



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2009-26

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-2209

LARGE AIRCRAFT

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

Biweekly 2009-01

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

Biweekly 2009-02

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

Biweekly 2009-03

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

Biweekly 2009-04

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

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Biweekly 2009-05

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

Biweekly 2009-06

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

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

Biweekly 2009-07

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

Biweekly 2009-08

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

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Biweekly 2009-09

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

Biweekly 2009-10

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

Biweekly 2009-11

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

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Biweekly 2009-12

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

Biweekly 2009-13

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

Biweekly 2009-14

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

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Biweekly 2009-15

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

Biweekly 2009-16

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

Biweekly 2009-17

2008-16-09 R1	R 2008-16-09	Short Brothers PLC	SD-3-60
2009-16-01		BAE Systems	Jetstream 4101
2009-16-05		Fokker Services B.V	F.27 Mark 050
2009-16-06		Boeing	767-200, -300, -300F, and -400ER
2009-16-14	S 2005-20-03	Boeing	737-100, -200, -200C, -300, -400, and -500
2009-17-01		Gulfstream Aerospace Corporation	G-IV, GIV-X, GV, GV-SP

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Biweekly 2009-18			
2009-16-07	S 2006-10-17	Boeing	737-600, -700, -700C, -800, and -900
2009-17-02		Saab AB, Saab Aerosystems	SAAB 340A (SAAB/SF340A) and SAAB 340B
2009-17-03		BAE Systems	BAe 146 and Avro 146-RJ
2009-17-04		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232
2009-17-05		Honeywell International Inc.	Engine: TPE331-10 and TPE331-11
2009-18-01		CFM International, S.A	Engine: CFM56-5B1/P; -5B2/P; -5B3/P; -5B3/P1; -5B4/P; -5B4/P1; -5B5/P; -5B6/P; -5B7/P; -5B8/P; -5B9/P
2009-18-02		Boeing	767-200, -300, -300F, and -400ER
2009-18-05		Fokker Services B.V	F.27 Mark 050 and F.28 Mark 0100
2009-18-06		Construcciones Aeronauticas, S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300
2009-18-07	S 2005-20-30	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747SP, and 747SR
Biweekly 2009-19			
2009-02-06 R1	R 2009-02-06	Boeing	737-300, -400, and -500
2009-15-19		BAE Systems	BAe 146-100A and 146-200A
2009-18-08	S 2004-03-33	Airbus	See AD
2009-18-09	S 99-20-01	Fokker Services B.V	F.28 Mark 0100, F.28 Mark 0070
2009-18-10	S 2008-17-10	Boeing	707-100 long body, -200, -100B long body, -100B short body, 707-300, -300B, -300C, and -400 series airplanes; and Model 720 and 720B
2009-18-11		Fokker Services	F.28 Mark 0070 and 0100
2009-18-12		Bombardier, Inc	
2009-18-13		Rolls-Royce plc	Engine: RB211 Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84
2009-18-14	S 2004-09-16	328 Support Services GmbH	328-100 and 328-300
2009-18-16	S 2006-02-06	Airbus	A310-203, -204, -221, -222, -304, -322, -324 and -325
2009-18-18		ATR-GIE Avions De Transport Régional	ATR42-200, -300, -320, and -500 airplanes and Model ATR72-101, -201, -102, -202, -211, -212, and -212A
2009-18-19		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2009-18-20		Airbus	A330-300, A340-200, and A340-300, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2009-19-01		Airbus	A300 B2-1C, B2-203, B2K-3C, B4-103, B4-203, and B4-2C
2009-19-02		Boeing	737-600, -700, -700C, -800, -900 and -900ER
Biweekly 2009-20			
2009-18-15	S 87-16-06	Airbus	A300, A310, and A300-600
2009-19-03	S 2009-13-10	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201
2009-19-04	S 2008-08-01	McCauley Propeller Systems	Propeller: B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, and C5JFR36C1104/L114HCA-0
2009-19-05		Boeing	747, 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP, 747-400, 747-400D, and 747-400F
2009-20-01		Boeing	727-281

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2009-21			
2009-20-02		Boeing	767-200 and -300
2009-20-03		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2009-20-05		Airbus	A318, A319, A320, and A321
2009-20-06	S 88-06-03	Airbus	A310-203 and -222 airplanes, and Model A300 B4-620
2009-20-08		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2009-20-09		Boeing	767-200, -300, and -300F
2009-20-11		Boeing	737-300, -400, and -500
2009-20-12		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, and 747SR
Biweekly 2009-22			
2007-23-05 R1		Saab	SAAB 2000
2009-20-10		CASA	C-212-CB, C-212-CC, C-212-CD and C-212-CE
2009-20-14	S 86-07-01	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75
2009-21-01		Boeing	737-300 series, 737-400 series
2009-21-03		Hamilton Sundstrand Power Systems	Appliance: T-62T-46C12 auxiliary power units
2009-21-05		Airbus	A340-211, -212, and -213 series; A340-311, -312, and -313 series
2009-21-06		328 Support Services GmbH	328-100 and -300
2009-21-09	S 2003-15-06	Rolls-Royce plc	Engine: RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 892-17, Trent 892B-17, and Trent 895-17
Biweekly 2009-23			
2007-21-14 R1		Airbus	
2007-22-03 R1		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300-600
2008-04-18 R1		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2008-04-19 R1		ATR-GIE Avions de Transport Régional	ATR 42-200, -300, -320, and -500 airplanes; and all ATR Model ATR 72-101, -201, -102, -202, -211, -212, and -212A
2008-05-18 R1		Fokker Services B.V	F.27 Mark 050 airplanes, all serial numbers; and Fokker F.27 Mark 200, 300, 400, 500, 600, and 700
2008-09-06 R1		Saab AB, Saab Aerosystems	SAAB 340A (SAAB/SF340A) and SAAB 340B
2008-10-07 R1		Boeing	
2009-01-06 R1		328 Support Services GmbH	328-300
2009-21-02		Airbus	
2009-21-04		Rolls-Royce Deutschland Ltd & Co KG	Engine: BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30
2009-21-07		General Electric Company	Engine: CF6-80C2
2009-21-12		Airbus	A300 B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, C4-605R
2009-22-01	S 2008-10-14	Rolls-Royce Deutschland Ltd & Co KG	Engine: RRD Tay 650-15
2009-22-06		International Aero Engines AG	Engine: V2500-A1, V2527E-A5, V2530-A5, and V2528-D5
2009-22-07		Saab AB, Saab Aerosystems	SAAB 2000
2009-22-08		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP, Boeing Model 757-200, -200PF, and -300
2009-22-09		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)
2009-22-12		Bombardier	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)
2009-22-13		Boeing	767-200, -300, -300F, and -400ER
2009-22-14		Boeing	747-200C and 747-200F

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2009-24			
2009-23-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2009-23-03	S 2006-24-11	Hawker Beechcraft Corporation	1900, 1900C, 1900 (C-12J), and 1900D
2009-23-04		Boeing	767-200, -300, -300F, and -400ER
2009-23-05		Airbus	A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, and A321-232
2009-23-07		Saab AB, Saab Aerosystems	SAAB 340A (SAAB/SF340A) and SAAB 340B
2009-23-09		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A)
2009-23-10	S 2008-15-05	Boeing	737-300, -400, and -500
2009-23-11		Empresa Brasileira de Aeronautica S.A.	EMB-500
2009-23-12		SOCATA	TBM 700
Biweekly 2009-25			
2007-11-18 R1	R 2007-11-18	General Electric Company:	Engine: CF6-50C, CF6-50C1, CF6-50C2, and CF6-50C2R
2007-15-06 R1	R 2007-15-06	Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-111, -211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2008-06-20 R1	R 2008-06-20 R1	Fokker Services B.V	F.28 Mark 0070 and 0100 and Model F.28 Mark 1000, 2000, 3000, and 4000
2008-06-21 R1	R 2008-06-21	McDonnell Douglas Corporation	Model DC-10-10 and DC-10-10F, DC-10-15, DC-10-30 and DC-10-30F (KC-10A and KDC-10), 1 DC-10-40 and DC-10-40F, MD-10-10F and MD-10-30F, MD-11 and MD-11F
2008-09-23 R1	R 2008-09-23	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2008-09-24 R1	R 2008-09-24	Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2008-09-25 R1	R 2008-09-25	Bombardier, Inc.	DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, DHC-8-202, DHC-8-301, DHC-8-311, and DHC-8-315
2008-11-02 R1	R 2008-11-02	Lockheed	L-1011
2008-17-01 R1	R 2008-17-01	328 Support Services GMBH	328-100
2009-21-10		AVOX Systems and B/E Aerospace	See AD
2009-24-01		Pratt & Whitney	Engine: JT8D-7, -7A, -7B, -9, -9A, -11, -15, and -17
2009-24-04		Rolls-Royce Corporation	Engine: AE 3007A1/1, AE 3007A1/3, AE 3007A1, AE 3007A1E, AE 3007A1P, AE 3007A3, AE 3007C, and AE 3007C1
2009-24-05		Rolls-Royce plc	Engine: RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17
2009-24-06	S 2008-16-01	General Electric Company	Engine: CF34-8E
2009-24-07		Boeing	737-600, -700, -700C, and -800
2009-24-08		Boeing	777-200, -200LR, -300, and -300ER
2009-24-09		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2009-24-11		General Electric Company	Engine: CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
2009-24-17		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, and 747SR
2009-24-18		Bombardier, Inc.	CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2009-24-19		Airbus	A320-111, -211, -212, -214, -231, -232, and -233
2009-24-20		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700 and 701) CL-600-2D24 (Regional Jet Series 900)
2009-24-21	S 2005-19-08	McDonnell Douglas	DC-9-14, DC-9-15, and DC-9-15F ,DC-9-21 airplanes; Model DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, and DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51 45
2009-24-22		Learjet Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2009-25-05		Bombardier, Inc.	A300 B2-1C, A300 B2-203, A300 B2K-3C, A300 B4-103, A300 B4-203, and A300 B4-2C
2009-25-06	S 2007-18-02	Airbus	
Biweekly 2009-26			
2007-10-10 R1	R 2007-10-10	Airbus	A300-600 series
2008-04-10 R1	R 2008-04-10	Boeing	727, 727C, 727-100, 727-100C, 717-200, and 717-200F series
2009-21-07	COR	General Electric	Engine: CF6-80C2 Series Turbofan
2009-25-04		Airbus	A330-243, -341, -342, and -343
2009-25-11	S 86-18-01	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747-400, 747SR, and 747SP series
2009-25-12		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 series, A340-211, -212, -213, -311, -312, and -313 series, A340-541 and -642
2009-25-13		Bombardier, Inc.	BD-100-1A10 (Challenger 300)
2009-25-14		General Electric	Engine: GE90-110B1, GE90-113B, and GE90-115B series turbofan
2009-26-02		Empresa Brasileira de Aeronautica S.A.	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP



AD 2007-10-10 R1 Airbus: Amendment 39-16134. Docket No. FAA-2009-1114; Directorate Identifier 2009-NM-157-AD.

Effective Date

(a) This airworthiness directive (AD) is effective December 28, 2009.

Affected ADs

(b) This AD revises AD 2007-10-10, Amendment 39-15051.

Applicability

(c) This AD applies to all Airbus Model A300-600 series airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections and critical design configuration control limitations (CDCCLs). Compliance with the operator maintenance documents is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections and CDCCLs, the operator may not be able to accomplish the inspections and CDCCLs described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (j) of this AD. The request should include a description of changes to the required inspections and CDCCLs that will preserve the critical ignition source prevention feature of the affected fuel system.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors caused by latent failures, alterations, repairs, or maintenance actions, could result in fuel tank explosions and consequent loss of the airplane.

Compliance

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

Restatement of Requirements of AD 2007-10-10, With Revised Service Information:

Revise Airworthiness Limitations Section (ALS) To Incorporate Fuel Maintenance and Inspection Tasks

(f) Within 3 months after June 27, 2007 (the effective date of AD 2007-10-10), revise the ALS of the Instructions for Continued Airworthiness to incorporate Airbus A300-600 ALS Part 5—Fuel Airworthiness Limitations, dated May 31, 2006, as defined in Airbus A300-600 Fuel Airworthiness

Limitations, Document 95A.1929/05, Issue 1, dated December 19, 2005 (approved by the European Aviation Safety Agency (EASA) on March 13, 2006), Section 1, "Maintenance/Inspection Tasks" (hereafter referred to as Section 1 of Issue 1 of Document 95A.1929/05); or Airbus A300-600 Fuel Airworthiness Limitations, Document 95A.1929/05, Issue 2, dated May 16, 2007, Section 1, "Maintenance/Inspection Tasks" (hereafter referred to as "Section 1 of Issue 2 Document 95A.1929/05"). For all tasks identified in Section 1 of Issue 1 or Issue 2 of Document 95A.1929/05, the initial compliance times start from the later of the times specified in paragraphs (f)(1) and (f)(2) of this AD, and the repetitive inspections must be accomplished thereafter at the intervals specified in Section 1 of Issue 1 or Issue 2 of Document 95A.1929/05, except as provided by paragraph (g) of this AD.

(1) June 27, 2007.

(2) The date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness.

Note 2: Airbus Operator Information Telex (OIT) SE 999.0076/06, dated June 20, 2006, identifies the applicable sections of the Airbus A300-600 airplane maintenance manual necessary for accomplishing the tasks specified in Section 1 of Issue 1 or Issue 2 of Document 95A.1929/05.

Initial Compliance Time for Task 28-18-00-03-1

(g) For Task 28-18-00-03-1, "Operational check of lo-level/underfull/calibration sensors," identified in Section 1 of Issue 1 or Issue 2 of Document 95A.1929/05: The initial compliance time is the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD. Thereafter, Task 28-18-00-03-1 must be accomplished at the repetitive interval specified in Issue 1 or Issue 2 of Document 95A.1929/05.

(1) Prior to the accumulation of 40,000 total flight hours.

(2) Within 72 months or 20,000 flight hours after June 27, 2007, whichever occurs first.

Revise ALS To Incorporate CDCCLs

(h) Within 12 months after June 27, 2007, revise the ALS of the Instructions for Continued Airworthiness to incorporate Airbus A300-600 ALS Part 5—Fuel Airworthiness Limitations, dated May 31, 2006, as defined in Airbus A300-600 Fuel Airworthiness Limitations, Document 95A.1929/05, Issue 1, dated December 19, 2005 (approved by the EASA on March 13, 2006), Section 2, "Critical Design Configuration Control Limitations"; or Airbus A300-600 Fuel Airworthiness Limitations, Document 95A.1929/05, Issue 2, dated May 16, 2007, Section 2, "Critical Design Configuration Control Limitations."

No Alternative Inspections, Inspection Intervals, or CDCCLs

(i) Except as provided by paragraph (j) of this AD: After accomplishing the actions specified in paragraphs (f) and (h) of this AD, no alternative inspections, inspection intervals, or CDCCLs may be used.

New Information

Explanation of CDCCL Requirements

Note 3: Notwithstanding any other maintenance or operational requirements, components that have been identified as airworthy or installed on the affected airplanes before the revision of the ALS, as required by paragraphs (f) and (h) of this AD, do not need to be reworked in accordance with the CDCCLs. However, once the ALS has been revised, future maintenance actions on these components must be done in accordance with the CDCCLs.

Alternative Methods of Compliance (AMOCs)

(j) 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, FAA, Transport Airplane Directorate, 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.

Related Information

(k) European Aviation Safety Agency Airworthiness Directive 2006-0201, dated July 11, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

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

Table 1—All Material Incorporated by Reference

Document	Issue	Date
Airbus A300–600 ALS Part 5—Fuel Airworthiness Limitations	Original	May 31, 2006.
Airbus A300–600 Fuel Airworthiness Limitations, Document 95A.1929/05	1	December 19, 2005.
Airbus A300–600 Fuel Airworthiness Limitations, Document 95A.1929/05	2	May 16, 2007.

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in Table 2 of this AD under 5 U.S.C. 552(a) and 1 CFR part 51.

Table 2—New Material Incorporated by Reference

Document	Issue	Date
Airbus A300–600 Fuel Airworthiness Limitations, Document 95A.1929/05	2	May 16, 2007.

(2) The Director of the Federal Register previously approved the incorporation by reference of the service information contained in Table 3 of this AD on June 27, 2007 (72 FR 28827, May 23, 2007).

Table 3—Material Previously Incorporated by Reference

Document	Issue	Date
Airbus A300–600 ALS Part 5—Fuel Airworthiness Limitations	Original	May 31, 2006.
Airbus A300–600 Fuel Airworthiness Limitations, Document 95A.1929/05	1	December 19, 2005.

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

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

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

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

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2008-04-10 R1 The Boeing Company: Amendment 39-16121. Docket No. FAA-2009-1104; Directorate Identifier 2009-NM-167-AD.

Effective Date

(a) This airworthiness directive (AD) is effective December 30, 2009.

Affected ADs

(b) This AD revises AD 2008-04-10, Amendment 39-15382.

Applicability

(c) This AD applies to all The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance (AMOC) according to paragraph (j) of this AD. The request should include a description of changes to the required inspections that will ensure the continued operational safety of the airplane.

Unsafe Condition

(d) This AD results from a design review of the fuel tank systems. We are issuing this AD to prevent the potential for ignition sources inside fuel tanks caused by latent failures, alterations, repairs, or maintenance actions, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

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

Restatement of AD 2008-04-10, With Change to Compliance Method

Service Information Reference

(f) The term "Document D6-8766-AWL," as used in this AD, means Boeing 727-100/200 Airworthiness Limitations (AWLs), D6-8766-AWL, dated March 2006.

Maintenance Program Revision

(g) Before December 16, 2008, revise the FAA-approved maintenance program to incorporate the information in the sections specified in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD; except that the initial inspection required by paragraph (h) of this AD must be done at the applicable compliance time specified in that paragraph.

(1) Section A, "SCOPE" of Document D6-8766-AWL.

(2) Section B, "FUEL SYSTEMS AIRWORTHINESS LIMITATIONS," of Document D6-8766-AWL.

(3) Section C, "SYSTEM AWL PAGE FORMAT," of Document D6-8766-AWL.

(4) Section D, "AIRWORTHINESS LIMITATIONS–FUEL SYSTEMS," of Document D6-8766-AWL.

Initial Inspection and Repair if Necessary

(h) At the later of the compliance times specified in paragraphs (h)(1) and (h)(2) of this AD, do a detailed inspection of the wire bundles routed over the center fuel tank for damaged clamps, wire chafing, and wire bundles in contact with the surface of the center fuel tank, in accordance with AWL No. 28-AWL-01 of Section D of Document D6-8766-AWL. If any discrepancy is found during the inspection, repair the discrepancy before further flight, in accordance with AWL No. 28-AWL-01 of Section D of Document D6-8766-AWL. Accomplishing AWL No. 28-AWL-01 as part of an FAA-approved maintenance program prior to the applicable compliance time specified in paragraph (h)(1) or (h)(2) of this AD constitutes compliance with the requirements of this paragraph.

Note 2: 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 mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(1) Prior to the accumulation of 36,000 total flight cycles, or within 120 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness, whichever occurs first.

(2) Within 72 months after March 28, 2008 (the effective date AD 2008-04-10).

No Alternative Inspections, Inspection Intervals, or Critical Design Configuration Control Limitations (CDCCLs)

(i) After accomplishing the applicable actions specified in paragraphs (g) and (h) of this AD, no alternative inspections, inspection intervals, or CDCCLs may be used unless the inspections, intervals, or CDCCLs are approved as an AMOC in accordance with the procedures specified in paragraph (j) of this AD.

New Information

Explanation of CDCCL Requirements

Note 3: Notwithstanding any other maintenance or operational requirements, components that have been identified as airworthy or installed on the affected airplanes before the revision of the AWL, as required by paragraph (g) of this AD, do not need to be reworked in accordance with the

CDCCLs. However, once the AWL has been revised, future maintenance actions on these components must be done in accordance with the CDCCLs.

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: Tom Thorson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6508; 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.

Material Incorporated by Reference

(k) You must use Boeing 727-100/200 Airworthiness Limitations (AWLs), D6-8766-AWL, dated March 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register previously approved the incorporation by reference of Boeing 727-100/200 Airworthiness Limitations (AWLs), D6-8766-AWL, dated March 2006, on March 28, 2008 (73 FR 9668, February 22, 2008).

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

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

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

Issued in Renton, Washington, on November 19, 2009.
 Stephen P. Boyd,
 Acting Manager, Transport Airplane Directorate,
 Aircraft Certification Service.



CORRECTION: [*Federal Register: December 14, 2009 (Volume 74, Number 238)*]; Page 66042;
www.access.gpo.gov/su_docs/aces/aces140.html]

2009-21-07 General Electric Company: Amendment 39-16044. Docket No. FAA-2009-0018;
Directorate Identifier 2009-NE-01-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective December 1, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6-80C2 series turbofan engines with thrust reverser ballscrew gearbox assembly adjustable-length end actuators having 3/8-inch rod-ends installed. These engines are installed on, but not limited to, Airbus A300-600/R/F and A310-200/300, and Boeing 747-200B/300/400/400D/400F, 767-200/300/300F/400ER, and MD-11 airplanes.

Unsafe Condition

(d) This AD results from reports of four failures of rod-ends on certain thrust reverser ballscrew gearbox assembly adjustable-length end actuators, leading to partial or complete separation of the transcowl from the engine and airplane during thrust reversal. We are issuing this AD to prevent asymmetric thrust and loss of thrust control.

Compliance

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

Visual Inspection and Fastening Hardware Replacements

(f) Within 500 flight cycles after the effective date of this AD, do the following:

(1) Inspect all translating cowl clevis pin retaining clips and associated fastening hardware, including those on the center drive unit (CDU), to ensure they are properly assembled and securely fastened in place. If a retaining clip is not completely covering the clevis pin and firmly attached to the clevis, remove and replace the fastening hardware. Use paragraphs 3.B.(1) and 3.B.(2), excluding 3.B.(2)(a), of Middle River Aircraft Systems (MRAS) Alert Service Bulletin (ASB) No. CF6-80C2 S/B 78A1162, Revision 3, dated September 10, 2009, to do the inspections.

(2) Remove and inspect all clevis pins for physical damage or significant corrosion. Use paragraphs 3.C.(1) through 3.C.(3), excluding the recording requirement in paragraph 3.C.(3)(b) of

MRAS ASB No. CF6-80C2 S/B 78A1162, Revision 3, dated September 10, 2009, to do the removals, inspections, and part disposition as necessary.

(3) Inspect the clevis assemblies and four clevis fasteners at each of the clevis assemblies (upper, center, and lower) for structural integrity. Use paragraphs 3.F.(1), excluding 3.F.(1)(c) of MRAS ASB No. CF6-80C2 S/B 78A1162, Revision 3, dated September 10, 2009, to do the inspections.

(4) If loose or missing clevis fasteners are found, remove and replace the clevis fasteners, or defer the repair and deactivate the thrust reverser. Use paragraph 3.F.(2) of MRAS ASB No. CF6-80C2 S/B 78A1162, Revision 3, dated September 10, 2009, to do the replacements.

Initial Rod-End Replacements

(g) For all 3/8-inch translating cowl adjustable-length actuator rod-ends having more than 600 flight cycles-since-new on the effective date of this AD, replace them with P/N M81935/1-6, or other approved part number, zero time rod-ends within 500 flight cycles after the effective date of this AD. Use paragraph 3.E., excluding both 3.E.(8) and the recording requirement in paragraph 3.E.(5) of MRAS ASB No. CF6-80C2 S/B 78A1162, Revision 3, dated September 10, 2009, to do the replacements.

Repetitive 3/8-Inch Rod-End Replacements

(h) Repetitively replace the 3/8-inch translating cowl adjustable-length actuator rod-ends that were installed as specified in paragraph (g) of this AD, before they accumulate 11,000 flight cycles, with a zero time 3/8-inch adjustable-length rod-end, P/N M81935/1-6 or other approved part number. Since the rod-ends are not serialized, track their life by using the associated actuator assembly's life. Use paragraphs 3.E., excluding both paragraph 3.E.(8) and the recording requirement in paragraph 3.E.(5), of MRAS ASB No. CF6-80C2 S/B 78A1162, Revision 3, dated September 10, 2009, to do the replacements.

Optional Terminating Action

(i) As an optional terminating action to the repetitive 3/8-inch rod-end replacements required by this AD, replace the 3/8-inch adjustable rod-ends with a 7/16-inch adjustable rod-end and nut or you may replace the adjustable end actuator with a fixed end actuator. Use paragraph 3.E.(1) of MRAS ASB No. CF6-80C2 S/B 78A1162, Revision 3, dated September 10, 2009, to do the replacements.

Installation Prohibition

(j) After the effective date of this AD, do not install rod-ends P/Ns KBE6-59, MS21242S06, B15946-13 or 15946000-13, on any engine subject to this AD. Rod-ends removed to comply with this AD are not eligible for installation on any aircraft.

Previous Credit

(k) Inspections and replacements and optional terminating action performed before the effective date of this AD using MRAS ASB No. CF6-80C2 S/B 78A1162, dated December 30, 2008; Revision 1, dated February 13, 2009; or Revision 2, dated June 22, 2009, satisfy the required initial actions and optional terminating action of this AD.

Alternative Methods of Compliance

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

Related Information

(m) Contact Christopher J. Richards, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: christopher.j.richards@faa.gov; telephone (781) 238-7133; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(n) You must use Middle River Aircraft Systems Alert Service Bulletin No. CF6-80C2 S/B 78A1162, Revision 3, dated September 10, 2009, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Middle River Aircraft Systems, 103 Chesapeake Park Plaza, MF 46, Baltimore, MD 21220; telephone (410) 682-0080; fax (410) 682-0100; or e-mail: bulletins@mras-usa.com, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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 October 2, 2009.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2009-25-04 Airbus: Amendment 39-16123. Docket No. FAA-2009-1109; Directorate Identifier 2009-NM-068-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Airbus Model A330-243, -341,-342, and -343 airplanes, all manufacturing serial numbers (MSN), except those on which Airbus Modification 56722 has been embodied in production.

Subject

- (d) Air Transport Association (ATA) of America Code 73: Engine fuel and control.

Reason

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

An operator of A330 aeroplane fitted with Rolls-Royce (RR) Trent 772 B engines experienced an engine 1 uncontained multiple turbine blade failure. Investigations have shown that High Pressure/Intermediate Pressure (HP/IP) oil vent tubes are prone to be affected by carbon deposit or to be damaged by their outer heat shields leading to a fire inside or outside the vent tube and resulting into IP Turbine (IPT) disc drive arm fracture and thus IPT disc overspeed.

If not corrected, IPT disc overspeed could lead to an uncontained engine failure, i.e. multiple turbine blade failure or HP/IP turbine disc burst, which would constitute an unsafe condition.

In order to protect IPT from overspeed, EASA AD 2008-0101 required to activate Intermediate Pressure Turbine Overspeed (IPTOS) protection function by Data Entry Plug (DEP) reprogramming, which consists in limiting the IPT speed (Engine Thrust) when overheat is detected in IPT, for all A330 aeroplanes fitted with RR Trent 700 engines and equipped with Multi Mode Receivers.

Original issue of AD 2008-0101 had a limited applicability due to Flight Warning Computer compatibility issue with aircraft not equipped with Multi Mode Receivers. Airbus has now developed a new Flight Warning Computer standard T2 whose

embodiment is also possible on A330 aeroplane fitted with RR Trent 700 engines not equipped with Multi Mode Receivers.

For the above described reasons, this AD retains the requirement of EASA AD 2008-0101, which is superseded, and extends the applicability to all A330 aeroplanes fitted with RR Trent 700 engines.

Actions and Compliance

(f) Unless already done, do the following actions: Within 12 months after the effective date of this AD, do the actions specified in paragraph (f)(1) of this AD.

(1) Reprogram the data entry plug on both engines to activate the intermediate pressure turbine overspeed protection function, including doing applicable revisions of the Airplane Flight Manual (AFM), in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-73-3049, Revision 01, dated November 13, 2008.

Note 1: IPTOS function activation has the following operational consequences: Modification of the AFM and the flightcrew operating manual (FCOM). Accomplishment of the actions specified in Airbus Mandatory Service Bulletin A330-73-3049, Revision 01, dated November 13, 2008 (Airbus Modification 56722), cancels Airbus A330 AFM Supplement 6.03.08, dated June 2, 2006; and Volumes 1 and 3 (1.70.20, 1.70.95, and 3.02.70) of the Airbus A330 FCOM have been modified.

(2) Actions accomplished before the effective date of this AD in accordance with Airbus Mandatory Service Bulletin A330-73-3049, dated November 14, 2007, are considered acceptable for compliance with the corresponding action specified in paragraph (f)(1) 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: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (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 Mandatory Continuing Airworthiness Information EASA Airworthiness Directive 2009-0075, dated April 6, 2009; and Airbus Mandatory Service Bulletin A330-73-3049, Revision 01, dated November 13, 2008; for related information.

Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A330-73-3049, Revision 01, dated November 13, 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 SAS–Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80, e-mail airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>.

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

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

Issued in Renton, Washington, on November 23, 2009.

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



2009-25-11 Boeing: Amendment 39-16131. Docket No. FAA-2009-0682; Directorate Identifier 2008-NM-200-AD.

Effective Date

(a) This AD becomes effective January 14, 2010.

Affected ADs

(b) This AD supersedes AD 86-18-01, Amendment 39-5390.

Applicability

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747-400, 747SR, and 747SP series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-53A2749, dated September 25, 2008.

Subject

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

Unsafe Condition

(e) This AD results from a report of a crack found in a body frame with a tapered side guide bracket at fuselage station 1800, located on the left side between stringers 39 and 40; the frame was severed. The Federal Aviation Administration is issuing this AD to detect and correct the loss of structural integrity of the fuselage, which could result in rapid depressurization of the airplane.

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.

Restatement of Requirements of AD 86-18-01, With Revised Service Information

Repetitive Inspections

(g) For airplanes listed in Boeing Alert Service Bulletin 747-53A2237, Revision 1, dated March 28, 1986: Perform a detailed visual inspection for frame cracking from fuselage section 540 to 760, and 1820 to 1900, stringers 35 left to 42 left, in accordance with Section III of Boeing Alert Service Bulletin 747-53A2237, Revision 1, dated March 28, 1986. Do the inspection at the time specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, as applicable. If any crack is found, before further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, or using a method approved in accordance with the procedures specified in

paragraph (p) of this AD. Repeat the inspection at intervals not to exceed 3,000 landings until the terminating action specified in paragraph (g)(4) or (k) of this AD is performed.

(1) Within 300 landings for airplanes that have accumulated more than 12,000 landings on September 17, 1986 (the effective date of AD 86-18-01, amendment 39-5390).

(2) Within 800 landings for airplanes that have accumulated 10,000 to 12,000 landings on September 17, 1986.

(3) Within 800 landings or prior to the accumulation of 10,000 landings, whichever occurs later, for airplanes that have accumulated less than 10,000 landings on September 17, 1986.

(4) Modification of the frames before the effective date of this AD in accordance with Boeing Alert Service Bulletin 747-53A2237, Revision 1, dated March 28, 1986, constitutes terminating action for the repetitive inspections required by paragraph (g) of this AD.

(h) For airplanes listed in Boeing Alert Service Bulletin 747-53A2259, Revision 1, dated April 18, 1986: Perform a visual inspection of cargo side guide support brackets from fuselage station 1500 to 1800, right and left hand side, for a proper machined taper in accordance with Section III of Boeing Alert Service Bulletin 747-53A2259, Revision 1, dated April 18, 1986. Do the inspection at the time specified in paragraph (h)(1), (h)(2), or (h)(3) of this AD, as applicable. If any cargo side guide support bracket is improperly tapered, before further flight, perform a detailed visual inspection of the frame area adjacent to the untapered bracket for cracking in accordance with Boeing Alert Service Bulletin 747-53A2259, Revision 1, dated April 18, 1986. If any crack is found, before further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, or using a method approved in accordance with the procedures specified in paragraph (p) of this AD. Repeat the detailed visual inspection at intervals not to exceed 3,000 landings until the terminating action specified in paragraph (h)(4) of this AD is performed. Accomplishment of the inspections required by paragraph (k) of this AD terminates the inspections required by this paragraph.

(1) Within 300 landings for airplanes that have accumulated more than 12,000 landings on September 17, 1986 (the effective date of AD 86-18-01, amendment 39-5390).

(2) Within 800 landings for airplanes that have accumulated 10,000 to 12,000 landings on September 17, 1986.

(3) Within 800 landings or prior to the accumulation of 10,000 landings, whichever occurs later, for airplanes that have accumulated less than 10,000 landings on September 17, 1986.

(4) Installation of a tapered strap adjacent to the affected brackets before the effective date of this AD in accordance with Boeing Alert Service Bulletin 747-53A2259, Revision 1, dated April 18, 1986, constitutes terminating action for the repetitive inspections required by paragraph (h) of this AD.

(i) For Boeing Model 747SR airplanes only, based on continued mixed operation of cabin pressure differentials, the initial inspection thresholds and reinspection intervals specified in AD 86-18-01 may be multiplied by a 1.2 adjustment factor. This provision is not applicable to paragraphs (k), (m), and (n) of this AD.

(j) For the purposes of complying with AD 86-18-01, the number of landings may be determined to equal the number of pressurization cycles where the cabin pressure differential was greater than 2.0 pounds per square inch. This provision is not applicable to paragraphs (k), (m), and (n) of this AD.

New Requirements of This AD

Repetitive Inspections

(k) For airplanes identified in Boeing Alert Service Bulletin 747-53A2749, dated September 25, 2008, that have accumulated 22,000 or fewer total flight cycles as of the effective date of this AD: Do

initial and repetitive detailed inspections for frame cracking from fuselage body stations 1500 to 1800, stringers 39 to 40, by doing all the actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2749, dated September 25, 2008, except as required by paragraph (l) of this AD. Do the inspections and corrective actions at the times specified in paragraph 1.E. of Boeing Alert Service Bulletin 747-53A2749, dated September 25, 2008, except as required by paragraphs (m) and (n) of this AD. Accomplishment of the inspections required by this paragraph terminates the inspections required by paragraph (h) of this AD.

Exceptions to Service Bulletin Procedures

(l) If any crack is found during any inspection required by this AD, and Boeing Alert Service Bulletin 747-53A2749, dated September 25, 2008, specifies to contact Boeing for appropriate action: Before further flight, repair the crack using a method approved in accordance with the procedures specified in paragraph (p) of this AD.

(m) Where Boeing Alert Service Bulletin 747-53A2749, dated September 25, 2008, specifies a compliance time after the date of the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(n) Where Boeing Alert Service Bulletin 747-53A2749, dated September 25, 2008, specifies a compliance time related to accomplishing an action "as given in Boeing Service Bulletin 747-53A2259," this AD requires compliance within the specified compliance time after the applicable compliance time required by paragraph (h) of this AD.

Terminating Action

(o) Accomplishing the repetitive frame inspections required by AD 2006-05-02, amendment 39-14499; or AD 2005-20-30, amendment 39-14327; terminates the inspections required by paragraphs (g), (h), and (k) of this AD.

Alternative Methods of Compliance (AMOCs)

(p)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Ivan Li, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 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) AMOCs approved previously in accordance with paragraph (A) of AD 86-18-01, are approved as alternative methods of compliance with the corresponding requirements of paragraph (g) of this AD.

(4) AMOCs approved previously in accordance with paragraph (B) of AD 86-18-01, are approved as alternative methods of compliance with the corresponding requirements of paragraph (h) of this AD.

(5) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle

ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and the approval must specifically refer to this AD.

Material Incorporated by Reference

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

Table 1—Material Incorporated by Reference

Document	Revision	Date
Boeing Alert Service Bulletin 747-53A2237	1	March 28, 1986
Boeing Alert Service Bulletin 747-53A2259	1	April 18, 1986
Boeing Alert Service Bulletin 747-53A2749	Original	September 25, 2008

Boeing Alert Service Bulletin 747-53A2259, Revision 1, dated April 18, 1986, contains the following effective pages:

Page Nos.	Revision level shown on page	Date shown on page
2, 3, 5, 6, 9-11, 15, 16, 18-24	Original	March 28, 1986.
1, 4, 7, 8, 12-14, 17, 25, 26	Revision 1	April 18, 1986.

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

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

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

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

Issued in Renton, Washington, on December 1, 2009.

Michael J. Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-29222 Filed 12-9-09; 8:45 am]



2009-25-12 Airbus: Amendment 39-16132. Docket No. FAA-2009-1112; Directorate Identifier 2009-NM-237-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

(c) This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, all serial numbers, certificated in any category, if delivered before October 26, 2009.

(1) Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 series airplanes, on which Airbus modification 48809 has been embodied in production.

(2) Airbus Model A340-211, -212, -213, -311, -312, and -313 series airplanes, on which Airbus modification 48809 has been embodied in production.

(3) Airbus Model A340-541 and -642 airplanes.

Subject

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

Reason

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

In-Service experience has shown cases where several oxygen containers could not fully open.

Investigations have revealed that these events are due to an insufficient clearance between the oxygen container and the adjacent panels (Passenger Service Unit (PSU), spacers or filler panels).

Incorrect opening of the oxygen containers could lead to nondeployment of oxygen masks.

This condition, if not detected and corrected, could prevent passengers from being supplied with oxygen in case of in-flight cabin depressurization, which would constitute an unsafe condition.

To prevent such condition, this AD requires a one-time [general visual] inspection of the oxygen containers and adjacent panels installation and corrective actions, as necessary, to ensure an adequate clearance between these components.

Corrective actions include adjusting oxygen containers and tightening locking devices.

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.

Actions

(g) Unless already done, do the following actions:

(1) Within 150 flight hours after the effective date of this AD: Do a general visual inspection of the clearance between the oxygen container door lid and the adjacent panel/component of each cabin oxygen container located in the passenger service channel, in accordance with paragraph 4.2 of the applicable all operators telex (AOT) identified in Table 1 of this AD.

Table 1–Service Information

For Model –	Airbus AOT –	Dated –
A330-200 and -300 series airplanes	A330-35A3026	October 26, 2009
A340-200 and -300 series airplanes	A340-35A4027	October 26, 2009
A340-500 and -600 series airplanes	A340-35A5019	October 26, 2009

(2) If any clearance is determined to be less than 2.0 millimeters during any inspection required by paragraph (g)(1) of this AD: Before further flight, do all corrective actions in accordance with paragraph 4.2 of the applicable AOT identified in Table 1 of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

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

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (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

(i) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2009-0237-E, dated October 30, 2009; and the service information specified in Table 2 of this AD; for related information.

Table 2—Related Service Information

Airbus AOT –	Dated –
A330-35A3026	October 26, 2009
A340-35A4027	October 26, 2009
A340-35A5019	October 26, 2009

Material Incorporated by Reference

(j) You must use the applicable service information contained in Table 3 of this AD to do the actions required by this AD, unless the AD specifies otherwise. (Only the first page of these documents contains the document number, revision level, and date; no other page of these documents contains this information.)

Table 3—Material Incorporated by Reference

Airbus AOT –	Dated –
A330-35A3026	October 26, 2009
A340-35A4027	October 26, 2009
A340-35A5019	October 26, 2009

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

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

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

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

Issued in Renton, Washington, on November 30, 2009.

Michael J. Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E9-29378 Filed 12-9-09; 8:45 am]



2009-25-13 Bombardier, Inc. (Formerly Avro International Aerospace Division; British Aerospace, PLC; British Aerospace Commercial Aircraft Limited; British Aerospace (England)): Amendment 39-16133. Docket No. FAA-2009-1113; Directorate Identifier 2009-NM-238-AD.

Effective Date

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

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier, Inc. Model BD-100-1A10 (Challenger 300) airplanes, certificated in any category; equipped with sidewall heater having part number (P/N) 3436-06-1/0.

Subject

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

Reason

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

There have been 3 reported occurrences of uncontrolled excessive heat from the left hand baggage bay sidewall heater, [part number] P/N 3436-06-1/0, that resulted in the affected sidewall heater panels sustaining heat discoloration and/or scorching of the liner material. The affected sidewall heater is equipped with a thermostat to regulate heating. These reported occurrences are the subject of further investigation. As a preventive measure, until such time as the cause of the occurrences have been determined, deactivation of the left hand baggage bay heater is necessary to avoid the potential for uncontrolled excessive heat by the heater panel, and on the baggage bay compartment, that could lead to flammability issues.

The affected left hand baggage bay sidewall heater, P/N 3436-06-1/0 is part of the Model BD-100-1A10 aeroplane interior installation approved under Transport Canada Supplemental Type Certificate SA04-112.

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.

Actions

(g) Within 100 flight hours after the effective date of this AD, deactivate the left-hand baggage bay sidewall heater having part number (P/N) 3436-06-1/0, in accordance with Bombardier Service Bulletin A100-25-30, dated July 20, 2009.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office, 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 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

(i) Refer to MCAI Canadian Airworthiness Directive CF-2009-38, dated October 15, 2009; and Bombardier Service Bulletin A100-25-30, dated July 20, 2009; for related information.

Material Incorporated by Reference

(j) You must use Bombardier Service Bulletin A100-25-30, dated July 20, 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 Bombardier, Inc., 400 Côte Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; e-mail 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 or 425-227-1152.

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

Issued in Renton, Washington, on December 1, 2009.

Michael J. Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E9-29377 Filed 12-9-09; 8:45 am]



2009-25-14 General Electric Company: Amendment 39-16135. Docket No. FAA-2009-0143; Directorate Identifier 2009-NE-05-AD.

Effective Date

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

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) GE90-110B1, GE90-113B, and GE90-115B series turbofan engines with stage 6 low-pressure turbine (LPT) blades, part number (P/N) 1765M37P03 or P/N 1765M37P04, installed. These engines are installed on, but not limited to, Boeing 777-200LR, 777-300ER, and 777 Freighter series airplanes.

Unsafe Condition

(d) This AD results from eight reports of GE90-115B stage 6 LPT single-blade separation events. We are issuing this AD to prevent failure of stage 6 LPT blades, which could result in uncontained engine failure and damage to the airplane.

Compliance

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

Inspections

(f) Before accumulating 3,000 engine operating hours time-since-new, or 400 engine cycles-since-new, whichever occurs first, inspect the stage 6 LPT blades, P/N 1765M37P03 or P/N 1765M37P04 for shroud interlock wear. Thereafter, re-inspect within every 1,000 engine operating hours, or within 125 engine cycles-since-last inspection, whichever occurs first. Use paragraphs 3.A. through 3.A.(2)(g)(12) of the Accomplishment Instructions of GE Service Bulletin (SB) No. GE90-100 SB 72-0260, Revision 7, dated June 2, 2009, to do both the initial and repetitive inspections.

Terminating Action

(g) At the next engine shop visit, replace the stage 6 LPT blades, P/N 1765M37P03 or P/N 1765M37P04, with stage 6 LPT blades eligible for installation as terminating action to the repetitive inspections required by this AD.

Installation Prohibition of Affected Stage 6 LPT Blades

(h) After the effective date of this AD, do not install any stage 6 LPT blades, P/N 1765M37P03 or P/N 1765M37P04, onto any engine.

Previous Credit

(i) An inspection performed before the effective date of this AD using GE SB No. GE90-100 SB 72-0260, Revision 4, dated October 8, 2008, or Revision 5, dated November 7, 2008, or Revision 6, dated May 1, 2009, satisfies the initial inspection requirement of this AD.

Definition

(j) For the purpose of this AD, an engine shop visit is induction of the engine into the shop for any cause.

Alternative Methods of Compliance

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

Related Information

(l) Contact Barbara Caufield, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: barbara.caufield@faa.gov; telephone (781) 238-7146; fax (781) 238-7199, for more information about this AD.

(m) Guidance on determining which stage 6 LPT blades are eligible for installation can be found in GE Service Bulletin No. 72-0279, Revision 1, dated December 11, 2008, and GE Service Bulletin No. 72-0313, dated March 18, 2009.

Material Incorporated by Reference

(n) You must use GE Service Bulletin No. GE90-100 SB 72-0260, Revision 7, dated June 2, 2009, to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact General Electric Company via GE-Aviation, Attn: Distributions, 111 Merchant St., Room 230, Cincinnati, Ohio 45246; telephone (513) 552-3272; fax (513) 552-3329, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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 December 4, 2009.

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



2009-26-02 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-16137.
Docket No. FAA-2007-0083; Directorate Identifier 2006-NM-266-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

(c) This AD applies to EMBRAER Model EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes, certificated in any category, except airplanes having serial numbers 14500921, 14500928, 14500932, 14500949, 14500958, 14500971, 14500973 and up, which will have in-factory modification incorporated.

Subject

- (d) Air Transport Association of America Code 30: Ice and Rain Protection.

Reason

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

It has been found the occurrence of engine anti-ice system valve failure, where the valve spring seat has broken and obstructed the anti-ice system venturi tube. Aircraft dispatch with that failure may be allowed by the operator Minimum Equipment List (MEL), [if] the engine anti-ice system valve [is] locked in the OPEN position. However, there is no readily available means to make sure the anti-ice system tubing is free of debris, allowing unrestricted hot airflow to the piccolo tube on the engine inlet lip. Therefore, should the aircraft encounter icing conditions, ice may accrete in the engine inlet lip and be ingested through the air inlet, resulting in possible engine damage and flame-out.

The required actions include an inspection to determine the part number of the engine anti-icing system valves; repetitive inspections of certain engine anti-icing system valves and tubes to detect damage, and replacement of the valves if damage is found; and eventual replacement of certain anti-icing system valves.

Actions and Compliance

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

(1) PART I—Within 500 flight hours or 3 months after the effective date of this AD, whichever occurs first, carry out a general visual inspection of both LH (left-hand) and RH (right-hand) engine anti-ice system valves to determine their P/N (part number).

(i) For engine anti-ice system valves with P/N C146009-2: No further action is required by paragraph (f)(1) of this AD.

(ii) For engine anti-ice system valves with P/N C146009-3: Before further flight, remove the valve and carry out a detailed inspection regarding its integrity; and carry out a special detailed inspection for an obstruction in the corresponding engine anti-ice system tubes; according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable.

(A) If the valve is damaged or the tube is obstructed, before further flight: Replace the valve with a serviceable or new valve bearing P/N C146009-2, C146009-3, or C146009-4; or remove all obstructions; as applicable; in accordance with the Accomplishment Instructions of Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable.

(B) If the valve is not damaged or the tube is not obstructed, re-install the valve or install a serviceable or new valve bearing P/N C146009-2, C146009-3, or C146009-4; or re-install the tube; in accordance with the Accomplishment Instructions of Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable.

(iii) For engine anti-ice system valves with P/N C146009-4: No further action is required by paragraph (f)(1) of this AD. In this case, paragraphs (f)(2), (f)(3), (f)(4), (f)(7), and (f)(8) of this AD are not applicable. However, paragraphs (f)(5) and (f)(6) of this AD must be accomplished.

(2) PART II—Within 1,500 flight hours or 9 months after the effective date of this AD, whichever occurs first, and thereafter at intervals that do not exceed 1,000 flight hours or 6 months, whichever occurs first, carry out a detailed inspection for damage of both LH and RH engine anti-ice system valves bearing P/N C146009-2 or C146009-3; and a special detailed inspection for obstruction of the corresponding engine anti-ice system tubes; according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable; and accomplish paragraphs (f)(2)(i) and (f)(2)(ii) of this AD, as applicable.

(i) If the valve is damaged or the tube is obstructed, before further flight: Replace the valve with a serviceable or new valve bearing P/N C146009-2, C146009-3, or C146009-4; or remove all obstructions; as applicable; in accordance with the Accomplishment Instructions of Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable.

(ii) If the valve is not damaged, or the tube is not obstructed, before further flight: Re-install the valve or install a serviceable or new valve bearing P/N C146009-2, C146009-3, or C146009-4; or re-install the tube; as applicable; in accordance with the Accomplishment Instructions of Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable.

(3) PART III—Any engine anti-ice system valve with P/N C146009-2 or C146009-3 that will be installed as a replacement, as provided for in paragraphs (f)(1) and (f)(2) of this AD, must undergo a detailed inspection for its integrity before installation, according to the detailed instructions and

procedures described in Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable; and additionally adhere to paragraphs (f)(3)(i) and (f)(3)(ii) of this AD, as applicable.

(i) If the valve is damaged, replace it with a serviceable or new valve bearing P/N C146009-2, C146009-3, or C146009-4; in accordance with the Accomplishment Instructions of Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable.

(ii) If the valve is not damaged, installation is permitted.

(4) PART IV—Any engine anti-ice system tubes that will be installed on the airplane as a replacement, as provided for in paragraphs (f)(1) and (f)(2) of this AD, must undergo a special detailed inspection before installation, and all obstructions removed, according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable.

(5) PART V—If any engine anti-ice system valve with P/N C146009-4 has been found during the inspection required by paragraph (f)(1) of this AD, do paragraphs (f)(5)(i) or (f)(5)(ii) of this AD, as applicable, within 500 flight hours or 6 months after the effective date of this AD, whichever occurs first.

(i) If the valve was installed according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0044, Revision 01, dated June 26, 2006, Revision 02, dated September 25, 2006, Revision 03, dated December 12, 2006, or Revision 04, dated May 14, 2008; or Embraer Service Bulletin 145LEG-30-0018, Revision 02, dated December 12, 2006, or Revision 03, dated May 14, 2008; as applicable: No further action is required by this AD.

(ii) If the valve was installed according to detailed instructions and procedures other than those specified in paragraph (f)(5)(i) of this AD: Carry out a special detailed inspection in the corresponding engine anti-ice system tubes, and repair all damage and remove all obstructions; according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable. After doing the actions specified in paragraph (f)(5)(ii) of this AD, no further action is required by this AD.

(6) PART VI—Before aircraft dispatch with one or two engine anti-ice system valves inoperative (Master Minimum Equipment List (MMEL) 30-21-01), carry out a detailed inspection for damage of the affected engine anti-ice system valves; and a special detailed inspection for obstruction of the corresponding engine anti-ice system tubes; and replace all damaged valves and remove all obstructions before further flight. Do all actions according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0049, dated June 28, 2006, or Revision 01, dated October 19, 2006; or Embraer Service Bulletin 145LEG-30-0016, dated June 28, 2006, or Revision 01, dated February 5, 2007; as applicable; by accomplishing paragraph (f)(2) of this AD, unless the condition specified in paragraph (f)(6)(i) or (f)(6)(ii) of this AD has been met.

(i) Valves with P/N C146009-4 have been previously installed according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0044, dated October 31, 2005; Embraer Service Bulletin 145LEG-30-0018, dated June 26, 2006; or Embraer Service Bulletin 145LEG-30-0018, Revision 01, dated September 25, 2006; as applicable; and additionally, paragraph (f)(5)(ii) of this AD has been accomplished.

(ii) Valves with P/N C146009-4 have been previously installed according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0044, Revision 01, dated

June 26, 2006, Revision 02, dated September 25, 2006, Revision 03, dated December 12, 2006, or Revision 04, dated May 14, 2008; or Embraer Service Bulletin 145LEG-30-0018, Revision 02, dated December 12, 2006, or Revision 03, dated May 14, 2008; as applicable.

(7) PART VII—Within 1,000 flight hours or 10 months after the effective date of this AD, whichever occurs first, install engine anti-ice system valves bearing P/N C146009-4 in the LH and RH engine positions, replacing P/N C146009-3, according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0044, Revision 01, dated June 26, 2006, Revision 02, dated September 25, 2006, Revision 03, dated December 12, 2006, or Revision 04, dated May 14, 2008; or Embraer Service Bulletin 145LEG-30-0018, Revision 02, dated December 12, 2006, or Revision 03, dated May 14, 2008; as applicable.

(8) PART VIII—Within 1,000 flight hours or 10 months after the effective date of this AD, whichever occurs first, install engine anti-ice system valves bearing P/N C146009-4 in the LH and RH engine positions, replacing P/N C146009-2, according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0044, Revision 01, dated June 26, 2006; Revision 02, dated September 25, 2006, Revision 03, dated December 12, 2006, or Revision 04, dated May 14, 2008; or Embraer Service Bulletin 145LEG-30-0018, Revision 02, dated December 12, 2006, or Revision 03, dated May 14, 2008; as applicable.

(9) PART IX—The installation of engine anti-ice system valves bearing P/N C146009-4 according to the detailed instructions and procedures described in Embraer Service Bulletin 145-30-0044, Revision 01, dated June 26, 2006, Revision 02, dated September 25, 2006, Revision 03, dated December 12, 2006; or Revision 04, dated May 14, 2008; or Embraer Service Bulletin 145LEG-30-0018, Revision 02, dated December 12, 2006, or Revision 03, dated May 14, 2008; as applicable; constitutes terminating action for this AD.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Note 2: 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 mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Note 3: For the purposes of this AD, a special detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. The examination is likely to make extensive use of specialized inspection techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedure may be required."

FAA AD Differences

Note 4: This AD differs from the MCAI and/or service information as follows (we have coordinated these differences with Agência Nacional de Aviação Civil (ANAC)):

(1) "Part V" of the MCAI specifies a compliance time of within "1,500 flight hours or 9 months." However, paragraph (f)(5) of this AD requires compliance "within 500 flight hours or 6 months" for the corresponding action.

(2) "Part VII" of the MCAI specifies a compliance time of "within 2,500 flight hours or 12 months." However, paragraph (f)(7) of this AD requires compliance "within 1,000 flight hours or 10 months" for the corresponding action.

(3) "Part VIII" of the MCAI specifies a compliance time of "within 6,000 flight hours or 30 months." However, paragraph (f)(8) of this AD requires compliance "within 1,000 flight hours or 10 months" for the corresponding action.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, ANM-116, International Branch, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1405; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your 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 Brazilian Airworthiness Directive 2006-09-03R1, effective January 4, 2007; and the service bulletins listed in Table 1 of this AD; for related information.

Table 1 – Related Service Bulletins

Embraer Service Bulletin –	Revision –	Dated –
145-30-0044	01	June 26, 2006
145-30-0044	02	September 25, 2006
145-30-0044	03	December 12, 2006
145-30-0044	04	May 14, 2008
145-30-0049	Original	June 28, 2006
145-30-0049	01	October 19, 2006
145LEG-30-0016	Original	June 28, 2006
145LEG-30-0016	01	February 5, 2007
145LEG-30-0018	02	December 12, 2006
145LEG-30-0018	03	May 14, 2008

Material Incorporated by Reference

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

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

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

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

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

Table 2 – Material Incorporated by Reference

Embraer Service Bulletin –	Revision –	Dated –
145LEG-30-0016	Original	June 28, 2006
145LEG-30-0016	01	February 5, 2007
145LEG-30-0018	02	December 12, 2006
145LEG-30-0018	03	May 14, 2008
145-30-0044	01	June 26, 2006
145-30-0044	02	September 25, 2006
145-30-0044	03	December 12, 2006
145-30-0044	04	May 14, 2008
145-30-0049	Original	June 28, 2006
145-30-0049	01	October 19, 2006

Issued in Renton, Washington, on December 1, 2009.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.