



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2012-05

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U.S. Department of Transportation
Federal Aviation Administration
Engineering Procedures Office, AIR-110
P. O. Box 25082
Oklahoma City, OK 73125-0460

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2012-01			
2011-18-21	S 2004-26-05	Rolls-Royce plc	Engine: RB211-524B-02, -524B3-02, RB211-524B2, -524B4, -524C2, -524D4, RB211-524G and -524H series 737
2011-27-03		Boeing	
2011-27-05	S 2004-12-03	Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2011-27-06		Dassault Aviation	Falcon 7X
Biweekly 2012-02			
2011-25-05		Boeing	767-200, -300, -300F, and -400ER series
2012-01-06		Boeing	767-200 and 767-300 series
2012-01-08		328 Support Services GmbH	328-100 and 328-300
2012-01-09		Boeing	757-200, -200CB, and -300 series
2012-01-10		General Electric	Engine: CF34-10E series
Biweekly 2012-03			
2011-24-04	COR	Boeing	DC-10-10, DC-10-10F, and MD-10-10F
2012-01-04		EADS CASA	CN-235-100, CN-235-200, and CN-235-300
2012-02-03		CFM International S.A.	Engine: CFM56-5B1/3, CFM56-5B2/3, CFM56-5B3/3, CFM56-5B4/3, CFM56-5B5/3, CFM56-5B6/3, CFM56-5B7/3, CFM56-5B8/3, CFM56-5B9/3, CFM56-5B3/3B1, and CFM56-5B4/3B1
2012-02-04		Rolls-Royce plc	Engine: RB211-Trent 553-61, RB211-Trent 553A2-61, RB211-Trent 556-61, RB211-Trent 556A2-61, RB211-Trent 556B-61, RB211-Trent 556B2-61, RB211-Trent 560-61, and RB211-Trent 560A2-61 turbofan
2012-02-07	S 2011-02-07 S 2011-18-01	General Electric	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 turbofan
2012-02-08		Aviation Communication & Surveillance Systems LLC	Appliance: See AD
2012-02-09		Boeing	737-100, -200, -200C, and -300 series
2012-02-11	S 2011-11-08	Rolls-Royce plc	Engine: RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan
2012-02-12		Bombardier Inc	DHC-8-400, -401, and -402
2012-03-51	E	Lockheed	P2V
Biweekly 2012-04			
74-08-09 R3	R	Transport Category Airplanes	See AD
2009-11-02	COR	CFM International S.A.	Engine: CFM56-2, CFM56-3, CFM56-5A, CFM56-5B, CFM56-5C, and CFM56-7B series turbofan engines
2012-02-14		Boeing	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2012-03-02		Boeing	767-200 and -300 series airplanes
2012-03-05		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2012-03-09		Boeing	747SP series airplanes
2012-03-10		Airbus	A340-642 airplanes
2012-03-51		Lockheed	P2V
2012-04-01	S 2003-16-18	Rolls-Royce plc	Engine: RB211-Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17, and 875-17 turbofan engines
2012-04-05	S 2007-12-07	General Electric Company	Engine: CF6-80C2B1F, CF6-80C2B1F1, CF6-80C2B1F2, CF6-80C2B2F, CF6-80C2B3F, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, and CF6-80C2B8F turbofan engines
Biweekly 2012-05			
2012-02-15	S 2007-03-01	Boeing	757-200, -200PF, -200CB, and -300 series airplanes
2012-02-17		Boeing	757-200, -200PF, -200CB, and -300 series airplanes
2012-02-18		Dassault	MYSTERE-FALCON 50 airplanes
2012-03-03		Fokker	F.27 Mark 050, F.28 Mark 0070 and 0100 airplanes
2012-03-08	S 2006-14-05	Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900) airplanes
2012-03-12		GE	Engine: CF6-80C2 model turbofan engines

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
2012-04-02		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); and CL-600-2D24 (Regional Jet Series 900) airplanes
2012-04-04		Pratt & Whitney Division	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan engines
2012-04-06		328 Support Services GmbH	328-100 airplanes
2012-04-07		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313 airplanes
2012-04-08		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes; DHC-8-400, -401, and -402 airplanes
2012-04-09		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SP, and 747SR series airplanes
2012-04-12		Bombardier	CL-600-2B16 (CL -604 Variant) airplanes
2012-04-13	S 2011-09-07	Rolls-Royce plc	Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, and -524H2-T-19; and RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61 556B2-61, 560-61, 560A2-61; RB211-Trent 768-60, 772-60, 772B-60; and RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2012-04-14		Rolls-Royce plc	Engine: RB211-Trent 800 turbofan engines



2012-02-15 The Boeing Company: Amendment 39-16938; Docket No. FAA-2010-1311; Directorate Identifier 2009-NM-229-AD.

(a) Effective Date

This airworthiness directive (AD) is effective April 4, 2012.

(b) Affected ADs

This AD supersedes AD 2007-03-01, Amendment 39-14912 (72 FR 3939, January 29, 2007).

(c) Applicability

This AD applies to The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category, specified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Model 757-200, -200PF, and -200CB series airplanes, as identified in Boeing Special Attention Service Bulletin 757-24-0105, Revision 5, dated July 30, 2009.

(2) Model 757-300 series airplanes, as identified in Boeing Special Attention Service Bulletin 757-24-0106, Revision 5, dated July 30, 2009.

(d) Subject

Air Transport Association (ATA) of America Code 24: Electrical power.

(e) Unsafe Condition

This AD results from a report that a power feeder wire bundle chafed against the number six auxiliary slat track, causing electrical wires in the bundle to arc, which damaged both the auxiliary slat track and power feeder wires. The Federal Aviation Administration is issuing this AD to prevent arcing that could be a possible ignition source for leaked flammable fluids, which could result in a fire. Arcing could also result in a loss of power from the generator connected to the power feeder wire bundle, and consequent loss of systems, which could reduce controllability of the airplane.

(f) Compliance

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

(g) Restatement of Requirements of AD 2007-03-01, Amendment 39-14912 (72 FR 3939, January 29, 2007), With Revised Service Information and Affected Airplane Groups: One-Time Inspections and Corrective Actions

For Model 757-200, -200PF, and -200CB series airplanes identified in Boeing Special Attention Service Bulletin 757-24-0105, Revision 5, dated July 30, 2009; and for Model 757-300 series airplanes identified as Group 1 airplanes in Boeing Special Attention Service Bulletin 757-24-0106,

Revision 5, dated July 30, 2009: Within 24 months after March 5, 2007 (the effective date for AD 2007-03-01, Amendment 39-14912 (72 FR 3939, January 29, 2007)), perform a general visual inspection for damage (including but not limited to chafing) of power feeder wire bundles W3312 and W3412 at front spar station 148.90 in the left and right wings, and a general visual inspection of the support clamps for those power feeder wire bundles to determine whether the clamps are properly installed, and, before further flight, do all applicable corrective actions. Do these actions by doing all of the applicable actions in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 1 of this AD. After the effective date of this AD, only Boeing Special Attention Service Bulletin 757-24-0105, Revision 5, dated July 30, 2009 (for Model 757-200, -200CB, and -200PF series airplanes); or Boeing Special Attention Service Bulletin 757-24-0106, Revision 5, dated July 30, 2009 (for Model 757-300 series airplanes); may be used.

Table 1—Acceptable Service Information for Paragraph (g) of This AD

Model –	Boeing Special Attention Service Bulletin –	Revision –	Dated –
757-200, -200CB, and -200PF series airplanes	757-24-0105	2	April 20, 2006
757-200, -200CB, and -200PF series airplanes	757-24-0105	5	July 30, 2009
757-300 series airplanes	757-24-0106	2	April 20, 2006
757-300 series airplanes	757-24-0106	5	July 30, 2009

(h) Restatement of Requirements of AD 2007-03-01, Amendment 39-14912 (72 FR 3939, January 29, 2007): Credit for Previous Actions

This paragraph provides credit for inspections and corrective actions, as required by paragraph (g) of this AD, if those actions were performed before March 5, 2007 (the effective date for AD 2007-03-01, Amendment 39-14912 (72 FR 3939, January 29, 2007)), using the service information listed in Table 2 of this AD.

Table 2—Other Acceptable Service Information for Previously Accomplished Actions in Paragraph (g) of This AD

Boeing Special Attention Service Bulletin –	Revision –	Dated –
757-24-0105	---	September 30, 2004
757-24-0105	1	June 23, 2005
757-24-0106	---	September 30, 2004
757-24-0106	1	June 23, 2005

(i) New Requirements of This AD: Additional Work for Model 757-200, -200CB, and -200PF Series Airplanes Identified in Boeing Special Attention Service Bulletin 757-24-0105, Revision 5, Dated July 30, 2009

For Model 757-200, -200CB, and -200PF series airplanes identified as Group 1, Configuration 1 airplanes, in Boeing Special Attention Service Bulletin 757-24-0105, Revision 5, dated July 30, 2009,

on which inspections have been done before the effective date of this AD in accordance with any service bulletin specified in Table 3 of this AD: Within 24 months after the effective date of this AD, do a general visual inspection to determine if the clamp is installed on the lower bracket on the left wing, in accordance with Figure 1 of Boeing Special Attention Service Bulletin 757-24-0105, Revision 5, dated July 30, 2009. If the clamp is missing, before further flight, install a clamp on the lower bracket on the left wing, in accordance with Figure 1 of Boeing Special Attention Service Bulletin 757-24-0105, Revision 5, dated July 30, 2009.

Table 3—Service Information for Previously Accomplished Actions for Model 757-200, -200CB, and -200PF Series Airplanes

Boeing Special Attention Service Bulletin –	Revision –	Dated –
757-24-0105	---	September 30, 2004
757-24-0105	1	June 23, 2005
757-24-0105	2	April 20, 2006
757-24-0105	3	October 3, 2006
757-24-0105	4	January 4, 2008

(j) New Requirements of This AD: Additional Work for Model 757-300 Series Airplanes Identified in Boeing Special Attention Service Bulletin 757-24-0106, Revision 5, Dated July 30, 2009

For Model 757-300 series airplanes in Group 2, as identified in Boeing Special Attention Service Bulletin 757-24-0106, Revision 5, dated July 30, 2009: Within 24 months after the effective date of this AD, perform a general visual inspection for damage (including, but not limited to chafing) of power feeder wire bundles W5784 and W5786 at front spar station 148.90 in the left and right wings, and a general visual inspection of the support clamps for those power feeder wire bundles to determine if the clamps are properly installed, and, before further flight, do all applicable corrective actions. Do all applicable actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-24-0106, Revision 5, dated July 30, 2009.

(k) New Requirements of This AD: Credit for Previous Actions

(1) This paragraph provides credit for inspections and corrective actions, as required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 757-24-0106, Revision 4, dated January 4, 2008.

(2) This paragraph provides credit for inspections and corrective actions, as required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using the service information listed in table 4 of this, provided that power feeder wire bundles W5784 and W5786 were inspected and all applicable correction actions were done.

Table 4—Previous Service Information for Paragraph (j) of This AD

Boeing Special Attention Service Bulletin –	Revision –	Dated –
757-24-0106	---	September 30, 2004
757-24-0106	1	June 23, 2005

757-24-0106	2	April 20, 2006
757-24-0106	3	October 3, 2006

(3) This paragraph provides credit for inspections and corrective actions, as required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information listed in table 5 of this AD.

Table 5—Previous Service Information for Paragraph (g) of This AD

Boeing Special Attention Service Bulletin –	Revision –	Dated –
757-24-0105	3	October 3, 2006
757-24-0105	4	January 4, 2008
757-24-0106	3	October 3, 2006
757-24-0106	4	January 4, 2008

(l) Special Flight Permit

Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished, provided that the generator served by the power feeder wire bundles specified in paragraph (g) or (j) of this AD, as applicable, is disconnected.

(m) Alternative Methods of Compliance (AMOCs)

(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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved previously in accordance with AD 2007-03-01, Amendment 39-14912 (72 FR 3939, January 29, 2007), are approved as AMOCs for the corresponding provisions of paragraph (g) of this AD.

(n) Related Information

For more information about this AD, contact Marie Hogestad, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6418; fax: 425-917-6590; email: marie.hogestad@faa.gov.

(o) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by

reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(i) Boeing Special Attention Service Bulletin 757-24-0105, Revision 5, dated July 30, 2009, approved for IBR April 4, 2012.

(ii) Boeing Special Attention Service Bulletin 757-24-0106, Revision 5, dated July 30, 2009, approved for IBR April 4, 2012.

(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; phone: 206-544-5000, extension 1; fax: 206-766-5680; email: 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.

(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 an NARA facility, 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 January 18, 2012.

Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-02-17 The Boeing Company: Amendment 39-16940; Docket No. FAA-2010-0030; Directorate Identifier 2009-NM-135-AD.

(a) Effective Date

This AD is effective April 4, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD results from reports of cracking at the front spar lower chord at the fastener locations common to the side link support fitting at wing station (WS) 292. The Federal Aviation Administration is issuing this AD to detect and correct such cracking and corrosion, which, if not corrected, could grow and result in structural failure of the spar.

(f) Compliance

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

(g) Inspect for Cracking and Corrosion

At the later of the times in paragraphs (g)(1) and (g)(2) of this AD, do ultrasonic and general visual inspections for cracking and corrosion of the front spar lower chord at the fastener locations common to the side link support fitting at WS 292, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-57-0065, Revision 1, dated August 1, 2011. Where Boeing Special Attention Service Bulletin 757-57-0065, Revision 1, dated August 1, 2011, specifies a compliance time "after the date on this service bulletin," this AD requires compliance at the specified time after the effective date of this AD. Repeat the inspection thereafter at intervals not to exceed 12,000 flight cycles.

(1) At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 757-57-0065, Revision 1, dated August 1, 2011.

(2) Within 12,000 flight cycles after doing the modification of the nacelle and wing structure specified in Boeing Service Bulletin 757-54-0034 or Boeing Service Bulletin 757-54-0035.

(h) Corrective Action

If any cracking or corrosion is found during any inspection required by this AD: Before further flight, repair the cracking or corrosion using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by this AD if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 757-57-0065, dated May 14, 2009.

(j) Alternative Methods of Compliance (AMOCs)

(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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. 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; phone: 425-917-6440; fax: 425-917-6590; email: nancy.marsh@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding 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 the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that 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.

(k) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information

(i) You must use Boeing Special Attention Service Bulletin 757-57-0065, Revision 1, dated August 1, 2011; to do the actions required by this AD, unless the AD specifies otherwise.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; email 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 98057-3356. For information on the availability of this material at the FAA, call 425-227-1221.

(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 an NARA facility, 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 January 24, 2012.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-02-18 DASSAULT AVIATION: Amendment 39-16941. Docket No. FAA-2011-1166; Directorate Identifier 2010-NM-169-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 4, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to DASSAULT AVIATION Model MYSTERE-FALCON 50 airplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking of the flap tracks. We are issuing this AD to prevent cracking of the flap tracks, which could lead to flap asymmetry and loss of control of the airplane.

(f) Compliance

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

(g) Actions

Within 30 days after the effective date of the AD, revise the maintenance program to include "Non-Destructive Check of Flap Tracks 2 and 5," Maintenance Procedure 57-607, of Chapter 5-40, "Airworthiness Limitations," of the Dassault Falcon 50/50EX Maintenance Manual, Revision 21, dated June 2011. The initial compliance time for doing the check is prior to the accumulation of 7,900 total flight cycles or within 600 flight cycles after the effective date of this AD, whichever occurs later.

(h) No Alternative Actions or Intervals

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an

alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (i)(1) of this AD.

(i) Other FAA AD Provisions

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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-227-1137; fax: 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding 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

(j) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0080, dated April 29, 2010; and "Non-Destructive Check of Flap Tracks 2 and 5," Maintenance Procedure 57-607, of Chapter 5-40, "Airworthiness Limitations," of the Dassault Falcon 50/50EX Maintenance Manual, Revision 21, dated June 2011; for related information.

(k) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information.

(i) "Non-Destructive Check of Flap Tracks 2 and 5," Maintenance Procedure 57-607, of Chapter 5-40, "Airworthiness Limitations," of the Dassault Falcon 50/50EX Maintenance Manual, Revision 21, dated June 2011.

(A) Only the title page of Chapter 5-40 specifies the revision level of 21, dated June 2011; the remaining pages show only the revision date of June 2011.

(B) The pages of the maintenance procedure show a revision date of January 2009.

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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.

(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 an NARA facility, 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 January 26, 2012.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-03-03 Fokker Services B.V.: Amendment 39-16944. Docket No. FAA-2011-1067; Directorate Identifier 2011-NM-034-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 4, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category.

(1) F.27 Mark 050 airplanes having serial numbers (S/Ns): 20104, 20105, 20121 through 20123 inclusive, 20130 through 20135 inclusive, 20141 through 20145 inclusive, 20150, 20156 through 20176 inclusive, 20178 through 20180 inclusive, 20182 through 20199 inclusive, 20202, 20204 through 20207 inclusive, 20210, 20211, 20213 through 20252 inclusive, 20254 through 20266 inclusive, 20270 through 20279 inclusive, 20281, 20283 through 20288 inclusive, 20296 through 20303 inclusive, 20306, 20307, 20312, 20313, 20316, 20317, 20328, 20331, 20333, and 20335.

(2) F.28 Mark 0070 and 0100 airplanes having S/Ns: 11257, 11258, 11262, 11264 through 11266 inclusive, 11287, 11301, 11317, 11340, 11342, 11352 through 11356 inclusive, 11360, 11368 through 11370 inclusive, 11376, 11377, 11385, 11395, 11402, 11403, 11405 through 11408 inclusive, 11411 through 11419 inclusive, 11425 through 11428 inclusive, 11434 through 11437 inclusive, 11447 through 11449 inclusive, 11457 through 11459 inclusive, 11467, 11469, 11478, 11479, 11481, 11482, 11487, 11492 through 11495 inclusive, 11497, 11498, 11501, 11503, 11506, 11507, 11509, 11514, 11521, 11528, 11529, 11532, 11536 through 11541 inclusive, 11543, 11545, 11547, 11549, 11551, 11553 through 11583 inclusive, and 11585.

(3) F.28 Mark 0100 airplanes, if in a post-Fokker Service Bulletin SBF100-52-060 configuration, having S/Ns: 11244 through 11256 inclusive, 11259 through 11261 inclusive, 11263, 11267 through 11286 inclusive, 11288 through 11300 inclusive, 11302 through 11316 inclusive, 11318 through 11339 inclusive, 11341, 11343 through 11351 inclusive, 11357 through 11367 inclusive, 11371 through 11375 inclusive, 11378 through 11384 inclusive, 11386 through 11394 inclusive, 11396 through 11401 inclusive, 11404, 11409, 11410, 11420 through 11424 inclusive, 11429 through 11433 inclusive, 11438 through 11446 inclusive, 11450 through 11456 inclusive, 11460 through 11466 inclusive, 11468, 11470 through 11477 inclusive, 11480, 11483 through 11486 inclusive, 11488 through 11491 inclusive, 11496, 11499, 11500, 11502, 11504, 11505, 11508, 11510 through 11513 inclusive, 11515 through 11520 inclusive, 11522, 11523, and 11527.

(d) Subject

Air Transport Association (ATA) of America Code 33: Lights.

(e) Reason

This AD was prompted by reports that the brightness of the tritium exit signs and lighting strips deteriorated below accepted levels. We are issuing this AD to detect and correct insufficient brightness of the tritium exit signs and lighting strips, which could lead to an unsafe evacuation during an emergency, possibly resulting in injury to occupants.

(f) Compliance

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

(g) Actions

Within six months after the effective date of this AD, do a detailed visual inspection of the tritium exit signs and emergency lighting strips for required brightness, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF50-33-038, dated July 5, 2010; or SBF100-33-023, Revision 1, dated November 4, 2010; as applicable. If any exit signs or emergency lighting strips are insufficiently bright, before further flight, replace the exit signs or emergency lighting strips, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF50-33-038, dated July 5, 2010; or SBF100-33-023, Revision 1, dated November 4, 2010; as applicable. A review of airplane maintenance records is acceptable in lieu of the inspection in this paragraph if the tritium exit signs and emergency lighting strips can be conclusively determined to have been manufactured in 2003 or earlier, from that review; however, the replacement in this paragraph must be accomplished before further flight after doing the review.

(h) Parts Installation

As of the effective date of this AD, no person may install any tritium exit signs or emergency lighting strips if the manufacturing date is seven years or more before the intended installation date, or if the manufacturing date cannot be determined; unless the tritium exit sign or emergency lighting strip has been inspected in accordance with paragraph (g) of this AD, and does not need replacement.

(i) Credit for Previous Actions

This paragraph provides credit for inspection and replacement of the tritium exit sign or emergency lighting strip, as required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Fokker Service Bulletin SBF100-33-023, dated July 5, 2010, as applicable.

(j) Other FAA AD Provisions

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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local

flight standards district office/certificate holding 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.

(k) Related Information

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2010-0261, dated December 9, 2010; for related information.

(1) Fokker Service Bulletin SBF50-33-038, dated July 5, 2010; and

(2) Fokker Service Bulletin SBF100-33-023, Revision 1, dated November 4, 2010.

(l) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

(i) Fokker Service Bulletin SBF50-33-038, dated July 5, 2010.

(ii) Fokker Service Bulletin SBF100-33-023, Revision 1, dated November 4, 2010.

(2) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands; telephone +31 (0)252-627-350; fax +31 (0)252-627-211; email technicalservices.fokkerservices@stork.com; Internet <http://www.myfokkerfleet.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.

(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 an NARA facility, 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 January 26, 2012.

Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-03-08 Bombardier Inc.: Amendment 39-16949; Docket No. FAA-2011-0994; Directorate Identifier 2010-NM-143-AD.

(a) Effective Date

This airworthiness directive (AD) is effective April 4, 2012.

(b) Affected ADs

This AD supersedes AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006).

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes having serial numbers (S/Ns) 10003 through 10230 inclusive; and Model CL-600-2D15 (Regional Jet Series 705) airplanes; and Model CL-600-2D24 (Regional Jet Series 900) airplanes having S/Ns 15001 through 15053 inclusive, 15055, and 15056; certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by further analysis of the main landing gear (MLG) door by the manufacturer. We are issuing this AD to prevent failure of the lower panel of the MLG door, departure of the lower panel from the airplane, and consequent damage to airplane structure, which could adversely affect the airplane's continued safe flight and landing.

(f) Compliance

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

(g) Restatement of Requirements of AD 2003-19-51, Amendment 39-13353 (68 FR 61615, October 29, 2003), With Revised Serial Numbers and Service Information: Initial Compliance Time

For Model CL-600-2C10 (Regional Jet series 700 & 701) series airplanes, S/Ns 10003 through 10230 inclusive; and Model CL-600-2D24 (Regional Jet series 900) series airplanes, S/Ns 15002 through 15053 inclusive, 15055, and 15056: Perform the initial inspection specified in paragraph (h) of this AD at the applicable time specified in paragraph (g)(1) or (g)(2) of this AD.

(1) For airplanes with fewer than 1,500 total flight cycles as of November 3, 2003 (the effective date of AD 2003-19-51, Amendment 39-13353 (68 FR 61615, October 29, 2003)): Do the inspections before the accumulation of 1,050 total flight cycles, or within 50 flight cycles after August 15, 2006

(the effective date of AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006)), whichever is later.

(2) For airplanes with 1,500 or more total flight cycles as of November 3, 2003: Do the inspections within 10 flight cycles after August 15, 2006.

(h) Restatement of Requirements of AD 2003-19-51, Amendment 39-13353 (68 FR 61615, October 29, 2003), With Revised Serial Numbers and Service Information: Inspections

For Model CL-600-2C10 (Regional Jet series 700 & 701) series airplanes, S/Ns 10003 through 10230 inclusive; and Model CL-600-2D24 (Regional Jet series 900) series airplanes, S/Ns 15002 through 15053 inclusive, 15055 and 15056: At the applicable time specified in paragraph (g) of this AD, perform detailed inspections of the lower panel, part number (P/N) CC670-10520, of the left- and right-hand MLG doors for the conditions and in the areas specified in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) of this AD; and Figures 1, 2, and 3 of this AD. For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(1) Inspect the cross member, P/N CC670-10572, of the MLG door lower panel for cracking or deformation, in accordance with Figure 2 of this AD.

(2) Inspect the inner skin, P/N CC670-10577, of the MLG door lower panel at the cross member (P/N CC670-10572) for cracking or deformation, or pulled or missing fasteners, in accordance with Figure 2 of this AD.

(3) Inspect the outer skin, P/N CC670-10574, of the MLG door lower panel at the cross member (P/N CC670-10572) for cracking or deformation, or pulled or missing fasteners, in accordance with Figure 2 of this AD.

(4) Inspect the forward member, P/N CC670-10570, and aft member, P/N CC670-10571, of the MLG door lower panel for cracking or deformation, or pulled or missing fasteners, in accordance with Figure 3 of this AD. Figures 1 through 3 of this AD follow.

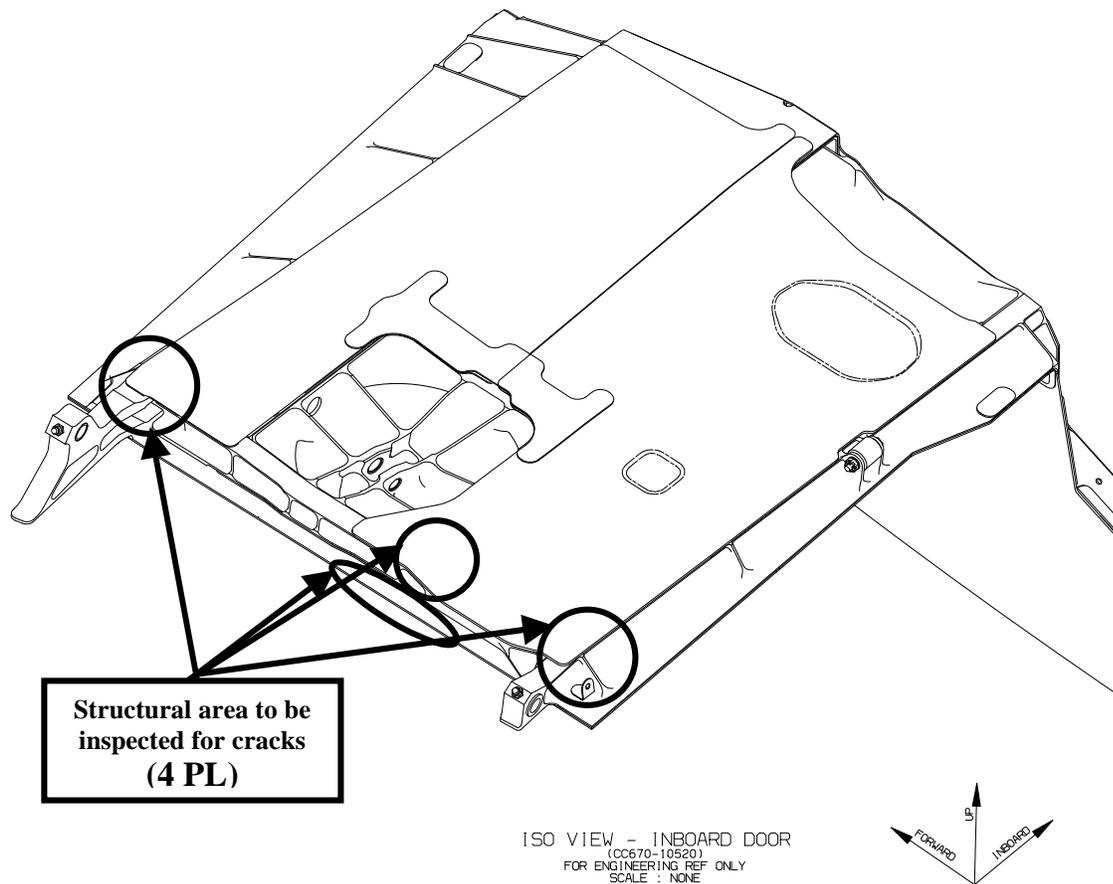
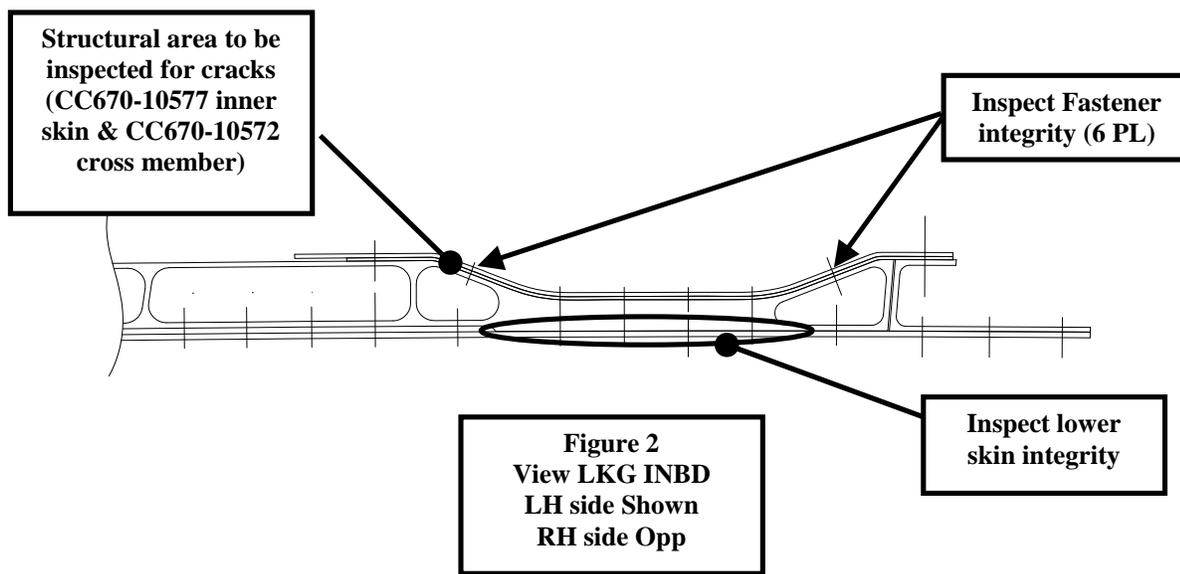
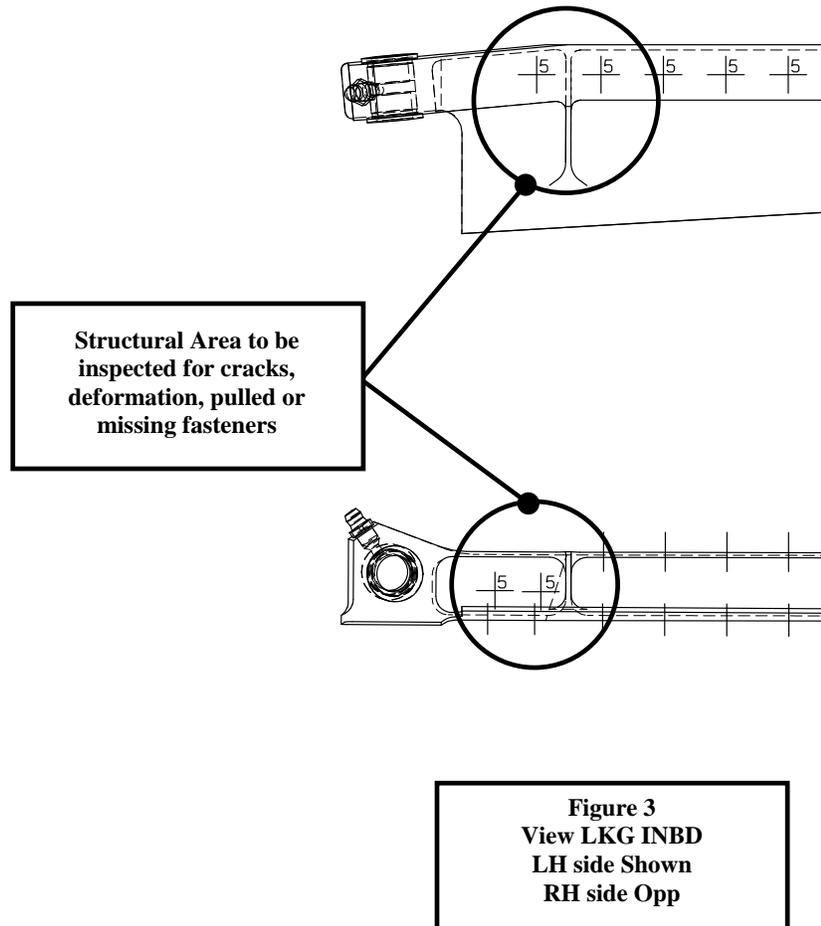


Figure 1
LH side shown
RH side opposite





(i) Restatement of Requirements of AD 2003-19-51, Amendment 39-13353 (68 FR 61615, October 29, 2003), With Revised Serial Numbers and Service Information: Repetitive Inspections

If no cracking or deformation, or pulled or missing fastener, as applicable, is found during any inspection required by paragraph (h) or (i) of this AD, repeat the inspections thereafter at intervals not to exceed 100 flight cycles.

(j) Restatement of Requirements of AD 2003-19-51, Amendment 39-13353 (68 FR 61615, October 29, 2003), With Revised Serial Numbers and Service Information: Corrective Actions

If any cracking or deformation, or pulled or missing fastener, as applicable, is found during any inspection done in accordance with paragraph (h) or (i) of this AD: Before further flight, accomplish paragraph (j)(1), (j)(2), or (j)(3) of this AD.

(1) Repair the damage in accordance with a method approved by either the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent); and accomplish repetitive inspections in accordance with a method and at a repetitive interval approved by same.

(2) Replace the lower panel assembly, P/N CC670-10520, of the affected MLG door with a new or serviceable lower panel assembly having the same P/N, according to a method approved by either the Manager, New York ACO, FAA; or TCCA (or its delegated agent). Repeat the inspections specified in paragraph (h) of this AD at intervals not to exceed 100 flight cycles.

Note 1 to paragraph (j)(2) of this AD: Guidance on replacing the lower panel assembly can be found in Task Cards 32-12-01-000-801-A01 and 32-12-01-400-801-A01 of the Bombardier CRJ 700/900 Series Regional Jet Aircraft Maintenance Manual.

(3) Remove the lower panel assembly, P/N CC670-10520, of the affected MLG door, and accomplish paragraph (j)(3)(i) or (j)(3)(ii) of this AD, as applicable.

(i) For Model CL600-2C10 (Regional Jet series 700 & 701) series airplanes: Revise the Configuration Deviation List (CDL), Appendix 1, of the airplane flight manual (AFM), to include the following limitations. This may be accomplished by inserting a copy of this AD into the CDL of the AFM.

For Model CL600-2C10 series airplanes: If one or both door panel assemblies, part number CC670-10520, is missing:

- (1) Take-off Weight is reduced by 202.5 kg/door, or 450 lb/door.
- (2) Enroute Climb Weight is reduced by 445.5 kg/door, or 990 lb/door.
- (3) Landing Weight is reduced by 202.5 kg/door, or 450 lb/door.
- (4) Fuel Consumption is increased by +3.42% on fuel used/door.
- (5) Cruise Airspeed is limited to not more than 0.78 Mach.

(ii) For Model CL-600-2D24 (Regional Jet series 900) series airplanes: Revise the CDL, Appendix 1, of the AFM, to include the following limitations. This may be accomplished by inserting a copy of this AD into the CDL of the AFM.

For Model CL600-2D24 series airplanes: If one or both door panel assemblies, part number CC670-10520, is missing:

- (1) Take-off Weight is reduced by 245 kg/door, or 540 lb/door.
- (2) Enroute Climb Weight is reduced by 551 kg/door, or 1,215 lb/door.
- (3) Landing Weight is reduced by 245 kg/door, or 540 lb/door.
- (4) Fuel Consumption is increased by +3.42% on fuel used/door.
- (5) Cruise Airspeed is limited to not more than 0.78 Mach.

(k) Restatement of Requirements of AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006), With Revised Service Information: Inboard MLG Door Inspections

For all airplanes on which an inspection has not been done in accordance with paragraph (h) of this AD on or before August 15, 2006: At the applicable time specified in paragraph (k)(1) or (k)(2) of this AD, do the inspections of the left- and right-hand inboard MLG doors for damage, in accordance with Part A of the Accomplishment Instructions of Bombardier

Alert Service Bulletin A670BA-32-016, Revision A, dated June 7, 2005, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005; or Bombardier Alert Service Bulletin A670BA-32-016, Revision F, dated May 14, 2010, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005. Doing the inspections required by this paragraph terminates the actions required by paragraphs (g) through (j) of this AD. As of the effective date of this AD, use only Bombardier Alert Service Bulletin A670BA-32-016, Revision F, dated May 14, 2010, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005.

(1) For airplanes that have accumulated fewer than 1,500 total flight cycles as of August 15, 2006: Before the accumulation of 1,000 total flight cycles, or within 50 flight cycles after August 15, 2006, whichever occurs later.

(2) For airplanes that have accumulated 1,500 flight cycles or more as of August 15, 2006: Within 10 flight cycles after August 15, 2006.

(l) Restatement of Requirements of AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006), With Revised Service Information: Inboard MLG Door Inspections

For airplanes on which an inspection has been done in accordance with paragraph (h) of this AD on or before August 15, 2006: At the applicable time specified in paragraph (l)(1) or (l)(2) of this AD, inspect installed door(s) as specified in paragraph (k) of this AD. Doing the inspections required by this paragraph terminates the actions required by paragraphs (g) through (j) of this AD.

(1) For airplanes that are not subject to an approved alternative method of compliance (AMOC) that extends the inspection interval to 450 flight cycles: Within 100 flight cycles since the last inspection done in accordance with paragraph (h) of this AD.

(2) For airplanes that are subject to an approved AMOC that extends the inspection interval to 450 flight cycles: At the earlier of the times specified in paragraphs (l)(2)(i) and (l)(2)(ii) of this AD:

(i) Within 450 flight cycles since the last inspection done in accordance with paragraph (h) of this AD.

(ii) Within 100 flight cycles since the last inspection done in accordance with paragraph (h) of this AD, or within 50 cycles after August 15, 2006, whichever occurs later.

(m) Restatement of Requirements of AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006), With Revised Service Information: Repetitive Inspections

If no damage is found during any inspection done in accordance with paragraph (k) of this AD, repeat the inspections specified in paragraph (k) of this AD thereafter at intervals not to exceed 100 flight cycles.

(n) Restatement of Requirements of AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006), With Revised Service Information: Corrective Action—Replace or Remove MLG Door

If any damage is found during any inspection done in accordance with paragraph (k) of this AD, before further flight, do the actions in paragraph (n)(1) or (n)(2) of this AD. Repeat the inspections specified in paragraph (k) of this AD thereafter at intervals not to exceed 100 flight cycles.

(1) Replace the inboard MLG door with a new or repaired door in accordance with Part B of the Accomplishment Instructions of the Bombardier Alert Service Bulletin A670BA-32-016, Revision A, dated June 7, 2005, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005; or Bombardier Alert Service Bulletin A670BA-32-016, Revision F, dated May 14, 2010, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005; except where those service bulletins specify to contact the manufacturer for repair if no generic repair engineering order (REO) is available, before further flight, repair using a method approved by either the Manager, New York ACO, FAA; or TCCA (or its delegated agent). As of the effective date of this AD, use only Bombardier Alert Service Bulletin A670BA-32-016, Revision F, dated May 14, 2010, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005.

(2) Remove the inboard MLG door in accordance with Part B of the Accomplishment Instructions of the Bombardier Alert Service Bulletin A670BA-32-016, Revision A, dated June 7, 2005, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005; or Bombardier Alert Service Bulletin A670BA-32-016, Revision F, dated May 14, 2010, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005; and accomplish paragraph (n)(2)(i) or (n)(2)(ii) of this AD, as applicable. As of the effective date of this AD, use only Bombardier Alert Service Bulletin A670BA-32-016, Revision F, dated May 14, 2010, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005.

(i) For Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes and Model CL-600-2D15 (Regional Jet Series 705) airplanes: Revise the Configuration Deviation List (CDL), Appendix 1, of the Bombardier Canadair Regional Jet AFM, to include the following limitations. This may be

accomplished by inserting a copy of this AD into the CDL of the AFM. Remove any existing CDL limitation required by paragraph (j)(3)(i) of this AD from the AFM.

For Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes and Model CL-600-2D15 (Regional Jet Series 705) airplanes: If one or both door panel assemblies, part number CC670-10520, is missing:

- (1) Take-off Weight is reduced by 202.5 kg/door, or 450 lb/door.
- (2) Enroute Climb Weight is reduced by 445.5 kg/door, or 990 lb/door.
- (3) Landing Weight is reduced by 202.5 kg/door, or 450 lb/door.
- (4) Fuel Consumption is increased by +2.5% on fuel used/door.
- (5) Cruise Airspeed is limited to not more than 0.78 Mach.
- (6) The climb ceiling obtained from the Flight Planning and Cruise Control Manual (FPCCM)

must be reduced by 1,000 ft/door.

Note 2 to paragraph (n)(2)(i) of this AD: When a statement with the information specified in paragraph (n)(2)(i) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

(ii) For Model CL-600-2D24 (Regional Jet Series 900) airplanes: Revise the CDL, Appendix 1, of the Bombardier Canadair Regional Jet AFM, to include the following limitations. This may be accomplished by inserting a copy of this AD into the CDL of the AFM. Remove any existing CDL limitation required by paragraph (j)(3)(ii) of this AD from the AFM.

For Model CL-600-2D24 (Regional Jet Series 900) airplanes: If one or both door panel assemblies, part number CC670-10520, is missing:

- (1) Take-off Weight is reduced by 245 kg/door, or 540 lb/door.
- (2) Enroute Climb Weight is reduced by 551 kg/door, or 1,215 lb/door.
- (3) Landing Weight is reduced by 245 kg/door, or 540 lb/door.
- (4) Fuel Consumption is increased by +2.5% on fuel used/door.
- (5) Cruise Airspeed is limited to not more than 0.78 Mach.
- (6) The climb ceiling obtained from the Flight Planning and Cruise Control Manual (FPCCM)

must be reduced by 1,000 ft/door.

Note 3 to paragraph (n)(2)(ii) of this AD: When a statement with the information specified in paragraph (n)(2)(ii) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

(o) Restatement of Requirements of AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006), With Revised Service Information: Revise CDL

For airplanes on which the door(s) have been removed in accordance with paragraph (j)(3) of this AD: Within 30 days after August 15, 2006, do the revision specified in paragraph (n)(2)(i) or (n)(2)(ii) of this AD, as applicable, and remove any revision required by paragraph (j)(3)(i) or (j)(3)(ii) of this AD.

(p) Restatement of Requirements of AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006), With Revised Service Information: No Reporting Required

Although Bombardier Alert Service Bulletin A670BA-32-016, Revision A, dated June 7, 2005, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005; and Bombardier Alert Service Bulletin A670BA-32-016, Revision F, dated May 14, 2010, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005; specify to submit certain information to the manufacturer, this AD does not include that requirement.

(q) Restatement of Requirements of AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006), With Revised Service Information: Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs of (g) through (q) of this AD, if those actions were performed before August 15, 2006 (the effective date of AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006), using Bombardier Alert Service Bulletin A670BA-32-016, dated June 2, 2005.

(r) New Requirements of This AD: Terminating Modification for MLG Door Configuration

Within 6,000 flight hours after the effective date of this AD, modify the MLG door, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-017, Revision C, dated May 14, 2010. Doing this modification terminates the requirements of this AD.

(s) New Requirements of This AD: Credit for Previous Actions

This paragraph provides credit for the modification of the MLG door required by paragraph (r) of this AD, if the modification was performed before the effective date of this AD using Bombardier Service Bulletin 670BA-32-017, dated July 24, 2006; Revision A, dated September 26, 2006; or Revision B, dated July 31, 2008; as applicable.

(t) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO, ANE-170, 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: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD. AMOCs approved previously in accordance with AD 2006-14-05, Amendment 39-14676 (71 FR 38979, July 11, 2006), are acceptable for compliance with 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.

(u) Related Information

Refer to MCAI TCCA Airworthiness Directive CF-2003-23R3, dated May 21, 2010, and the following service information for related information:

(1) Bombardier Alert Service Bulletin A670BA-32-016, Revision F, dated May 14, 2010, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005.

(2) Bombardier Service Bulletin 670BA-32-017, Revision C, dated May 14, 2010.

(v) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

(i) Bombardier Service Bulletin 670BA-32-017, Revision C, dated May 14, 2010.

(ii) Bombardier Alert Service Bulletin A670BA-32-016, Revision F, dated May 14, 2010, excluding Appendix A, dated June 2, 2005, and including Appendix B, dated June 2, 2005.

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email thd.crj@aero.bombardier.com; Internet <http://www.bombardier.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.

(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/cfr/ibr_locations.html.

Issued in Renton, Washington, on January 27, 2012.

Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-03-12 General Electric Company (GE): Amendment 39-16954; Docket No. FAA-2011-0982; Directorate Identifier 2011-NE-09-AD.

(a) Effective Date

This AD is effective April 5, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD is applicable to all GE CF6-80C2 model turbofan engines, including engines marked on the engine data plate as CF6-80C2B7F1.

(d) Unsafe Condition

This AD was prompted by a report of a supplier shipping a batch of nonconforming No. 3 bearing packings that had an incorrect size of cooling holes and by several subsequent reports of nonconforming No. 3 bearing packings being installed on engines in service. The nonconformance of No. 3 bearing packings will result in incorrect high-pressure compressor (HPC) rotor and low-pressure turbine (LPT) rotor bore cooling and, if not corrected, could result in a reduced parts life of the life-limited rotating parts. We are issuing this AD to prevent an uncontained failure of the HPC rotor or the LPT rotor, or both, which could cause damage to the airplane.

(e) Compliance

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

(f) One-Time Inspection and Disposition of the No. 3 Bearing Packing

(1) Perform a one-time inspection of the No. 3 bearing packing. Use paragraphs 3.A.(1) through 3.A.(1)(b) of the Accomplishment Instructions of GE Service Bulletin (SB) No. CF6-80C2 S/B 72-1405, Revision 01, dated December 16, 2011, to do your inspection. Inspect as follows:

(i) Before 5,500 engine cycles-in-service (CIS) since the last engine shop visit where the fan was removed from the core, or within 500 CIS from the effective date of this AD, whichever occurs later; or

(ii) At the next shop visit, if the engine passes an optional borescope inspection (BSI) within 500 CIS from the effective date of this AD.

(2) Remove the packing from service before further flight if the wrong packing part number (P/N) is found on the engine during the inspection of paragraph (f)(1) of this AD.

(g) Optional BSI

The optional BSI identified in paragraph (f)(1)(ii) of this AD must determine an "ACCEPTABLE FLOW" packing is installed. Use paragraph 3.A, excluding subparagraphs 3.A.(4)(a)6 through 3.A.(4)(a)9 and 3.A.(4)(b)5, of the Accomplishment Instructions of GE SB CF6-80C2 S/B 72-1427, dated December 16, 2011, to do your BSI.

(h) Disposition of Affected Rotating Parts

Remove the following rotating parts from service, if they were operated for 5,500 CIS or more with a packing determined to be an "UNACCEPTABLE FLOW" packing using paragraph 3.A.(1)(c) of the Accomplishment Instructions of GE SB CF6-80C2 S/B 72-1405, Revision 01, dated December 16, 2011:

- (1) HPC rotor stage 10-through-14 spool, any P/N,
- (2) HPC rotor stage 11-through-14 spool, any P/N,
- (3) LPT rotor stage 3 disk, P/N 9373M53P05, and
- (4) LPT rotor stage 4 disk, P/N 9373M54P03.

(i) Installation Prohibition

After the effective date of this AD, do not install or reinstall in any engine any rotating part that has been removed from service in accordance with paragraph (h) of this AD.

(j) Definition

For the purposes of this AD, an engine shop visit is the induction of an engine into the shop after the effective date of this AD, where the separation of a major engine flange occurs; except the following maintenance actions, or any combination, are not considered engine shop visits:

- (1) Induction of an engine into a shop solely for removal of the compressor top or bottom case for airfoil maintenance or variable stator vane bushing replacement.
- (2) Induction of an engine into a shop solely for replacement of the turbine rear frame.
- (3) Induction of an engine into a shop solely for replacement of the accessory gearbox or transfer gearbox, or both.
- (4) Induction of an engine into a shop solely for core vibration trim balance procedure that requires separation of a major engine flange.

(k) Credit for Previous Action

An inspection of the No. 3 bearing packing performed before the effective date of this AD using GE SB CF6-80C2 S/B 72-1405 satisfies the requirements of paragraph (f)(1) of this AD.

(l) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures in 14 CFR 39.19 to make your request.

(m) Related Information

(1) For more information about this AD, contact Tomasz Rakowski, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7735; fax: 781-238-7199; email: tomasz.rakowski@faa.gov.

(2) GE SB CF6-80C2 S/B 72-1405, Revision 01, dated December 16, 2011, and GE SB CF6-80C2 S/B 72-1427, dated December 16, 2011, pertain to the subject of this AD. Contact GE Aviation, M/D Rm. 285, One Neumann Way, Cincinnati, OH 45215; phone: 513-552-3272; email: gae.aoc@ge.com; for a copy of this service information.

(n) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information:

(i) General Electric Company (GE) Service Bulletin (SB) CF6-80C2 S/B 72-1405, dated June 30, 2011;

(ii) GE SB CF6-80C2 S/B 72-1405, Revision 01, dated December 16, 2011; and

(iii) GE SB CF6-80C2 S/B 72-1427, dated December 16, 2011.

(2) For service information identified in this AD, contact GE Aviation, M/D Rm. 285, One Neumann Way, Cincinnati, OH 45215; phone: 513-552-3272; email: gae.aoc@ge.com.

(3) You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(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 an NARA facility, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Burlington, Massachusetts, on February 7, 2012.

Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2012-04-02 Bombardier, Inc.: Amendment 39-16957. Docket No. FAA-2011-1227; Directorate Identifier 2011-NM-100-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 4, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes; Model CL-600-2D15 (Regional Jet Series 705) airplanes; and Model CL-600-2D24 (Regional Jet Series 900) airplanes; certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of aileron control stiffness. We are issuing this AD to prevent aileron control stiffness during flight, which could result in reduced controllability of the airplane.

(f) Compliance

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

(g) Actions

Within 30 days after the effective date of this AD: Revise the maintenance program to incorporate Task 271000-218, Discard of the Outboard Wing Aileron Pulleys, as specified in Bombardier Temporary Revision (TR) 1-41, dated October 22, 2010, to Section 2—Systems/Powerplant Program of Part 1 of the Bombardier CL-600-2C10, CL-600-2D15, CL-600-2D24, CL-600-2E25 Maintenance Requirements Manual (MRM). For this task, the initial compliance time starts at the applicable time specified in paragraphs (g)(1), (g)(2), (g)(3), or (g)(4) of this AD. Thereafter, operate the airplane according to the procedures and compliance times in Bombardier TR 1-41, dated October 22, 2010.

(1) For airplanes with 10,000 or less total flight hours as of the effective date of this AD: Prior to the outboard wing aileron pulley accumulating 12,000 total flight hours.

(2) For airplanes with more than 10,000 total flight hours but with 16,000 total flight hours or less as of the effective date of this AD: Prior to the outboard wing aileron pulley accumulating 17,300 total flight hours, or within 2,000 flight hours after the effective date of this AD, whichever is earlier.

(3) For airplanes with more than 16,000 total flight hours but with 20,000 total flight hours or less as of the effective date of this AD: Prior to the outboard wing aileron pulley accumulating 20,800 total flight hours, or within 1,300 flight hours after the effective date of this AD, whichever is earlier.

(4) For airplanes with more than 20,000 total flight hours as of the effective date of this AD: Within 800 flight hours after the effective date of this AD.

Note 1 to paragraph (g) of this AD: The actions required by paragraph (g) of this AD may be done by inserting a copy of Bombardier TR 1-41, dated October 22, 2010, into Section 2—Systems/Powerplant Program of Part 1 of the Bombardier CL-600-2C10, CL-600-2D15, CL-600-2D24, CL-600-2E25 MRM. When this TR has been included in the general revisions of the MRM, the general revisions may be inserted in the MRM, and the TR may be removed from the MRM, provided that the relevant information in the general revision is identical to that in Bombardier TR 1-41, dated October 22, 2010.

(h) No Alternative Actions or Intervals

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (i)(1) of this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding 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.

(j) Related Information

Refer to MCAI Transport Canada Civil Aviation Airworthiness Directive CF-2011-07, dated April 26, 2011; and Bombardier TR 1-41, dated October 22, 2010, to Section 2—Systems/Powerplant Program of Part 1 of the Bombardier CL-600-2C10, CL-600-2D15, CL-600-2D24, CL-600-2E25 MRM; for related information.

(k) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

(i) Bombardier Temporary Revision 1-41, dated October 22, 2010, to Section 2– Systems/Powerplant Program of Part 1 of the Bombardier CL-600-2C10, CL-600-2D15, CL-600-2D24, CL-600-2E25 Maintenance Requirements Manual, approved for IBR April 4, 2012.

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email thd.crj@aero.bombardier.com; Internet <http://www.bombardier.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.

(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 an NARA facility, 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 February 9, 2012.

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



2012-04-04 Pratt & Whitney: Amendment 39-16960; Docket No. FAA-2011-0944; Directorate Identifier 2011-NE-11-AD.

(a) Effective Date

This AD is effective April 5, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Pratt & Whitney Division PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan engines, including models with any dash number suffix, with a Pratt & Whitney fuel metering unit (FMU) part number (P/N) 53T335 (HS 801000-1), 55T423 (HS 801000-2), or 50U150 (HS 801000-3) installed.

(d) Unsafe Condition

This AD was prompted by an engine overspeed event that occurred during taxi and resulted in a high-pressure compressor surge and tailpipe fire. We are issuing this AD to prevent engine overspeed on these engines, which could result in an uncontained engine failure and damage to the airplane.

(e) Compliance

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

(f) Replacement of Affected FMUs

At the next shop visit after the effective date of this AD, remove FMU P/Ns 53T335 (HS 801000-1), 55T423 (HS 801000-2), and 50U150 (HS 801000-3) and install an FMU that incorporates the modification in paragraphs 3.C through 3.E of the Accomplishment Instructions of Hamilton Sundstrand Alert Service Bulletin (ASB) No. JFC131-2-73-A24, Revision 1, dated May 18, 2011.

(g) Installation Prohibition

After three years from the effective date of this AD, do not install or reinstall an FMU P/N 53T335 (HS 801000-1), 55T423 (HS 801000-2), or 50U150 (HS 801000-3) onto any engine.

(h) Definition of Shop Visit

For the purpose of this AD, a shop visit is when the engine is inducted into the shop for any maintenance involving the separation of pairs of major mating engine flanges (lettered flanges).

However, the separation of engine flanges solely for the purposes of transporting the engine without subsequent engine maintenance is not an engine shop visit.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(j) Related Information

(1) For more information about this AD, contact James Gray, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7742; fax: 781-238-7199; email: james.e.gray@faa.gov.

(2) Pratt & Whitney ASB No. PW4ENG A73-220, Revision 1, dated May 18, 2011, also pertains to this AD.

(k) Material Incorporated by Reference

(1) You must use Hamilton Sundstrand Alert Service Bulletin No. JFC131-2-73-A24, Revision 1, dated May 18, 2011, to do the modifications required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Hamilton Sundstrand, Technical Publications, Mail Stop 302-9, 4747 Harrison Avenue, P.O. Box 7002, Rockford, Illinois 61125-7002; telephone 860-654-3575; fax 860-998-4564; email tech.solutions@hs.utc.com; Internet <http://www.hamiltonsundstrand.com>, and Pratt & Whitney, 400 Main St. East Hartford, CT 06108, phone: 860-565-8770.

(3) You may review copies of the service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on February 15, 2012.

Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2012-04-06 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH): Amendment 39-16962. Docket No. FAA-2011-0912; Directorate Identifier 2011-NM-035-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 4, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to 328 Support Services GmbH (Type Certificate previously held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Model 328-100 airplanes; all serial numbers; certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 76: Engine Controls.

(e) Reason

This AD was prompted by several runway excursion incidents and a single accident where the power lever could not be operated as intended during the landing roll-out on Model Dornier 328-100 airplanes. We are issuing this AD to prevent runway excursion, which could result in damage to the airplane and injury to the occupants.

(f) Compliance

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

(g) Modification

Within 15 months after the effective date of this AD, modify the engine control box assembly with additional aural alerting function and a revised power lever guiding gate, in accordance with the Accomplishment Instructions of 328 Support Services Service Bulletin SB-328-76-486, Revision 3, dated April 7, 2010.

(h) Credit for Previous Actions

This paragraph provides credit for the modification required by paragraph (g) of this AD, if the modification was performed before the effective date of this AD using 328 Support Services Service

Bulletin SB-328-76-486, dated July 15, 2009; Revision 1, dated March 2, 2010; or Revision 2, dated March 11, 2010.

(i) Airplane Flight Manual Revisions

Concurrently with doing the modification required in paragraph (g) of this AD, revise the Dornier (328 Support Services) 328-100 Airplane Flight Manual (AFM) to include the information in the Dornier 328-100 temporary revisions (TRs) identified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD. Operate the airplane according to the procedures in those TRs.

(1) For the power lever aural alert test:

(i) Dornier 328-100 TR 05-064, dated February 13, 2009, to the Normal Procedures section of the Dornier (328 Support Services) 328-100 AFM.

(ii) Dornier 328-100 TR 05-065, dated February 13, 2009, to the Normal Procedures section of the Dornier (328 Support Services) 328-100 AFM.

(iii) Dornier 328-100 TR 05-066, dated February 13, 2009, to the Normal Procedures section of the Dornier (328 Support Services) 328-100 AFM.

(2) For the nuisance power lever aural alert: Dornier 328-100 TR 4-078, dated March 15, 2010, to the Abnormal Procedures section of the Dornier (328 Support Services) 328-100 ATM.

(3) For the engine indication and crew alerting system (EICAS) caution "Proxi System:"

(i) Dornier 328-100 TR 04-079, dated March 15, 2010, to the Abnormal Procedures section of the Dornier (328 Support Services) 328-100 ATM.

(ii) Dornier 328-100 TR 04-080, dated March 15, 2010, to the Abnormal Procedures section of the Dornier (328 Support Services) 328-100 ATM.

Note 1 to paragraph (i) of this AD: Revising the AFM may be done by inserting copies of the TRs specified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD, in the Dornier (328 Support Services) 328-100 AFM. When these TRs have been included in general revisions of this AFM, the general revisions may be inserted in the AFM, provided the relevant information in the general revision of this AFM is identical to that in the TRs specified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD, and these TRs may be removed.

(j) Other FAA AD Provisions

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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it 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. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding 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.

(k) Related Information

Refer to MCAI EASA Airworthiness Directive 2009-0196, dated September 4, 2009; 328 Support Services Service Bulletin SB-328-76-486, Revision 3, dated April 7, 2010; and the TRs specified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD; for related information.

(l) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

(i) 328 Support Services Service Bulletin SB-328-76-486, Revision 3, dated April 7, 2010. The revision level and date of this document are shown only on the odd-numbered pages of the document.

(ii) Dornier 328-100 Temporary Revision 04-078, dated March 15, 2010, to the Abnormal Procedures section of the Dornier (328 Support Services) 328-100 Airplane Flight Manual.

(iii) Dornier 328-100 Temporary Revision 04-079, dated March 15, 2010, to the Abnormal Procedures section of the Dornier (328 Support Services) 328-100 Airplane Flight Manual.

(iv) Dornier 328-100 Temporary Revision 04-080, dated March 15, 2010, to the Abnormal Procedures section of the Dornier (328 Support Services) 328-100 Airplane Flight Manual.

(v) Dornier 328-100 Temporary Revision 05-064, dated February 13, 2009, to the Normal Procedures section of the Dornier (328 Support Services) 328-100 Airplane Flight Manual.

(vi) Dornier 328-100 Temporary Revision 05-065, dated February 13, 2009, to the Normal Procedures section of the Dornier (328 Support Services) 328-100 Airplane Flight Manual.

(vii) Dornier 328-100 Temporary Revision 05-066, dated February 13, 2009, to the Normal Procedures section of the Dornier (328 Support Services) 328-100 Airplane Flight Manual.

(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; email 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.

(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 February 13, 2012.

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



2012-04-07 Airbus: Amendment 39-16963. Docket No. FAA-2011-0997; Directorate Identifier 2011-NM-043-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 9, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313 airplanes; certificated in any category, all manufacturer serial numbers; except airplanes on which Airbus modification 54500 has been embodied in production; and except airplanes on which Airbus Service Bulletin A330-32-3212 or Airbus Service Bulletin A340-32-4256 has been embodied in service; as applicable to airplane model.

(d) Subject

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

(e) Reason

This AD was prompted by a report that three failures of the retraction bracket occurred during fatigue testing before the calculated life limit of the main landing gear (MLG). We are issuing this AD to prevent failure of the retraction bracket, which could result in a MLG extension with no damping, and consequent structural damage of the MLG.

(f) Compliance

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

(g) Replacement

Before the accumulation of 19,800 total landings on the retraction brackets of the MLG or within 900 flight hours after the effective date of this AD, whichever occurs later: Replace the affected retraction bracket of the MLG specified in table 1 of this AD with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, or European Aviation Safety Agency (EASA) (or its delegated agent). Thereafter, before the accumulation of 19,800 total landings on any retraction bracket of the MLG identified in table 1 of this AD, replace

the retraction bracket with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, or EASA (or its delegated

Table 1–Retraction Bracket of the MLG

Nomenclature	Part Numbers
Retraction Bracket of the MLG	201478303
	201478304
	201478305
	201478306
	201478307
	201478308
	201428380
	201428381
	201428382
	201428383
	201428384
	201428385
	201428378
	201428379
	201428351
201428352	

Note 1 to paragraph (g) of this AD: Additional guidance for the replacement can be found in Task 32-11-11-000-804-A, Removal of the MLG Retraction Bracket Assembly, and Task 32-11-11-400-804-A, Installation of the MLG Retraction Bracket Assembly, of Subsection 32-11-11 of Chapter 32 of the Airbus A330 or A340 Aircraft Maintenance Manual, as applicable.

(h) Definitions

(1) For purposes of this AD, “total landings” is defined as the accumulated landings since the initial entry of the MLG retraction bracket into service on any airplane.

(2) For purposes of this AD, the initial entry into service for the transferable systems components/items is defined as the date at which the component/item accomplishes the first flight for which it will undertake its intended function.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it 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. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight

standards district office/certificate holding 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.

(j) Related Information

(1) Refer to MCAI Airworthiness Directive EASA AD 2010-0205, dated October 8, 2010, for related information.

(2) For Airbus 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; email airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>.

(k) Material Incorporated by Reference

None.

Issued in Renton, Washington, on February 14, 2012.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-04-08 Bombardier, Inc.: Amendment 39-16964. Docket No. FAA-2011-1230; Directorate Identifier 2011-NM-141-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 10, 2012.

(b) Affected ADs

None.

(c) Applicability

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

(1) Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes, serial numbers 003 through 672 inclusive.

(2) Model DHC-8-400, -401, and -402 airplanes, serial numbers 4001 through 4343 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking of the DHC-8 Series 100 rudder actuator mounting bracket. We are issuing this AD to prevent loss of both rudder PCU actuators which could result in free play of the rudder control surface and loss of controllability of the airplane.

(f) Compliance

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

(g) Free-Play Check and Corrective Actions

Within 6,000 flight hours or 3 years after the effective date of this AD, whichever occurs first, do the actions required by paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes: Install a new CRES mounting adapter with new bolts by incorporating MODSUM 8Q101890, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-27-110, Revision C, dated May 13, 2011.

(2) For DHC-8-400, -401, and -402 airplanes: Replace the existing upper and lower mounting adapters of the PCU with redesigned adapters by incorporating MODSUM 4-113655, in accordance

with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-53, dated November 26, 2010.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g)(1) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 8-27-110, Revision A, dated December 3, 2010; or Bombardier Service Bulletin 8-27-110, Revision B, dated January 31, 2011.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO, ANE-170, 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: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding 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.

(j) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2011-12, dated June 6, 2011; Bombardier Service Bulletin 8-27-110, Revision C, dated May 13, 2011; and Bombardier Service Bulletin 84-27-53, dated November 26, 2010; for related information.

(k) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

(i) Bombardier Service Bulletin 8-27-110, Revision C, dated May 13, 2011.

(ii) Bombardier Service Bulletin 84-27-53, dated November 26, 2010.

(2) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd.qseries@aero.bombardier.com; Internet <http://www.bombardier.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.

(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 an NARA facility, 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 February 17, 2012.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-04-09 The Boeing Company: Amendment 39-16965; Docket No. FAA-2008-0107; Directorate Identifier 2007-NM-087-AD.

(a) Effective Date

This AD is effective April 10, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SP, and 747SR series airplanes; certificated in any category; as identified in Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010.

(d) Subject

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

(e) Unsafe Condition

This AD results from reports of scribe lines found at lap joints and butt joints, around external doublers and antennas, and at locations where external decals had been cut. We are issuing this AD to detect and correct scribe lines, which can develop into fatigue cracks in the skin and cause sudden decompression of the airplane.

(f) Compliance

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

(g) Inspection

At the applicable times specified in Tables 1 through 21 and Table 25 in paragraph 1.E., "Compliance," of Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010, except as provided in paragraph (h) of this AD, do detailed inspections for scribe lines of affected lap and butt splices, wing-to-body fairing locations, and external repair and cutout reinforcement areas, and do all applicable related investigative and corrective actions, by accomplishing all actions specified in the Accomplishment Instructions of Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010, except as provided by paragraph (i) of this AD.

Note 1 to paragraph (g) of this AD: The inspection exemptions noted in paragraph 1.E., "Compliance," of Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010, apply to this AD, provided that the operator meets the requirements stated in each applicable exemption.

(h) Exceptions to Service Bulletin Specifications: Compliance Time

Where Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010, specifies a compliance time after the date on that revision or any previous issue of Boeing Service Bulletin 747-53A2563, this AD requires compliance within the specified compliance time after the effective date of this AD. Where Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010, states that airplane flight-cycle time shall be calculated after the "issue date on this service bulletin," this AD requires the airplane flight-cycle time to be calculated as of the effective date of this AD.

(i) Exception to Service Bulletin Specifications: Repair Method

Where Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010, specifies to contact Boeing for appropriate action, accomplish applicable actions before further flight using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(j) Report

At the applicable time specified in paragraph (j)(1) or (j)(2) of this AD: Submit a report of the findings (both positive and negative) of the inspections required by paragraphs (g) and (k) of this AD. Send the report to Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. The report must contain, at a minimum, the inspection results, a description of any discrepancies including maximum scribe depth, the airplane serial number, and the number of flight cycles and flight hours on the airplane. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056. A report is not required for any inspection accomplished in accordance with the Limited Return to Service (LRTS) program.

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

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

(k) Additional Inspections for Previously Inspected Airplanes

For airplanes that have been inspected before the effective date of this AD in accordance with the service information specified in table 1 of this AD: At the applicable times specified in Tables 22 through 24 and Tables 26 through 29 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010, except as provided in paragraph (h) of this AD, do detailed inspections for scribe lines of affected lap splices, butt splices and cargo door lap splices; and do detailed and surface high frequency eddy current or ultrasonic inspections of scribe lines; and do all applicable related investigative and corrective actions; by accomplishing all the applicable actions specified in the Accomplishment Instructions of Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010, except as provided by paragraph (i) of this AD.

Table 1—Previous Service Bulletin Revisions

Document	Revision	Date
Boeing Alert Service Bulletin 747-53A2563	Original	March 29, 2007
Boeing Service Bulletin 747-53A2563	2	January 3, 2008
Boeing Service Bulletin 747-53A2563	3	June 11, 2009

Note 2 to paragraph (k) of this AD: Boeing Alert Service Bulletin 747-53A2563, Revision 1, dated November 8, 2007, was published with omitted information. Actions accomplished according to Boeing Alert Service Bulletin 747-53A2563, Revision 1, dated November 8, 2007, are not considered acceptable for compliance with this AD.

(l) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information identified in Table 1 of this AD, except as required by paragraph (k) of this AD.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. Information may be mailed to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding 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 the Boeing Commercial Airplanes Organization Designation Authority (ODA) that 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.

(n) Related Information

For more information about this AD, contact Bill Ashforth, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6432; fax: 425-917-6590; email: bill.ashforth@faa.gov.

(o) Material Incorporated by Reference

You must use Boeing Service Bulletin 747-53A2563, Revision 4, dated May 6, 2010, 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; email 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.

(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 an NARA facility, 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 February 17, 2012.

Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-04-12 Bombardier, Inc.: Amendment 39-16968. Docket No. FAA-2011-0992; Directorate Identifier 2011-NM-126-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 10, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2B16 (CL -604 Variant) airplanes, certificated in any category, serial numbers 5301, 5302, 5305 through 5318 inclusive, 5320 through 5328 inclusive, 5331 through 5349 inclusive, 5351 through 5367 inclusive, 5369 through 5408 inclusive, 5410, 5412 through 5426 inclusive, 5428 through 5438 inclusive, 5440 through 5489 inclusive, 5491 through 5498 inclusive, 5500 through 5517 inclusive, 5519 through 5522 inclusive, and 5524 through 5665 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 24: Electrical power.

(e) Reason

This AD was prompted by reports of the air-driven generator (ADG) failing to provide power during operational/function checks due to wires in the ADG power feeder cables being damaged. The damage was due to galvanic corrosion and inadequate silver-plating. We are issuing this AD to prevent galvanic corrosion on ADG power feeder cables, which could result in damage to the cable and consequently the cable may not be able to provide emergency electrical power to the airplane.

(f) Compliance

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

(g) Actions

Within 72 months after the effective date of this AD, replace the ADG power feeder cable, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 604-24-024, dated January 31, 2011.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding 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.

(i) Related Information

Refer to MCAI Transport Canada Civil Aviation (TCCA) Airworthiness Directive CF-2011-08, dated April 28, 2011; and Bombardier Service Bulletin 604-24-024, dated January 31, 2011; for related information.

(j) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information.

(i) Bombardier Service Bulletin 604-24-024, dated January 31, 2011, approved for IBR April 10, 2012.

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email thd.crj@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

(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 of this material at an NARA facility, 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 February 22, 2012.

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



2012-04-13 Rolls-Royce plc: Amendment 39-16969; Docket No. FAA-2010-0562; Directorate Identifier 2009-NE-29-AD.

(a) Effective Date

This airworthiness directive (AD) is effective April 11, 2012.

(b) Affected ADs

This AD supersedes AD 2011-09-07, Amendment 39-16669 (76 FR 24793, May 3, 2011).

(c) Applicability

This AD applies to Rolls-Royce plc (RR) model RB211-524G2-T-19, -524G3-T-19, -524H-T-36, and -524H2-T-19; and RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61 556B2-61, 560-61, 560A2-61; RB211-Trent 768-60, 772-60, 772B-60; and RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines that have a high-pressure (HP) compressor stage 1 to 4 rotor disc with a part number (P/N) listed in Table 1 of this AD.

Table 1 – Affected HP Compressor Stage 1 to 4 Rotor Disc P/Ns by Engine Model

Engine model	HP compressor stage 1 to 4 rotor disc P/N
(1) RB211-524G2-T-19, -524G3-T-19, -524H-T-36, and -524H2-T-19.	FW20195, FK25502, or FW23711.
(2) RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61.	FK30524.
(3) RB211 Trent 768-60, 772-60, and 772B-60.	FK22745, FK24031, FK26185, FK23313, FK25502, FK32129, FW20195, FW20196, FW20197, FW20638, or FW23711.
(4) RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17.	FK24009, FK26167, FK32580, FW11590, or FW61622.

(d) Unsafe Condition

This AD was prompted by our determination that the definition of “shop visit” in the existing AD is too restrictive, in that it would require operators to inspect more often than required to ensure safety. We are issuing this AD to detect cracks in the HP compressor stage 1 and 2 disc posts, which could result in failure of the disc post and HP compressor blades, release of uncontained engine debris, and damage to the airplane.

(e) Compliance

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

(f) Cleaning and Inspection

(1) Clean and perform a fluorescent penetrant inspection of the HP compressor stage 1 to 4 rotor discs at the first shop visit after accumulating 1,000 cycles since new on the stage 1 to 4 rotor discs or at the next shop visit after the effective date of this AD, whichever ever occurs later.

(2) Use paragraph 3.A through 3.E.(11) of the Accomplishment Instructions of Rolls-Royce Alert Service Bulletin (ASB) No. RB.211-72-AF964, Revision 2, dated June 8, 2011, to do the inspections.

(3) Thereafter at every engine shop visit, perform the inspection specified by paragraph (f) of this AD.

(g) Definition

For the purpose of this AD, an "engine shop visit" is whenever all compressor blades are removed from the HP compressor drum.

(h) Credit for Previous Action

A cleaning and inspection performed before the effective date of this AD using Rolls-Royce ASB No. RB.211-72-AF964, Revision 1, dated June 6, 2008, or Revision 2, dated June 8, 2011, satisfies a cleaning and inspection cycle required by this AD.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(j) Related Information

(1) For more information about this AD, contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7143; fax: 781-238-7199; email: alan.strom@faa.gov.

(2) See European Aviation Safety Agency Airworthiness Directive 2009-0073R1, dated April 8, 2009, for related information.

(k) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(i) Rolls-Royce Alert Service Bulletin No. RB.211-72-AF964, Revision 2, dated June 8, 2011 approved for IBR April 11, 2012.

(ii) Rolls-Royce ASB No. RB.211-72-AF964, Revision 1, dated June 6, 2008 approved for IBR June 7, 2011 (76 FR 24793, May 3, 2011).

(2) For service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ; phone: 011-44-1332-242424; fax: 011-

44-1332-245418 or email from http://www.rolls-royce.com/contact/civil_team.jsp, or download the publication from <https://www.aeromanager.com>.

(3) You may review copies of the service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(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/cfr/ibr_locations.html.

Issued in Burlington, Massachusetts, on February 23, 2012.

Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2012-04-14 Rolls-Royce plc: Amendment 39-16970; Docket No. FAA-2011-0959; Directorate Identifier 2011-NE-25-AD.

(a) Effective Date

This AD becomes effective April 11, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce plc (RR) RB211-Trent 800 turbofan engines, all models, all serial numbers.

(d) Reason

(1) This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

Routine inspections have revealed cracking on the head sections of two Trent 800 front combustion liners.

This condition, if not detected and corrected, could lead to hot gas breakout with subsequent downstream component release potentially leading to uncontained high energy debris, possibly resulting in damage to the aeroplane or injury to persons on the ground.

(2) We are issuing this AD to prevent uncontained engine failure and damage to the airplane.

(e) Actions and Compliance

Unless already done, do the following actions.

(f) Initial Inspection

(1) Within 1,000 flight cycles (FCs) after the effective date of this AD, inspect the front combustion liner head section for cracking. Use paragraph 3.A.(1), except for 3.A.(1)(a)(i), or paragraphs 3.A.(2)(b) through 3.A.(2)(d) of the On-Wing Accomplishment Instructions of RR Alert Service Bulletin (ASB) No. RB.211-72-AG456, Revision 1, dated November 4, 2011, to do your inspections.

(2) If you find cracking, remove the front combustion liner head section from service at the next shop visit. Until the next shop visit, take the corrective actions listed in Table 1 of this AD, as applicable.

Table 1–Inspection Findings and Follow-on Actions

Inspection findings	Action(s) and compliance time(s)
(i) Cumulative crack length up to 150 mm (up to 2 heatshields)	Reduce the inspection intervals to 250 FCs.
(ii) Cumulative crack length 150 mm to 300 mm (up to 4 heatshields)	Reduce the inspection intervals to 100 FCs.
(iii) Cumulative crack length 300 mm to 450 mm (up to 6 heatshields)	Remove the engine within 50 FCs.
(iv) Cumulative crack length 450 mm to 900 mm (up to 12 heatshields)	Remove the engine within 5 FCs.
(v) Cumulative crack length greater than 900 mm (more than 12 heatshields)	Remove the engine before next flight.

(g) Repetitive Inspections

(1) Within 1,000 FCs after the effective date of this AD, inspect the front combustion liner head section for cracking. Use paragraph 3.A.(1), except for 3.A.(1)(a)(i), or paragraphs 3.A.(2)(b) through 3.A.(2)(d) of the On-Wing Accomplishment Instructions of RR ASB No. RB.211-72-AG456, Revision 1, dated November 4, 2011, to do your inspections.

(2) If you find cracking, remove the front combustion liner head section at the next shop visit. Until the next shop visit, take the corrective actions as detailed in Table 1 of this AD, as applicable.

(3) For engines not found to have cracks in the front combustion liner head section in accordance with paragraphs (f)(1) or (g)(1) of this AD, at every shop visit after the effective date of this AD:

(i) Fluorescent-penetrant inspect the front combustion liner head section for cracking; or

(ii) Borescope-inspect the front combustion liner head section for cracking. Use paragraph 3.B.(1)(b) except paragraph 3.B.(1)(b)(i), or use paragraphs 3.B.(2)(b) through 3.B.(2)(d), of the In-shop Accomplishment Instructions of RR ASB No. RB.211-72-AG456, Revision 1, dated November 4, 2011.

(iii) If any cracks are found, reject the front combustion liner.

(4) Accomplishment of a shop visit inspection as required by paragraph (g)(3) of this AD may substitute for the accomplishment of an on-wing inspection as required by paragraph (f)(1) or (g)(1) of this AD.

(h) Definition of Shop Visit

For the purpose of this AD, the term shop visit means the induction of an engine into the shop for maintenance where the front combustion liner is exposed, or when the 04 module has been removed from the engine, or when the engine has been removed from service as a result of paragraph (f)(2) or (g)(2) of this AD.

(i) Credit for Previous Action

An initial or repetitive inspection performed before the effective date of this AD using RR ASB No. RB.211-72-AG456, dated September 9, 2010, satisfies the initial inspection requirement in paragraph (f) or repetitive inspection requirement in paragraph (g) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(k) Related Information

(1) For more information about this AD, contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: alan.strom@faa.gov; phone: 781-238-7143; fax: 781-238-7199.

(2) Refer to European Aviation Safety Agency AD 2011-0080, dated May 6, 2011, for related information.

(l) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(i) Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AG456, Revision 1, dated November 4, 2011.

(ii) Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AG456, dated September 9, 2010.

(2) For service information identified in this AD, contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; phone: 011 44 1332 242424; fax: 011 44 1332 249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; or Web: <https://www.aeromanager.com>.

(3) You may review copies of the service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(4) You may also review copies of the service information 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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on February 22, 2012.

Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.