bulletin specify less than 45,000 total flight cycles for certain actions, this AD affects airplanes having less than or equal to 45,000 total flight cycles.

(3) Where the columns identified as "Repeat Interval" in the tables of the service bulletin specify an interval of 4,500 flight cycles for all conditions, this AD requires repetitive inspections only if no crack is found during any inspection required by paragraph (f) of this AD.

### **Optional Terminating Action**

(g) Accomplishing the backup intercostal repair/preventative modification and/or the upper door sill web repair, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1269, dated May 17, 2007, terminates all the corresponding repetitive inspection requirements of paragraph (f) of this AD.

### **Alternative Methods of Compliance (AMOCs)**

(h)(1) The Manager, Seattle Aircraft Certification Office (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: Alan Pohl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (917) 917-6450; fax (425) 917-6590.

(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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, FAA, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

### **Material Incorporated by Reference**

(i) You must use Boeing Alert Service Bulletin 737-53A1269, dated May 17, 2007, to do the actions required by this AD, unless the AD specifies otherwise. The optional actions specified by this AD, if accomplished, must also be done in accordance with Boeing Alert Service Bulletin 737-53A1269, dated May 17, 2007.

(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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on April 22, 2009.  
Stephen P. Boyd,  
Assistant Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**2009-09-07 Boeing:** Amendment 39-15893. Docket No. FAA-2008-1070; Directorate Identifier 2008-NM-087-AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective June 11, 2009.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to all Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

**Unsafe Condition**

(d) This AD results from reports of broken retract actuator beams of the main landing gear (MLG) and the subsequent failure of the MLG to fully retract. We are issuing this AD to detect and correct broken retract actuator beams of the MLG, which could result in damage to the beam arm, hydraulic tubing, and flight control cables. Damage to the flight control cables could result in loss of control of the airplane.

**Compliance**

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

**Inspection and Related Investigative and Corrective Actions/Overhaul**

(f) Except as provided by paragraphs (g) and (h) of this AD: At the applicable times specified in paragraph 1.E. of Boeing Service Bulletin 737-32A1355, Revision 2, dated March 5, 2008, inspect for damage of the retract actuator beam of the MLG and overhaul the retract actuator beam, as applicable, by doing all the applicable actions specified in the Accomplishment Instructions of Boeing Service Bulletin 737-32A1355, Revision 2, dated March 5, 2008. Do all applicable related investigative and corrective actions before further flight. Repeat the applicable inspection or overhaul thereafter at the applicable time specified in paragraph 1.E. of Boeing Service Bulletin 737-32A1355, Revision 2, dated March 5, 2008.

## **Exceptions to Service Information**

(g) Where Boeing Service Bulletin 737-32A1355, Revision 2, dated March 5, 2008, specifies a compliance time after "\* \* \* the date on this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(h) Boeing Service Bulletin 737-32A1355, Revision 2, dated March 5, 2008, specifies that the actions are for airplanes with new MLG retract actuator beams that have not been overhauled having part number (P/N) 65-46108-15 and subsequent dash numbers; and new or overhauled MLG retract actuator beams having P/N 65-46108-14 and previous dash numbers. However, this AD is not limited to new or overhauled beams. This AD requires that the actions required by paragraph (f) of this AD be done on airplanes with any MLG retract actuator beam having those P/Ns.

## **Alternative Methods of Compliance (AMOCs)**

(i)(1) The Manager, Seattle Aircraft Certification Office (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: Nancy Marsh, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6440; fax (425) 917-6590; or e-mail information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

## **Material Incorporated by Reference**

(j) You must use Boeing Service Bulletin 737-32A1355, Revision 2, dated March 5, 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, P.O. Box 3707, Seattle, Washington 98124-2207; telephone 206-544-9990; fax 206-766-5682; e-mail DDCS@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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on April 22, 2009.  
Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**2009-09-08 Boeing:** Amendment 39-15894. Docket No. FAA-2008-1239; Directorate Identifier 2008-NM-131-AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective June 11, 2009.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 747-53A2651, dated June 12, 2008.

**Unsafe Condition**

(d) This AD results from reports of cracks in the radius detail of the upper lobe doublers. We are issuing this AD to detect and correct cracks in the upper lobe doublers. Such cracks could result in significant degradation of the fuselage structure and reduce its ability to carry flight loads from the vertical stabilizer, which could adversely affect the controllability of the airplane.

**Compliance**

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

**Inspection(s) and Corrective Action**

(f) At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2651, dated June 12, 2008, except as required by paragraph (i) of this AD, do an external surface high frequency eddy current inspection to detect cracks in the radius detail of the upper lobe doubler on both sides of the airplane, and the applicable corrective action, by accomplishing all the applicable actions specified in the Accomplishment Instructions of the service bulletin, except as required by paragraphs (g) and (h) of this AD. The applicable corrective action must be done before further flight. As applicable, repeat the inspection thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2651, dated June 12, 2008.

(g) Where Boeing Alert Service Bulletin 747-53A2651, dated June 12, 2008, paragraph 3.B., Work Instructions, PART 3, Step 1, specifies a sealant application "from STA 2520 to STA 2521," this AD requires a sealant application "from STA 2491 to STA 2521" on both sides of the airplane.

(h) Where Boeing Alert Service Bulletin 747-53A2651, dated June 12, 2008, specifies to contact Boeing for repair instructions instead of repairing or replacing any cracked upper lobe doubler in accordance with the service bulletin, this AD requires, before further flight, repairing any cracked upper lobe doubler using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) Where Boeing Alert Service Bulletin 747-53A2651, dated June 12, 2008, specifies a compliance time after the date on the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

### **Alternative Methods of Compliance (AMOCs)**

(j)(1) The Manager, Seattle Aircraft Certification Office (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: Ivan Li, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6437; fax (425) 917-6590.

(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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

### **Material Incorporated by Reference**

(k) You must use Boeing Alert Service Bulletin 747-53A2651, dated June 12, 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on April 22, 2009.  
Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**CORRECTED:** The AD number in the preamble was incorrectly stated as 2009-10-06. This copy is correct. We will issue a correction to the Federal Register.

**2009-10-01 Pratt & Whitney:** Amendment 39-15896. Docket No. FAA-2006-23742; Directorate Identifier 2005-NE-53-AD.

### **Effective Date**

- (a) This airworthiness directive (AD) becomes effective June 9, 2009.

### **Affected ADs**

- (b) This AD supersedes AD 2007-17-21, Amendment 39-15180.

### **Applicability**

(c) This AD applies to Pratt & Whitney (PW) JT9D-7R4G2, -7R4E1, -7R4E4, and -7R4H1 series turbofan engines. These engines are installed on, but not limited to, Boeing 747-200, -300, 767-200, and Airbus A300-600 and A310-300 series airplanes.

### **Unsafe Condition**

(d) This AD results from the manufacturer identifying additional part number (P/N) air seal assemblies that are affected by the unsafe condition. We are issuing this AD to prevent uncontained failure of the 2nd stage high-pressure turbine (HPT) air seal assembly, leading to engine in-flight shutdown and damage to the airplane.

### **Compliance**

(e) You are responsible for having the actions required by this AD performed at the next HPT module exposure after the effective date of this AD, unless the actions have already been done.

(f) At the next HPT module exposure, remove reduced cooling flow 2nd stage HPT vane assemblies P/Ns: 797282, 796972, 800082, 800072, 803182, 803282, and 822582, installed in 2nd stage HPT vane cluster assemblies: P/Ns 797592, 797372, 799872, 799782, and 822572.

(g) For 2nd stage HPT air seals that are installed in engines that had a reduced cooling flow HPT vane assembly removed as specified in (f) of this AD, do the following:

(1) Perform a onetime visual inspection of the 2nd stage HPT air seal assembly. Information on the visual inspection can be found in the JT9D-7R4 engine manual, Section 72-51-22, Inspection/Check-01, paragraphs 1.D.(1), 1.D.(4), and 1.D.(6). (2) Perform a fluorescent penetrant

inspection (FPI) of the 2nd stage HPT air seal assembly for cracks. Information on the FPI can be found in the JT9D-7R4 engine manual, Section 72-51-00, Inspection/Check-03.

### **Definition**

(h) For the purpose of this AD, we define an HPT module exposure as removing the 1st stage HPT rotor or the 2nd stage HPT rotor from the HPT case.

### **Alternative Methods of Compliance**

(i) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

### **Related Information**

(j) Pratt & Whitney Alert Service Bulletin JT9D-7R4-A72-596, dated September 15, 2005, contains information for modifying the reduced cooling flow 2nd stage HPT vane assemblies. Contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-8770; fax (860) 565-4503, for a copy of this service information.

(k) Contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: mark.riley@faa.gov; telephone (781) 238-7758; fax (781) 238-7199, for more information about this AD.

### **Material Incorporated by Reference**

(l) None.

Issued in Burlington, Massachusetts, on April 23, 2009.  
Peter A. White,  
Assistant Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.



**2009-10-02 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft):** Amendment 39-15897. Docket No. FAA-2008-1214; Directorate Identifier 2007-NM-259-AD.

**Effective Date**

- (a) This AD becomes effective June 11, 2009.

**Affected ADs**

- (b) This AD supersedes AD 2005-19-15.

**Applicability**

- (c) This AD applies to all BAE Systems (Operations) Limited Model Jetstream 4101 airplanes, certificated in any category.

**Unsafe Condition**

- (d) This AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country. We are issuing this AD to prevent failure of certain structurally significant items, including the main landing gear and the nose landing gear, which could result in reduced structural integrity of the airplane; and to prevent fuel vapor ignition sources, which could result in fuel tank explosion and consequent loss 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.

**Certain Requirement of AD 2005-19-15: Revise Aircraft Maintenance Manual (AMM)**

- (f) Within 30 days after October 26, 2005 (the effective date of AD 2005-19-15): Revise the Airworthiness Limitations (AWL) section of the Instructions for Continued Airworthiness of the BAE Systems (Operations) Limited J41 AMM to include the life limits of the components listed in Chapter 05-10-10, Airworthiness Limitations–Description and Operation Section, Revision 23, dated February 15, 2005, of the AMM. This may be accomplished by inserting a copy into the AWL section of the Instructions for Continued Airworthiness. Thereafter, except as provided in paragraph (i) of this AD, no alternative replacement times may be approved for any affected component.

## **New Requirements of This AD: Revise AWL Section of Instructions for Continued Airworthiness**

(g) Within 90 days after the effective date of this AD: Revise the AWL section of the Instructions for Continued Airworthiness by incorporating the instructions of Subjects 05-10-10, "Airworthiness Limitations," 05-10-20, "Certification Maintenance Requirements," and 05-10-30, "Critical Design Configuration Control Limitations (CDCCL)–Fuel System" of the BAE Systems (Operations) Limited Jetstream Series 4100 AMM, Revision 31, dated February 15, 2009. Thereafter, except as provided in paragraph (i) of this AD, no alternative replacement times or inspection intervals may be approved for any affected component. The revised Chapter 05-10-10 replaces the corresponding chapter specified in paragraph (f) of this AD.

(h) Where paragraph 2.A.(2) of Subject 05-10-10 of the BAE Systems (Operations) Limited Jetstream Series 4100 AMM, Revision 31, dated February 15, 2009, specifies that certain landing gear units "must be removed before 31st March 2008," this AD requires compliance within 60 days after the effective date of this AD.

### **Alternative Methods of Compliance (AMOCs)**

(i) 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 appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

### **Related Information**

(j) European Aviation Safety Agency airworthiness directive 2008-0094, dated May 16, 2008, also addresses the subject of this AD.

### **Material Incorporated by Reference**

(k) You must use the service information contained in Table 1 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

**Table 1 – All Material incorporated by reference**

<b>Document</b>	<b>Revision</b>	<b>Date</b>
BAE Systems (Operations) Limited J41 (AMM)	23	February 15, 2005
Subject 05-10-10 of the BAE Systems (Operations) Limited Jetstream Series 4100 AMM	31	February 15, 2009
Subject 05-10-20 of the BAE Systems (Operations) Limited Jetstream Series 4100 AMM	31	February 15, 2009
Subject 05-10-30 of the BAE Systems (Operations) Limited Jetstream Series 4100 AMM	31	February 15, 2009

Chapter 05 of the BAE Systems (Operations) Limited Jetstream Series 4100 AMM contains the following effective pages:

**Table 2 – Effective pages of Chapter 05**  
**[List of Effective Pages]**

<b>Page Title/Description</b>	<b>Page Number(s)</b>	<b>Revision Number</b>	<b>Date Shown on Page(s)</b>
AMM Title Page	None shown	Not shown on page*	February 15, 2009
<b>AMM Publications Transmittal</b>			
	1	31	February 15, 2009
	2-3	Not shown on page*	February 15, 2009
Chapter 05 Airworthiness Limitations List of Effective Pages	1-2	Not shown on page*	February 15, 2009
<b>Subject 05-10-10: Airworthiness Limitations</b>			
	1-4	Not shown on page*	September 15, 2004
	5	Not shown on page*	February 15, 2006
	6-10	Not shown on page*	February 15, 2005
	12, 16, 18-40, 45	Not shown on page*	February 15, 2009
	11, 13-15, 17, 41-44, 46, 47	Not shown on page*	February 15, 2007
<b>Subject 05-10-20: Certification Maintenance Requirements</b>			
	1, 5	Not shown on page*	December 1, 1997
	2-3	Not shown on page*	September 15, 2004
	4	Not shown on page*	October 15, 1999

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**Subject 05-10-30: Critical Design Configuration Control Limitations (CDCCL) – Fuel System**

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1-2

Not shown on page\* February 15, 2008

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\*Page 1 of the Publications Transmittal of the BAE Systems (Operations) Limited Jetstream Series 4100 AMM is the only page that shows the revision level of this document.

(1) The Director of the Federal Register approved the incorporation by reference of Subject 05-10-10, Subject 05-10-20, and Subject 05-10-30 of the BAE Systems (Operations) Limited Jetstream Series 4100 AMM, Revision 31, dated February 15, 2009, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The Director of the Federal Register previously approved the incorporation by reference of the BAE Systems (Operations) Limited J41 AMM, Revision 23, dated February 15, 2005, on October 26, 2005 (70 FR 55230, September 21, 2005).

(3) 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](mailto:raebusiness@baesystems.com); Internet <http://www.baesystems.com/Businesses/RegionalAircraft/index.htm>.

(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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on April 27, 2009.

Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**2009-10-03 328 Support Services GmbH (Formerly, AvCraft Aerospace GmbH, formerly Fairchild Dornier GmbH, formerly Dornier Luftfahrt GmbH):** Amendment 39-15898. Docket No. FAA-2009-0419; Directorate Identifier 2009-NM-050-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective May 26, 2009.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to 328 Support Services GmbH Dornier Model 328-100 and -300 airplanes, certificated in any category, all serial numbers.

**Subject**

- (d) Air Transport Association (ATA) of America Code 27: Flight controls.

**Reason**

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

During a recent Aileron Dual Load Path and Linkage Inspection, which is a certification maintenance requirement (CMR) task, the installed control rods were found to be corroded. The affected rod assemblies were removed for investigation and it was found that the Tab Side Fitting was cracked.

Subsequently, similar cracks were found on another aeroplane in a supporting lever of the Control Rod attachment fitting of the Trim Tab. Those cracks were found during the applicable CMR inspection.

This condition, if not corrected, could lead to structural failure of the dual load path attachment arrangement of the affected trim and spring tabs, possibly resulting in a flutter problem that could lead to loss of control of the aeroplane.

For the reasons described above, this [European Aviation Safety Agency (EASA)] AD requires a one-time inspection of all flight controls trim- and spring tab assemblies and their surrounding area, the replacement of any parts that are found to be cracked and the reporting of all findings to the TC [type certificate] holder. This AD is considered to be

an interim action and the current [CMR] inspection interval for the affected parts may be reduced.

## **Actions and Compliance**

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

(1) Within 3 months after the effective date of this AD: Do a detailed visual inspection of all flight controls trim and spring tab assemblies and their surrounding area, in accordance with the Accomplishment Instructions of 328 Support Services Service Bulletin SB-328-27-483 or 328 Support Services Service Bulletin SB-328J-27-233, both dated December 30, 2008, as applicable.

(2) If any crack is detected during any inspection required by this AD: Before further flight, replace the cracked fitting with a new fitting in accordance with the Accomplishment Instructions of 328 Support Services Service Bulletin SB-328-27-483 or 328 Support Services Service Bulletin SB-328J-27-233, both dated December 30, 2008, as applicable.

(3) At the applicable time specified in paragraph (f)(3)(i) or (f)(3)(ii) of this AD: Using the Compliance Report attached to 328 Support Services SB-328-27-483 or 328 Support Services Service Bulletin SB-328J-27-233, both dated December 30, 2008, as applicable, send 328 Support Services GmbH a report of findings (both positive and negative) found during the inspection required by paragraph (f)(1) of this AD. The report must include the inspection results, a description of any cracks found, the airplane serial number, and the number of landings and flight hours on the airplane. Send the report to: Attention: Dept. P1, 328 Support Services, Customer Services, P.O. Box 1252, D-82231 Wessling, Federal Republic of Germany; telephone +49 8153 88111 6666; fax 49 8153 88111 6565; e-mail gsc.op@328support.de.

(i) For any inspection done on or after the effective date of this AD: Within 30 days after the inspection.

(ii) For any inspection done before the effective date of this AD: 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: Tom Groves, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1503; 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 EASA Airworthiness Directive 2009-0044, dated February 27, 2009; and 328 Support Services Service Bulletins SB-328-27-483 and SB-328J-27-233, both dated December 30, 2008; for related information.

### **Material Incorporated by Reference**

(i) You must use 328 Support Services Service Bulletin SB-328-27-483, dated December 30, 2008, including Compliance Report; or 328 Support Services Service Bulletin SB-328J-27-233, dated December 30, 2008, including Compliance Report; as applicable; to do the actions required by this AD, unless the AD specifies otherwise. (Only the odd-numbered pages of these documents contain the issue date of the 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 service information identified in this AD, contact 328 Support Services GmbH, Global Support Center, P.O. Box 1252, D-82231 Wessling, Federal Republic of Germany; telephone +49 8153 88111 6666; fax +49 8153 88111 6565; e-mail [gsc.op@328support.de](mailto:gsc.op@328support.de); Internet <http://www.328support.de>.

(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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on April 29, 2009.

Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.