



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2010-04**

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Federal Aviation Administration  
Regulatory Support Division  
Delegation and Airworthiness Programs Branch, AIR-140  
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## LARGE AIRCRAFT

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

### Biweekly 2010-01

2008-04-11 R1		Boeing	707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and Model 720 and 720B
2008-09-12 R1		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-10-09 R1		Boeing	737-100, -200, -200C, -300, -400, and -500
2008-11-01 R1		Boeing	767-200, -300, -300F, and -400ER
2009-20-11	Cor	Boeing	737-300, -400, and -500
2009-24-11		General Electric	See AD
2009-26-03		Boeing	See AD
2009-26-04		Boeing	737-600, -700, -700C, -800, and -900
2009-26-10		Airbus	A380-841, -842, and -861
2009-26-12		Engine Components, Inc. (ECi)	See AD
2009-26-14		CONSTRUCCIONES AERONAUTICAS, S.A. (CASA)	CN-235, CN-235-100, CN-235-200, and CN-235-300
2009-26-15		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes, certificated in any category, serial numbers 17000156 through 17000169 inclusive; and Model ERJ 190-100 LR, -100 IGW, -100 STD, -200 STD, -200 LR, and -200 IGW
2009-26-16		McDonnell Douglas	MD-11 and MD-11F
2009-26-17		MCDonnell	Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F airplanes, and MD-10-10F and MD-10-30F

### Biweekly 2010-02

2008-10-06 R1		Boeing	747-400, -400D, and -400F
2008-10-10 R1		Boeing	737-600, -700, -700C, -800, and -900
2009-26-06		Honeywell International Inc	Engine: ALF502L and ALF502R series, and LF507-1F and LF507-1H
2009-26-09	S 2007-05-16	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1
2010-01-01	S 2006-05-02	Boeing	747-200F, 747-200C, 747-400, 747-400D, and 747-400F
2010-01-04	S 2009-24-11	General Electric Company	Engine: CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1
2010-01-03		Fire Fighting Enterprises Limited	See AD
2010-01-05		CFM International, S.A	Engine: See AD
2010-01-06		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2010-01-07		Airbus	A340-211, -212, -213, -311, -312, -313, -541, and -642
2010-01-08		Boeing	737-600, -700, and -800
2010-01-09		Boeing	737-300, -400, and -500
2010-01-11		Fokker Services B.V.	F.28 Mark 0070 and Mark 0100
2010-01-12		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
2010-02-02		Dassault	Falcon 7X
2010-02-03		Airbus	A340-211, -212, -213, -311, -312, and -313
2010-02-04		Boeing	737-600, -700, -700C, -800, -900, and -900ER

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2010-03</b>			
2009-21-10 R1		AVOX Systems and B/E Aerospace	Appliance: Oxygen cylinder assemblies
2009-26-13		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, 340-211, -212, -213, -311, -312, and -313
2010-01-02	S 2005-15-08	Boeing	747-100B SUD, -200B, -300, -400, and -400D
2010-01-10	S 2007-01-15	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2010-02-06		Sigma Aero Seat	Appliance: 90xx and 92xx series passenger seats
2010-02-09		Airbus	A318
2010-02-10		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 series airplanes; Model A340-211, -212, -213, -311, -312, -313 series airplanes; and Model A340-541 and -642
2010-02-11		BAE Systems	BAe 146-100A, -200A, and -300A series airplanes; and BAE SYSTEMS (Operations) Limited Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2010-02-12		Fokker Services B.V	F.28 Mark 0070 and 0100
<b>Biweekly 2010-04</b>			
2010-03-05		Boeing	747-200C and -200F
2010-03-07		Embraer	EMB-135BJ, EMB-135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2010-03-08	S 2003-03-02	Boeing	767-200, -300 and -300F
2010-04-01		Dassault Aviation	Falcon 900EX
2010-04-02		Airbus	A310-221, -222, -322, -324, and -325 airplanes, and Model A300 B4-620, B4-622, B4-622R, and F4-622R
2010-04-03		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325



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**2010-03-05 The Boeing Company:** Amendment 39-16188. Docket No. FAA-2009-0608; Directorate Identifier 2008-NM-215-AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective March 11, 2010.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to all The Boeing Company Model 747-200C and -200F series airplanes, certificated in any category.

**Subject**

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

**Unsafe Condition**

(e) This AD results from a report from the manufacturer that the accomplishment of certain existing inspections, repairs, and modifications is not adequate to ensure the structural integrity of the affected 7075 series aluminum alloy upper deck floor beam upper chords on airplanes that have exceeded certain thresholds. We are issuing this AD to prevent cracking of the upper chords and straps (or angles) of the floor beams, which could lead to failure of the floor beams and consequent loss of controllability, rapid decompression, and loss of structural integrity of the airplane.

**Compliance**

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

**Initial Inspection and Replacement**

(g) Before the accumulation of 21,000 total flight cycles, or within 1,500 flight cycles after the effective date of this AD, whichever occurs later: Do an open-hole high frequency eddy current (HFEC) inspection of all the fastener holes accessed for upper chord removal for cracks, and replace the upper chords, straps (or angles), and radius fillers of the upper deck floor beams, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2696, dated October 16, 2008.

## **Repetitive Replacements and Post-Replacement Inspections**

(h) Within 15,000 flight cycles after doing the replacement required by paragraph (g) of this AD, or within 1,500 flight cycles after the effective date of this AD, whichever occurs later: Do detailed and HFEC inspections for cracks of the modified upper deck floor beams, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2696, dated October 16, 2008. Within 6,000 flight cycles after doing the detailed and HFEC inspections, repeat the replacement specified in paragraph (g) of this AD. Repeat the post-replacement inspections and replacement at the applicable times specified in paragraph 1.E. of Boeing Alert Service Bulletin 747-53A2696, dated October 16, 2008.

## **Repair of Cracks**

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

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

(j)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Ivan Li, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6437; fax (425) 917-6590. Or, e-mail information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by 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, and the approval must specifically refer to this AD.

## **Material Incorporated by Reference**

(k) You must use Boeing Alert Service Bulletin 747-53A2696, dated October 16, 2008, as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this

material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on January 21, 2010.  
Ali Bahrami,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**FAA**  
**Aviation Safety**

## AIRWORTHINESS DIRECTIVE

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

**2010-03-07 Empresa Brasileira de Aeronautica S.A. (EMBRAER):** Amendment 39-16191.  
Docket No. FAA-2009-0659; Directorate Identifier 2009-NM-060-AD.

### Effective Date

(a) This airworthiness directive (AD) becomes effective March 11, 2010.

### Affected ADs

(b) None.

### Applicability

(c) This AD applies to Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-135BJ, as identified in EMBRAER Service Bulletin 145LEG-32-0033, dated November 27, 2008; and Model EMB-135ER, -135KE, -135KL, and -135LR airplanes, and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes, as identified in EMBRAER Service Bulletin 145-32-0122, dated November 27, 2008; certificated in any category.

### Subject

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

### Reason

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

It has been found occurrences of main landing gear (MLG) trailing arm pins broken due to a fatigue mechanism induced by an excessive torque applied during the assemblage of auxiliary door support attachment and consequent deformation of the MLG trailing arm axle. A broken pin can lead to loss of the MLG trailing arm axle, disconnecting the trailing arm from the main strut, which affects the airplane controllability on ground.

\* \* \* \* \*

Required actions include inspecting for cracks, and, if necessary, replacing the MLG trailing arm pin with a serviceable pin; and modifying the MLG auxiliary door mounting support.

### Actions and Compliance

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

(1) Within 2,500 flight hours or 24 months after the effective date of this AD, whichever occurs first, do the actions specified in paragraphs (f)(1)(i) and (f)(1)(ii) of this AD.

(i) Perform a one-time detailed inspection for cracks on the MLG trailing arm pins, in accordance with EMBRAER Service Bulletin 145-32-0122, Revision 01, dated April 29, 2009; or 145LEG-32-0033, Revision 01, dated June 18, 2009; as applicable. If any crack is found, before further flight, replace the MLG trailing arm pin with a serviceable pin, in accordance with EMBRAER Service Bulletin 145-32-0122, Revision 01, dated April 29, 2009; or 145LEG-32-0033, Revision 01, dated June 18, 2009; as applicable.

(ii) Prior to or concurrently with accomplishing the inspection required by paragraph (f)(1)(i) of this AD, modify the MLG auxiliary door mounting support, in accordance with EMBRAER Service Bulletin 145-52-0047, Revision 01, dated March 31, 2008; or 145LEG-52-0014, Revision 01, dated June 17, 2009; as applicable.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate access procedures may be required."

Note 2: For the purposes of this AD, a "serviceable" pin is a pin that has no cracking.

(2) Modifications and inspections accomplished before the effective date of this AD, according to a service bulletin listed in Table 1 of this AD, are considered acceptable for compliance with the corresponding action specified in this AD.

**Table 1 – Credit Service Bulletins**

<b>Affected Airplanes</b>	<b>Service Bulletin</b>	<b>Date</b>
Model EMB-135BJ airplanes	EMBRAER Service Bulletin 145LEG-32-0033	November 27, 2008
Model EMB-135BJ airplanes	EMBRAER Service Bulletin 145LEG-52-0014	October 28, 2008
Model EMB-135ER, -135KE, -135KL, and -135LR airplanes, and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes	EMBRAER Service Bulletin 145-32-0122	November 27, 2008
Model EMB-135ER, -135KE, -135KL, and -135LR airplanes, and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes	EMBRAER Service Bulletin 145-52-0047	July 18, 2005

### **FAA AD Differences**

Note 3: This AD differs from the MCAI and/or service information as follows: Agência Nacional de Aviação Civil (ANAC) Brazilian Airworthiness Directive 2009-02-01, dated February 12, 2009, is applicable to "all EMB-145 and EMB-135 aircraft models in operation." However, this does not agree with the service information specified in Table 2 of this AD, which specifies that only certain Model EMB-145 and EMB-135 airplanes are affected and identifies them by serial number. This AD is applicable only to the airplanes listed in the applicable service bulletins. This difference has been coordinated with the ANAC.

**Table 2 – Service Information**

<b>Document</b>	<b>Revision</b>	<b>Date</b>
EMBRAER Service Bulletin 145LEG-32-0033	01	June 18, 2009
EMBRAER Service Bulletin 145LEG-52-0014	01	June 17, 2009
EMBRAER Service Bulletin 145-32-0122	01	April 29, 2009
EMBRAER Service Bulletin 145-52-0047	01	March 31, 2008

**Other FAA AD Provisions**

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

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

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

**Related Information**

(h) Refer to MCAI Agência Nacional de Aviação Civil Airworthiness Directive 2009-02-01, dated February 12, 2009; and the service information contained in Table 3 of this AD; for related information.

**Table 3 – Related Service Information**

<b>Document</b>	<b>Revision</b>	<b>Date</b>
EMBRAER Service Bulletin 145LEG-32-0033	01	June 18, 2009
EMBRAER Service Bulletin 145LEG-52-0014	01	June 17, 2009
EMBRAER Service Bulletin 145-32-0122	01	April 29, 2009
EMBRAER Service Bulletin 145-52-0047	01	March 31, 2008

## Material Incorporated by Reference

(i) You must use the service information contained in Table 4 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

**Table 4 – Material incorporated by reference**

<b>Document</b>	<b>Revision</b>	<b>Date</b>
EMBRAER Service Bulletin 145LEG-32-0033	01	June 18, 2009
EMBRAER Service Bulletin 145LEG-52-0014	01	June 17, 2009
EMBRAER Service Bulletin 145-32-0122	01	April 29, 2009
EMBRAER Service Bulletin 145-52-0047	01	March 31, 2008

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

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

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

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

Issued in Renton, Washington, on January 22, 2010.

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



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**2010-03-08 The Boeing Company:** Amendment 39-16192. Docket No. FAA-2010-0031; Directorate Identifier 2009-NM-266-AD.

## Effective Date

(a) This AD becomes effective February 19, 2010.

## Affected ADs

(b) This AD supersedes AD 2003-03-02, Amendment 39-13026. In addition, AD 2000-19-09, Amendment 39-11910; AD 2001-02-07, Amendment 39-12091; and AD 2001-06-12, Amendment 39-12159; affect this AD.

## Applicability

(c) This AD applies to The Boeing Company Model 767-200, -300, and -300F series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

## Subject

(d) Air Transport Association (ATA) of America Code 54: Nacelles/Pylons.

## Unsafe Condition

(e) This AD results from a report of a fractured midspar fuse pin. The Federal Aviation Administration is issuing this AD to prevent loss of the strut and engine due to corrosion damage and cracking of both fuse pins on the same strut.

## Compliance

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

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (r)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

## **Restatement of Certain Requirements of AD 2003-03-02, With New Service Information**

### **Initial and Repetitive Inspections**

(g) For airplanes having midspar fuse pins, part numbers 311T3102-1, 311T3102-2, 311T3102-3, 311T3102-4, 311T2102-1 or 311T2102-2: Do a detailed inspection and an eddy current inspection for cracks and corrosion, per Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002; or in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009. Do the inspections at the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD. Repeat the inspections at least every 3,000 landings or 5 years, whichever is first, except as required by paragraph (n) of this AD. After the effective date of this AD, Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009, must be used. Accomplishing the inspection required by paragraph (n) of this AD terminates the repetitive inspections required by this AD.

(1) Before the accumulation of 5,000 total landings on the fuse pin or within 5 years after fuse pin installation, whichever is first.

(2) Within 30 days after February 13, 2003.

### **Corrective Action**

(h) If any crack or corrosion is found during any inspection required by paragraph (g) of this AD, before further flight, do the actions required by paragraph (h)(1) or (h)(2) of this AD, as applicable, per Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002, or do the applicable actions required by paragraph (p) of this AD. As of the effective date of this AD, if any crack or corrosion is found during any inspection required by paragraph (g) of this AD, before further flight, do the applicable actions required by paragraph (p) of this AD.

(1) If any crack is found, replace the midspar fuse pin with a new fuse pin.

(2) If any corrosion is found, repair the midspar fuse pin, or replace with a new fuse pin.

### **Repetitive Inspections**

(i) For airplanes identified in paragraph (g) of this AD, and on which a new midspar fuse pin was installed before the effective date of this AD: After the installation of a new midspar fuse pin, inspect the new fuse pin per paragraph (g) of this AD before the accumulation of 5,000 total landings on the fuse pin or within 5 years, whichever is first. Repeat the inspections at least every 3,000 landings or 5 years, whichever is first, except as required by paragraph (n) of this AD. Accomplishing the inspection required by paragraph (n) of this AD terminates the repetitive inspections required by this paragraph.

### **Optional Terminating Action**

(j) For all airplanes: Accomplishment of the rework of the side load fitting and tension fasteners, as applicable, and replacement of midspar fuse pins per Boeing Service Bulletin 767-54-0069, dated October 9, 1997; Revision 1, dated January 29, 1998; or Revision 2, dated August 31, 2000; ends the repetitive inspections required by this AD.

(k) Modification of the nacelle strut and wing structure as required by AD 2000-19-09, amendment 39-11910 (applicable to certain Model 767 series airplanes powered by Rolls-Royce RB211 series engines); AD 2001-02-07, amendment 39-12091 (applicable to certain Model 767 series airplanes powered by Pratt & Whitney engines); or AD 2001-06-12, amendment 39-12159

(applicable to certain Model 767 series airplanes powered by General Electric engines); as applicable; ends the repetitive inspections required by this AD.

### **"Operator's Equivalent Procedure"**

(l) Although Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002, specifies that an "operator's equivalent procedure" may be used for all actions for which the Boeing 767 Airplane Maintenance Manual (AMM) is specified as the appropriate source of service information, this AD requires those actions to be done in accordance with Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002.

### **Actions Done per Previously Issued Service Information**

(m) Inspections and replacements done before February 13, 2003, per Boeing Alert Service Bulletin 767-54A0062, Revision 1, dated May 11, 1994; Revision 2, dated December 21, 1994; Revision 3, dated June 15, 1995; or Revision 4, dated May 7, 1998; are acceptable for compliance with the applicable actions specified in this AD.

### **New Requirements of This AD**

#### **Reduced Repetitive Inspection Intervals**

(n) For airplanes on which any inspection required by paragraphs (g) and (i) of this AD has been done: Do the inspections specified in paragraph (p) of this AD at the earlier of the times specified in paragraphs (n)(1) and (n)(2) of this AD. Repeat the inspection thereafter at intervals not to exceed 2,000 flight cycles or 2 years, whichever occurs first, except as provided by paragraph (o) of this AD. Accomplishing this paragraph terminates the repetitive inspection requirements of paragraphs (g) and (i) of this AD.

(1) At the later of the times specified in paragraphs (n)(1)(i) and (n)(1)(ii) of this AD.

(i) Within 2,000 flight cycles or 2 years after the last inspection done in accordance with paragraph (g) of this AD, whichever occurs first.

(ii) Within 30 days after the effective date of this AD.

(2) Within 3,000 flight cycles or 5 years, whichever occurs first after the last inspection done in accordance with paragraph (g) of this AD.

(o) For airplanes identified in paragraph (g) of this AD and on which a new or serviceable midspar fuse pin is installed on or after the effective date of this AD: Do the inspections specified in paragraph (p) of this AD before the accumulation of 5,000 total flight cycles on the midspar fuse pin or within 5 years after the installation of the new midspar fuse pin, whichever occurs first. Repeat the inspections thereafter at the times specified in paragraph (n) of this AD.

#### **Inspection and Related Corrective and Investigative Actions**

(p) At the applicable times specified in paragraphs (n) and (o) of this AD: Do a detailed inspection of the midspar fuse pin for cracking and corrosion; and do all applicable actions specified in paragraphs (p)(1) through (p)(4) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009. As an option during accomplishment of the requirements of paragraphs (p)(1) through (p)(4) of this AD, the inspected midspar fuse pin may be replaced with a new or serviceable fuse pin in accordance with the

Accomplishment Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009, and the inspection repeated at the time specified in paragraph (o) of this AD.

(1) If no crack and no corrosion is found during the detailed inspection, before further flight, do an eddy current inspection (ECI) for any cracking, and before further flight, do the applicable actions specified in paragraphs (p)(1)(i) through (p)(1)(iii) of this AD.

(i) If no crack is found during the on-wing ECI, do Part 5, "Fuse Pin Secondary Retention Hardware Installation," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(ii) If no crack is found during off-wing ECI, reinstall the fuse pin.

(iii) If any crack is found during the ECI, do a magnetic particle inspection (MPI) in accordance with Part 4, "Magnetic Particle Inspection of the Midspar Fuse Pin for Any Crack," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(A) If no crack is found during the MPI, reinstall the fuse pin.

(B) If any crack is found during the MPI, do Part 3, "Midspar Fuse Pin Replacement," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(2) If any crack is found during the detailed inspection, before further flight, do Part 3, "Midspar Fuse Pin Replacement," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(3) If, during the detailed inspection, no crack is found, and corrosion is found only on a non-critical surface as defined in Appendix A of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009, before further flight, rework the fuse pin to remove the corrosion, and do the applicable actions specified in paragraphs (p)(3)(i) and (p)(3)(ii) of this AD.

(i) If all the corrosion is removed and the fuse pin is still serviceable, as specified in Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009: Do an ECI in accordance with Figure 3 (on-wing) or Figure 4 (off-wing) of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009, or MPI in accordance with Part 4, "Magnetic Particle Inspection of the Midspar Fuse Pin for Any Crack," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(A) If no crack was found during the on-wing ECI, do Part 5, "Fuse Pin Secondary Retention Hardware Installation," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(B) If no crack was found during the off-wing ECI, install the fuse pin.

(C) If any crack was found during either on-wing or off-wing ECI, do Part 4, "Magnetic Particle Inspection of the Midspar Fuse Pin for Any Crack," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(D) If the MPI is accomplished and no crack was found, reinstall the fuse pin.

(E) If the MPI is accomplished, and any cracking was found, do Part 3, "Midspar Fuse Pin Replacement," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(ii) If the corrosion cannot be completely removed or if removing all the corrosion makes the fuse pin unserviceable, do Part 3, "Midspar Fuse Pin Replacement," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(4) If, during the detailed inspection, no crack is found, and any corrosion found is on a critical surface as defined in Appendix A of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009, before further flight, do an ECI and do the applicable actions specified in paragraphs (p)(4)(i) and (p)(4)(ii) of this AD.

(i) If no crack is found during the ECI, repair in accordance with the procedures specified in paragraph (r) of this AD.

(ii) If any crack is found during the ECI, do an MPI in accordance with Part 6, "Magnetic Particle Inspection of the Midspar Fuse Pin for Any Crack Prior to Repair," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

(A) If no crack is found during the MPI, repair in accordance with the procedures specified in paragraph (r) of this AD.

(B) If any crack is found during the MPI, do Part 3, "Midspar Fuse Pin Replacement," of the Work Instructions of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009.

### **Special Flight Permit**

(q) 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 corrective action can be accomplished, provided that the conditions in paragraphs (q)(1), (q)(2), and (q)(3) of this AD are met.

(1) Airplanes have zero or one midspar fuse pin per wing having any of the inspection results or corrosion conditions detailed in paragraphs (q)(1)(i) through (q)(1)(ix) of this AD.

(i) Crack is found by detailed inspection (Condition 1 in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009).

(ii) No crack is found, and any corrosion found is on non-critical surface (Condition 2 in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009).

(iii) Any corrosion found is removed (Condition 2.1 in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009).

(iv) Any crack is found during an ECI required by paragraph (p)(3)(i) of this AD and cannot be refuted (or proved false) by an MPI required by paragraph (p)(3)(i)(C) of this AD (Condition 2.1.1 in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009).

(v) Any crack is found by MPI (Condition 2.1.3 in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009).

(vi) Any corrosion found is not removed (Condition 2.2 in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009).

(vii) Crack is found by detailed inspection (Condition 3 in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009).

(viii) Any crack is found during an ECI required by paragraph (p)(4) of this AD (Condition 3.1 in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009).

(ix) No crack is found during an ECI required by paragraph (p)(4) of this AD (Condition 3.2 in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009).

(2) An additional ECI of both midspar fuse pins on each wing for any cracking is done and verifying that the airplane meets the criteria specified in paragraph (q)(1) of this AD.

(3) A detailed inspection of the other strut-to-wing load paths (including the upper link, upper link fuse pin, diagonal brace, and lower diagonal brace fuse pin) for any cracking is done.

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

(r)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601

Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6577; fax (425) 917-6590. Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by 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.

(4) Alternative methods of compliance, approved previously in accordance with AD 2003-03-02, for the actions specified in paragraph (i) of that AD, are approved as alternative methods of compliance with paragraph (h) of this AD.

### Material Incorporated by Reference

(s) You must use Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009, to do the actions required by this AD, unless the AD specifies otherwise. If you accomplish the optional actions specified by this AD, you must use the service information specified in Table 1 of this AD to do those actions, unless the AD specifies otherwise.

**Table 1 – Material incorporated by reference for optional terminating action in this AD**

<b>Boeing Service Bulletin -</b>	<b>Revision -</b>	<b>Dated -</b>
767-54-0069	Original	October 9, 1997
767-54-0069	1	January 29, 1998
767-54-0069	2	August 31, 2000

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 767-54A0062, Revision 6, dated November 5, 2009; and Boeing Service Bulletin 767-54-0069, dated October 9, 1997; under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The Director of the Federal Register previously approved the incorporation by reference of Boeing Service Bulletin 767-57-0069, Revision 2, dated August 31, 2000, on March 5, 2001 (66 FR 8085, January 29, 2001).

(3) The Director of the Federal Register previously approved the incorporation by reference of Boeing Service Bulletin 767-54-0069, Revision 1, dated January 29, 1998, on October 17, 2000 (65 FR 58641, October 2, 2000).

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

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

(6) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on January 22, 2010.  
Ali Bahrami,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2010-04-01 Dassault-Aviation:** Amendment 39-16194. Docket No. FAA-2009-0994; Directorate Identifier 2009-NM-108-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective March 19, 2010.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to Dassault-Aviation Model Falcon 900EX airplanes, certificated in any category, with serial numbers 120 through 123 inclusive, 125 through 127 inclusive, 129, 132, 134 through 145 inclusive, 147, 151, 153, 155, 157 through 159 inclusive, 163, 165, 168 through 170 inclusive, 172, 174, 178, 182, 183, 194, 196, 197, 199, and 206.

**Subject**

- (d) Air Transport Association (ATA) of America Code 35: Oxygen.

**Reason**

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

A quality control performed during completion of one Falcon 900EX aeroplane has shown that the crew and passenger Right-Hand (RH) oxygen lines may both interfere with the frame 8 of the aeroplane structure. A subsequent design review of the oxygen lines routing has confirmed that, on certain aeroplanes, equipped in RH mid-cabin with a 115 cu-ft oxygen cylinder, the installation of the line support assembly at frame 8 needs to be accomplished with precaution; otherwise, the oxygen lines might interfere with the structure, and this condition could lead to an oxygen leak.

As a result, [European Aviation Safety Agency (EASA)] Airworthiness Directive 2009-0104 was issued to require inspection of the oxygen lines [for signs of interference and chafing damage], replacement of any damaged lines and modification of their support assembly. Since then, it has been found that the applicability of the AD had not been correctly defined.

This [EASA] AD retains the requirements of AD 2009-0104 which is superseded and corrects the applicability.

The unsafe condition is an oxygen leak, which would result in insufficient oxygen flow to passenger oxygen masks during a depressurization event. Modifying the support assembly of the oxygen lines includes drilling holes to install improved support bracket assemblies at frame 8, stringers 11 and 13, and installing the improved assemblies.

### **Actions and Compliance**

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

(1) Within 2 months after the effective date of this AD, inspect the oxygen lines in accordance with Part 1 of the Accomplishment Instructions of Dassault Mandatory Service Bulletin F900EX-347, Revision 1, dated May 18, 2009. If any interference or damage is found, before further flight, replace the oxygen lines and install improved brackets, in accordance with Part 2 of the Accomplishment Instructions of Dassault Mandatory Service Bulletin F900EX-347, Revision 1, dated May 18, 2009.

(2) If no interference and no damage are found during the inspection required by paragraph (f)(1) of this AD: Within 72 months after the effective date of this AD, replace the oxygen line support assemblies, in accordance with Part 2 of the Accomplishment Instructions of Dassault Mandatory Service Bulletin F900EX-347, Revision 1, dated May 18, 2009.

(3) Actions accomplished before the effective date of this AD in accordance with Dassault Mandatory Service Bulletin F900EX-347, dated March 19, 2009, are acceptable for compliance with corresponding actions specified in this AD.

### **FAA AD Differences**

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

### **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: 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. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

**Related Information**

(h) Refer to MCAI EASA Airworthiness Directive 2009-0126, dated June 18, 2009; and Dassault Mandatory Service Bulletin F900EX-347, Revision 1, dated May 18, 2009; for related information.

**Material Incorporated by Reference**

(i) You must use Dassault Mandatory Service Bulletin F900EX-347, Revision 1, dated May 18, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact 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 or 425-227-1152.

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

Issued in Renton, Washington, on January 29, 2010.

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



**2010-04-02 Airbus:** Amendment 39-16195. Docket No. FAA-2009-0613; Directorate Identifier 2009-NM-013-AD.

## Effective Date

- (a) This airworthiness directive (AD) becomes effective March 19, 2010.

## Affected ADs

- (b) None.

## Applicability

(c) This AD applies to Airbus Model A310-221, -222, -322, -324, and -325 airplanes, and Model A300 B4-620, B4-622, B4-622R, and F4-622R airplanes, all serial numbers; certificated in any category; equipped with Pratt & Whitney PW4000 or JT9D-7R4 series engines.

## Subject

- (d) Air Transport Association (ATA) of America Code 78: Engine exhaust.

## Reason

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

During the year 2000, life extension exercise programs were launched for Airbus A310 and A300-600 aircraft. Certification of Extended Service Goal (ESG) is based on analysis, except for fan cowl and thrust reverser (T/R) latches, which are always certified by tests.

Currently, the Airworthiness Limitation Item (ALI) task 54-50-28 for engine pylon T/R hinges requires inspection every 1,200 Flight Cycles (FC). An analysis performed by Airbus shows that forward and aft T/R door latches have been demonstrated successful for ESG, with inspection task every 1,200 FC. However, testing of the T/R door centre latch has shown that this does not meet the requirements for ESG.

For the reason described above, this EASA AD requires the replacement of the T/R centre latches with serialized latches on LH [left hand] and RH [right hand] engines and repetitive [detailed] inspections [for cracking] of the serialized latches. In addition, this AD introduces a life limit of 18,000 FC for the serialized centre latches.

The unsafe condition is possible failure of the T/R latch and detachment of the T/R from the airplane, which could result in structural damage and consequent reduced controllability of the airplane. The corrective action includes replacing the T/R latch if any surface crack is found during any inspection.

## **Actions and Compliance**

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

(1) Before the accumulation of 30,000 total flight cycles since first flight of the airplane, or within 1,200 flight cycles after the effective date of this AD, whichever occurs later: Replace the non-serialized T/R center latch LH (left hand) and RH (right hand) sides, having part number (P/N) 221D0029-11 and P/N 221D0029-13, with a serialized T/R center latch having P/N 221D0029-15 in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-78-6029 (for Model A300 B4-620, B4-622, B4-622R, and F4-622R airplanes) or A310-78-2030 (for Model A310-221, -222, -322, -324, and -325 airplanes), both including Appendix 1, both dated October 3, 2008.

(2) Within 1,200 flight cycles after accomplishing the replacement required by paragraph (f)(1) of this AD: Perform a detailed inspection for surface cracking of the T/R center serialized latches having P/N 221D0029-15, in accordance with the Accomplishment Instructions of Pratt & Whitney Service Bulletins PW4NAC 78-113 (for airplanes equipped Pratt & Whitney PW4000 series engines) and PW7R4 78-182 (for airplanes equipped JT9D-7R4 series engines), both dated August 15, 2005; as applicable. If any crack is found, before further flight, replace the serialized T/R center latch with a new serialized T/R center latch in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-78-6029 or A310-78-2030, both including Appendix 1, both dated October 3, 2008; as applicable. Repeat the inspection thereafter at intervals not to exceed 1,200 flight cycles.

Note 1: Concurrent accomplishment of the inspections required by paragraph (f)(2) of this AD, with the inspections for engine pylon T/R hinges specified by ALI Task 54-50-28, is recommended.

(3) Before the accumulation of 18,000 total flight cycles since accomplishing the most recent replacement required by paragraph (f)(1) or (f)(2) of this AD: Replace the serialized T/R center latch having P/N 221D0029-15 with a new serialized T/R center latch having P/N 221D0029-15 in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-78-6029 (for Model A300 B4-620, B4-622, B4-622R, and F4-622R) or A310-78-2030 (for Model A310-221, -222, -322, -324, and -325 airplanes), both including Appendix 1, both dated October 3, 2008. Replacement of the center latches does not constitute terminating action for the repetitive inspections required by paragraph (f)(2) of this AD.

## **FAA AD Differences**

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

## **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal

maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

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

(3) **Reporting Requirements:** For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

**Related Information**

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2008-0226, dated December 19, 2008; and the service information contained in Table 1 of this AD; for related information.

**Table 1 – Related Service Information**

<b>Document</b>	<b>Date</b>
Airbus Mandatory Service Bulletin A300-78-6029, including Appendix 1	October 3, 2008
Airbus Mandatory Service Bulletin A310-78-2030, including Appendix 1	October 3, 2008
Pratt &Whitney Service Bulletin PW4NAC 78-113	August 15, 2005
Pratt &Whitney Service Bulletin PW7R4 78-182	August 15, 2005

**Material Incorporated by Reference**

(i) You must use the service information contained in Table 2 of this AD to do the actions required by this AD, as applicable, unless the AD specifies otherwise.

**Table 2 – Material incorporated by reference**

<b>Document</b>	<b>Date</b>
Airbus Mandatory Service Bulletin A300-78-6029, including Appendix 1	October 3, 2008
Airbus Mandatory Service Bulletin A310-78-2030, including Appendix 1	October 3, 2008
Pratt &Whitney Service Bulletin PW4NAC 78-113	August 15, 2005
Pratt &Whitney Service Bulletin PW7R4 78-182	August 15, 2005

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

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

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

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

Issued in Renton, Washington, on January 28, 2010.

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



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**2010-04-03 Airbus:** Amendment 39-16196. Docket No. FAA-2009-0717; Directorate Identifier 2009-NM-002-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective March 19, 2010.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to all Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; certificated in any category.

**Subject**

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

**Reason**

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

Following scheduled maintenance, an A310 operator reported finding cracks around the wing top skin panels fastener holes at Rib 2 (LH or RH) [left-hand or right-hand], between stringers 2 and 14 on some of its aircraft.

This condition, if not corrected, may lead to degradation of the structure in this area. An inspection programme is necessary to restore and retain the structural integrity.

For the reason described above, this AD requires the implementation of an inspection programme that will ensure that any visible cracks in the wing top skin panels 1 and 2 along Rib 2 are detected in time and repaired appropriately.

**Note:** The General Visual Inspection requested by the existing and applicable Airworthiness Limitation Items (ALI) tasks may not be adequate to detect these cracks.

**Actions and Compliance**

- (f) Unless already done, do the following actions:
  - (1) Do a detailed visual inspection around fastener holes in the wing top skin panels 1 and 2, along rib 2 between the right side and left side of the front and rear spars, at the applicable

compliance time in Table 1 of this AD; as applicable to the airplane model and Short Range (SR) use, average flight time (AFT) equal to or less than 4 hours; or Long Range (LR) use, AFT exceeding 4 hours; in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310-57-2096, dated May 6, 2008.

Note 1: To establish the AFT, take the accumulated flight time (counted from the take-off up to the landing) and divide by the number of accumulated flight cycles. This gives the average flight time per flight cycle.

**Table 1 – Compliance times for detailed visual inspection**

<b>Model</b>	<b>Compliance Time (whichever occurs later)</b>
(i) A310-203, A310-204, A310-221, and A310-222 airplanes	(A) Prior to the accumulation of 18,700 flight cycles or 37,400 flight hours since first flight of the airplane, whichever occurs first; or (B) Within 430 flight cycles or 860 flight hours, whichever occurs first, after the effective date of this AD
(ii) ‘SR’ A310-304, A310-322, A310-324, and A310-325 short range airplanes	(A) Prior to the accumulation of 17,300 flight cycles or 48,400 flight hours since first flight of the airplane, whichever occurs first; or (B) Within 400 flight cycles or 1,100 flight hours, whichever occurs first, after the effective date of this AD
(iii) ‘LR’ A310-304, A310-322, A310-324, and A310-325 long range airplanes	(A) Prior to accumulation of 12,800 flight cycles or 64,300 flight hours since first flight of the airplane, whichever occurs first; or (B) Within 300 flight cycles or 1,450 flight hours, whichever occurs first, after the effective date of this AD

(2) As of the effective date of this AD, if any repair has already been done as a result of finding skin cracks at rib 2 in the area to be inspected, the inspection requirements of this AD are not required for the repaired area. Instead, for previously repaired areas, continue the inspection in accordance with the procedures specified in paragraph (g) of this AD. The rest of the rib 2 area not covered by the repair must be inspected in accordance with the requirements of this AD.

(3) If no crack is found, repeat the inspection required by paragraph (f)(1) of this AD thereafter at the intervals not to exceed those specified in Table 2 of this AD, as applicable.

**Table 2 – Compliance times for repetitive inspection interval**

<b>Model</b>	<b>Repetitive Inspection Interval</b>
A310-203, A310-204, A310-221, and A310-222 airplanes	Within 1,700 flight cycles or 3,500 flight hours, whichever occurs first
‘SR’ A310-304, A310-322, A310-324, and A310-325 short range airplanes	Within 1,600 flight cycles or 4,600 flight hours, whichever occurs first
‘LR’ A310-304, A310-322, A310-324, and A310-325 long range airplanes	Within 1,200 flight cycles or 6,100 flight hours, whichever occurs first

(4) If any crack is found during any inspection required by paragraph (f)(1) or (f)(3) of this AD, before further flight, repair in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310-57-2096, dated May 6, 2008. For previously repaired areas, continue the inspection in accordance with the procedures specified in paragraph (g) of this AD.

(5) After each inspection required by this AD, submit an inspection report in accordance with Airbus Mandatory Service Bulletin A310-57-2096, dated May 6, 2008; at the times specified in paragraphs (f)(5)(i) or (f)(5)(ii) of this AD, as applicable.

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

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

**FAA AD Differences**

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

**Other FAA AD Provisions**

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

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

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

## **Related Information**

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2008-0211, dated December 4, 2008; and Airbus Mandatory Service Bulletin A310-57-2096, dated May 6, 2008; for related information.

## **Material Incorporated by Reference**

(i) You must use Airbus Mandatory Service Bulletin A310-57-2096, including Appendix 1, dated May 6, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on January 28, 2010.

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