



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2010-01

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

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

LARGE AIRCRAFT

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

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

Biweekly 2010-01

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



2008-04-11 R1 The Boeing Company: Amendment 39-16147. Docket No. FAA-2009-1209; Directorate Identifier 2009-NM-151-AD.

Effective Date

- (a) This airworthiness directive (AD) is effective January 12, 2010.

Affected ADs

- (b) This AD revises AD 2008-04-11, Amendment 39-15383.

Applicability

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

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 limitations, the operator may not be able to accomplish the actions 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 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 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 2008-04-11, With Changes to Compliance Method

Service Information

(f) The term "D6-7552-AWL March 2006," as used in this AD, means Boeing 707/720 Airworthiness Limitations (AWLs) Document D6-7552-AWL, dated March 2006.

Revision of AWLs Section

(g) Before December 16, 2008, revise the FAA-approved maintenance program by incorporating the information in the sections specified in paragraphs (g)(1) through (g)(3) of this AD, except that the initial inspection specified in paragraph (h) of this AD must be done at the time specified in paragraph (h).

(1) Section B., "FUEL SYSTEMS AIRWORTHINESS LIMITATIONS," of D6-7552-AWL March 2006.

(2) Section C., "SYSTEM AWL PAGE FORMAT," of D6-7552-AWL March 2006.

(3) Section D., "AIRWORTHINESS LIMITATIONS–FUEL SYSTEMS," of D6-7552-AWL March 2006.

Initial Inspection and Repair if Necessary

(h) At the later of the times specified in paragraphs (h)(1) and (h)(2) of this AD: Do a detailed inspection of external wires over the center fuel tank for damaged or loose clamps, wire chafing, and wire bundles in contact with the surface of the center fuel tank, in accordance with Section D, "AIRWORTHINESS LIMITATIONS–FUEL SYSTEMS," AWL 28-AWL-01, of D6-7552-AWL March 2006. If any discrepancy is found during this inspection, repair the discrepancy before further flight in accordance with D6-7552-AWL March 2006. Accomplishing AWL 28-AWL-01 as part of an FAA-approved maintenance program prior to the later of the times specified in paragraphs (h)(1) and (h)(2) of this AD constitutes compliance with the requirements of this paragraph.

(1) Before 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 of AD 2008-04-11).

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."

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

(i) After accomplishing the 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 alternative method of compliance (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 FAA-approved maintenance program, as required by paragraph (g) of this AD, do not need to be reworked in accordance with the CDCCLs. However, once the FAA-approved maintenance program 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 (SACO), 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: Thomas Thorson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, SACO, 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.

(3) AMOCs approved previously in accordance with AD 2008-04-11, Amendment 39-15383, are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(k) You must use Boeing 707/720 Airworthiness Limitations (AWLs) Document D6-7552-AWL, including attachment, 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 707/720 Airworthiness Limitations (AWLs) Document D6-7552-AWL, including attachment, dated March 2006, on March 28, 2008 (73 FR 9666, 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 December 16, 2009.
 Stephen P. Boyd,
 Acting Manager, Transport Airplane Directorate,
 Aircraft Certification Service.



2008-09-12 R1 Bombardier, Inc. (Type Certificate previously held by Canadair): Amendment 39-16146. Docket No. FAA-2009-1196; Directorate Identifier 2009-NM-170-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 7, 2010.

Affected ADs

- (b) This AD revises AD 2008-09-12, Amendment 39-15493.

Applicability

- (c) This AD applies to all Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, all serial numbers.

Subject

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

Reason

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

Bombardier Aerospace has completed a system safety review of the aircraft fuel system against fuel tank safety standards introduced in Chapter 525 of the Airworthiness Manual through Notice of Proposed Amendment (NPA) 2002-043. The identified non-compliances were then assessed using Transport Canada Policy Letter No. 525-001, to determine if mandatory corrective action is required.

The assessment showed that it is necessary to introduce Critical Design Configuration Control Limitations (CDCCL), in order to preserve critical fuel tank system ignition source prevention features during configuration changes such as modifications and repairs, or during maintenance actions. Failure to preserve critical fuel tank system ignition source prevention features could result in a fuel tank explosion. Revision has been made to Canadair Regional Jet Model CL-600-2B19 Maintenance Requirements Manual, CSP A-053, Part 2, Appendix D, "Fuel System Limitations" to introduce the required CDCCL.

The corrective action is revising the Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness to include the CDCCL data.

Restatement of Requirements of AD 2008-09-12, With Revised Compliance Method Actions and Compliance

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

(1) Within 60 days after June 6, 2008 (the effective date AD 2008-09-12), revise the ALS of the Instructions for Continued Airworthiness to include the CDCCLs specified in Canadair Temporary Revision (TR) 2D-2, dated March 31, 2006, to Appendix D, "Fuel System Limitations," of Part 2, "Airworthiness Requirements," of the Bombardier CL-600-2B19 Maintenance Requirements Manual CSP A-053.

Note 1: The revision required by paragraph (f)(1) of this AD may be done by inserting a copy of the TR into the maintenance requirements manual. When the TR has been included in the general revision of the maintenance program, the general revision may be inserted into the maintenance requirements manual, provided the relevant information in the general revision is identical to that in the TR, and the temporary revision may be removed.

(2) After accomplishing the action specified in paragraph (f)(1) of this AD, no alternative CDCCLs may be used unless the CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (g)(1) of this AD.

New Information: Explanation of CDCCL Requirements

Note 2: 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 paragraph (f) 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.

FAA AD Differences

Note 3: 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, New York Aircraft Certification Office, 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, 1600 Stewart Avenue, Suite 41, 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 ensure the product is airworthy before it is returned to service.

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

Related Information

(h) Refer to MCAI Canadian Airworthiness Directive CF-2007-35, dated December 21, 2007, Canadair Temporary Revision (TR) 2D-2, dated March 31, 2006, and TR 2D-2, dated May 10, 2007, for related information.

Material Incorporated by Reference

(i) You must use Canadair Temporary Revision 2D-2, dated March 31, 2006, to Appendix D, "Fuel System Limitations," of Part 2, "Airworthiness Requirements," of the Bombardier CL-600-2B19 Maintenance Requirements Manual CSP A-053, 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 Canadair Temporary Revision 2D-2, dated March 31, 2006, to Appendix D, "Fuel System Limitations," of Part 2, "Airworthiness Requirements," of the Bombardier CL-600-2B19 Maintenance Requirements Manual CSP A-053 on June 6, 2008 (73 FR 24147, May 2, 2008).

(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 11, 2009.

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



2008-10-09 R1 The Boeing Company: Amendment 39-16148. Docket No. FAA-2009-1210; Directorate Identifier 2009-NM-165-AD.

Effective Date

(a) This airworthiness directive (AD) is effective January 15, 2010.

Affected ADs

(b) This AD revises AD 2008-10-09, Amendment 39-15515.

Applicability

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

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 Requirements of AD 2008-10-09, With Revised Compliance Method

Service Information Reference

(f) The term "Revision March 2008 of Document D6-38278-CMR," as used in this AD, means Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, Revision March 2008. The term "Revision May 2009 of Document D6-38278-CMR," as used in the AD, means Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, Revision May 2009.

Maintenance Program Revision

(g) Before December 16, 2008, revise the FAA-approved maintenance program to incorporate the information specified in paragraph (g)(1) or (g)(2) of this AD, as applicable; 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) For Model 737-100, -200, and -200C series airplanes: Section C, "FUEL SYSTEMS AIRWORTHINESS LIMITATIONS," including AWLs No. 28-AWL-01 through No. 28-AWL-20 inclusive, of Revision March 2008 of Document D6-38278-CMR, or Revision May 2009 of Document D6-38278-CMR. As an optional action, AWLs No. 28-AWL-21 through No. 28-AWL-23 inclusive, as identified in Section C of Revision March 2008 of Document D6-38278-CMR, or Revision May 2009 of Document D6-38278-CMR, also may be incorporated into the FAA-approved maintenance program.

(2) For Model 737-300, -400, and -500 series airplanes: Section C, "FUEL SYSTEMS AIRWORTHINESS LIMITATIONS," including AWLs No. 28-AWL-01 through No. 28-AWL-19 inclusive, Revision March 2008 of Document D6-38278-CMR, or Revision May 2009 of Document D6-38278-CMR. As an optional action, AWLs No. 28-AWL-20 through No. 28-AWL-22 inclusive, as identified in Section C of Revision March 2008 of Document D6-38278-CMR, or Revision May 2009 of Document D6-38278-CMR, also may be incorporated into the FAA-approved maintenance program.

Initial Inspection and Repair if Necessary

(h) For the airplanes identified in the "Applicability" column of AWL No. 28-AWL-03 of Section C of Revision March 2008 of Document D6-38278-CMR, or Revision May 2009 of Document D6-38278-CMR: At the later of the compliance times specified in paragraphs (h)(1) and (h)(2) of this AD, do a special detailed inspection of the lightning shield to ground termination on the out-of-tank fuel quantity indication system (FQIS) wiring to verify functional integrity, in accordance with AWL No. 28-AWL-03 of Section C of Revision March 2008 of Document D6-38278-CMR, or Revision May 2009 of Document D6-38278-CMR. If any discrepancy is found during the inspection, repair the discrepancy before further flight in accordance with AWL No. 28-AWL-03 of Section C of Revision March 2008 of Document D6-38278-CMR, or Revision May 2009 of Document D6-38278-CMR. Accomplishing AWL No. 28-AWL-03 as part of an FAA-approved maintenance program before the applicable compliance time specified in paragraph (h)(1) or (h)(2) of this AD constitutes compliance with the requirements of this paragraph.

Note 1: 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."

(1) Within 120 months since the date of issuance of the original standard airworthiness certification or the date of issuance of the original export certificate of airworthiness.

(2) Within 24 months after June 12, 2008 (the effective date of AD 2008-10-09).

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

(i) After accomplishing the 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 (k) of this AD.

Credit for Actions Done According to Previous Revisions of the Service Information

(j) Actions done before the effective date of this AD in accordance with the Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, Revision May 2006; Revision September 2006; Revision November 2007; or Revision March 2008; are acceptable for compliance with the corresponding requirements of paragraphs (g) and (h) of this AD.

New Information

Explanation of CDCCL Requirements

Note 2: 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 FAA-approved maintenance program, as required by paragraph (g) of this AD, do not need to be reworked in accordance with the CDCCLs. However, once the FAA-approved maintenance program has been revised, future maintenance actions on these components must be done in accordance with the CDCCLs.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Sue Lucier, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6438; 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 AD 2008-10-09, Amendment 39-15515, are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(1) You must use Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, Revision March 2008; or Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, Revision May 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 Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, Revision May 2009, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The Director of the Federal Register previously approved the incorporation by reference of Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification

Maintenance Requirements (CMRs), D6-38278-CMR, Revision March 2008, on June 12, 2008 (73 FR 25970, May 8, 2008).

(3) 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>.

(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 16, 2009.

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E9-30565 Filed 12-30-09; 8:45 am]



**FAA
Aviation Safety**

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2008-11-01 R1 The Boeing Company: Amendment 39-16145. Docket No. FAA-2009-1195; Directorate Identifier 2009-NM-152-AD.

Effective Date

(a) This airworthiness directive (AD) is effective January 12, 2010.

Affected ADs

(b) This AD revises AD 2008-11-01, Amendment 39-15523.

Restatement of Requirements of AD 2008-11-01, With Revised Compliance Method

Applicability

(c) This AD applies to The Boeing Company Model 767-200, -300, -300F, and -400ER series airplanes, certificated in any category; with an original standard airworthiness certificate or original export certificate of airworthiness issued before April 22, 2006.

Note 1: Airplanes with an original standard airworthiness certificate or original export certificate of airworthiness issued on or after April 22, 2006, must already be in compliance with the airworthiness limitations specified in this AD because those limitations were applicable as part of the airworthiness certification of those airplanes.

Note 2: 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 (k) 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.

Service Information Reference

(f) The term "Revision April 2008 of the MPD," as used in this AD, means Section 9 of the Boeing 767 Maintenance Planning Data (MPD) Document, D622T001-9, Revision April 2008. The term "Revision May 2009 of the MPD," as used in this AD, means Section 9 of the Boeing 767 Maintenance Planning Data (MPD) Document D622T001-9, Revision May 2009.

Maintenance Program Revision

(g) Before December 16, 2008, revise the FAA-approved maintenance program by incorporating the information in the subsections specified in paragraphs (g)(1) and (g)(2) of this AD; except that the initial inspections specified in Table 1 of this AD must be done at the compliance times specified in Table 1 of this AD; and except that the task interval for AWL No. 28-AWL-05 is 72 months.

(1) Subsection D, "AIRWORTHINESS LIMITATIONS–SYSTEMS," of Revision April 2008 or Revision May 2009 of the MPD.

(2) Subsection E, "PAGE FORMAT: FUEL SYSTEMS AIRWORTHINESS LIMITATIONS," AWLs No. 28-AWL-01 through No. 28-AWL-26 inclusive, of Revision April 2008 or Revision May 2009 of the MPD. As an optional action, AWLs No. 28-AWL-27 and No. 28-AWL-28, as identified in Subsection E of Revision April 2008 or Revision May 2009 of the MPD, also may be incorporated into the FAA-approved maintenance program.

Initial Inspections and Repair if Necessary

(h) Do the inspections specified in Table 1 of this AD at the compliance time specified in Table 1 of this AD, and repair any discrepancy, in accordance with Subsection D, "AIRWORTHINESS LIMITATIONS–SYSTEMS," of Revision April 2008 or Revision May 2009 of the MPD. The repair must be done before further flight. Accomplishing the inspections identified in Table 1 of this AD as part of an FAA-approved maintenance program before the applicable compliance time specified in Table 1 of this AD constitutes compliance with the requirements of this paragraph.

Note 3: 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 4: 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."

Table 1 – Initial Inspections

AWL No.	Description	Compliance Time (whichever occurs later)	
		Threshold	Grace Period
28-AWL-01	A detailed inspection of external wires over the center fuel tank for damaged clamps, wire chafing, and wire bundles in contact with the surface of the center fuel tank	Within 144 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness	Within 72 months after June 25, 2008 (the effective date AD 2008-11-01)
28-AWL-05	A special detailed inspection of the bulkhead fitting bond for the hydraulic line tank penetration	Within 72 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness	Within 60 months after June 25, 2008
28-AWL-18	A special detailed inspection of the lightning shield to ground termination on the out-of-tank fuel quantity indicating system to verify functional integrity	Within 144 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness	Within 24 months after June 25, 2008
28-AWL-26	A special detailed inspection of the lightning shield to ground termination on the out-of-tank surge tank fuel level sensor to verify functional integrity	Within 144 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness	Within 24 months after June 25, 2008

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

(i) After accomplishing the 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 (k) of this AD.

Credit for Actions Done According to Previous Revisions of the MPD

(j) Actions done before June 25, 2008, in accordance with Section 9 of the Boeing 767 Maintenance Planning Data (MPD) Document, D622T001-9, Revision March 2006; Revision October 2006; Revision January 2007; Revision October 2007; or Revision March 2008; are acceptable for compliance with the corresponding requirements of paragraphs (g) and (h) of this AD.

New Information

Explanation of CDCCL Requirements

Note 5: 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 FAA-approved maintenance program, as required by paragraph (g) of this AD, do not need to be reworked in accordance with the CDCCLs. However, once the FAA-approved maintenance program has been revised, future maintenance actions on these components must be done in accordance with the CDCCLs.

Alternative Methods of Compliance (AMOCs)

(k)(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: Douglas Bryant, Aerospace Engineer, Propulsion Branch, ANM-140S, Seattle ACO, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6505; 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 AD 2008-11-01, Amendment 39-15523, are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(1) You must use Section 9 of the Boeing 767 Maintenance Planning Data (MPD) Document, D622T001-9, Revision April 2008; or Section 9 of the Boeing 767 Maintenance Planning Data (MPD) Document, D622T001-9, Revision May 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 Section 9 of the Boeing 767 Maintenance Planning Data (MPD) Document, D622T001-9, Revision May 2009, under 5 U.S.C. 552(a) and 1 CFR Part 51.

(2) The Director of the Federal Register previously approved the incorporation by reference of Section 9 of the Boeing 767 Maintenance Planning Data (MPD) Document, D622T001-9, Revision April 2008, on June 25, 2008 (73 FR 29414, May 21, 2008).

(3) 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>.

(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 11, 2009.

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



CORRECTION: [*Federal Register: December 23, 2009 (Volume 74, Number 245)*]; Page 68135-68136; www.access.gpo.gov/su_docs/aces/aces140.html]

2009-20-11 Boeing: Amendment 39-16034. Docket No. FAA-2009-0521; Directorate Identifier 2008-NM-187-AD.

Effective Date

(a) This airworthiness directive (AD) is effective November 5, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-300, -400, and -500 series airplanes, certificated in any category, equipped with a digital transient suppression device (DTSD) installed in accordance with Supplemental Type Certificate (STC) ST00127BO.

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 according to paragraph (m) 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.

Subject

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

Unsafe Condition

(e) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent a potential of ignition sources inside fuel tanks, which in combination with flammable fuel vapors, could result in a fuel tank fire or explosion and consequent loss 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.

Revision to the Maintenance Program to Add Critical Design Configuration Control Limitations (CDCCLs) Specified in Section 10.1 of the Service Information

(g) Within 30 days after the effective date of this AD: Revise the maintenance program to incorporate the fuel system limitations specified in Section 10.1 of the Goodrich Instructions for Continued Airworthiness for the Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate–ST00127BO, Document T2007-0010-0101, Revision D, dated January 16, 2007.

Revision to the Maintenance Program to Add Scheduled Inspections/Operational Checks

(h) Within 30 days after the effective date of this AD: Revise the maintenance program to incorporate the scheduled inspections/operational checks specified in Section 2.2.3 of the Goodrich Instructions for Continued Airworthiness for the Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate–ST00127BO, Document T2007-0010-0101, Revision D, dated January 16, 2007; except that the initial inspections/checks required by paragraphs (i), (j), and (k) of this AD must be done at the compliance times specified in those paragraphs. Repeat the inspections/checks thereafter at the applicable compliance times in the column, "Frequency," of the table specified in Section 2.2.3 of the Goodrich Instructions for Continued Airworthiness for the Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate–ST00127BO, Document T2007-0010-0101, Revision D, dated January 16, 2007.

Initial Inspections and Repair if Necessary

(i) Prior to the accumulation of 39,000 flight hours after modification in accordance with STC ST00127BO, or within 12 months after the effective date of this AD, whichever occurs later: Do an operational check of the DTSDs, in accordance with Section 2.2.3, "Scheduled Inspections/Operational Checks," of the Goodrich Instructions for Continued Airworthiness for the Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate–ST00127BO, Document T2007-0010-0101, Revision D, dated January 16, 2007. If the DTSD fails the operational check, repair before further flight, in accordance with the section of the Goodrich Aircraft Maintenance Manual Supplement with Wiring Diagrams, 737-300/-400/-500 FQIS with Goodrich Digital Indicators and Transient Suppression Device, STC Number: ST00127BO, Revision 5, dated December 20, 2006, that corresponds to the operational check specified in Goodrich Instructions for Continued Airworthiness for the Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate–ST00127BO, Document T2007-0010-0101, Revision D, dated January 16, 2007.

(j) Prior to the accumulation of 4,000 flight hours after modification in accordance with STC ST00127BO, or within 6 months after the effective date of this AD, whichever occurs later: Do a general visual inspection for critical bond damage of the DTSD safe-side harnesses (critical bond damage includes measuring the bonding resistance across the ground strap and verifying the resistance is less than 2.0 milliohms), in accordance with Section 2.2.3, "Scheduled Inspections/Operational Checks," of Goodrich Instructions for Continued Airworthiness for the

Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate–ST00127BO, Document T2007-0010-0101, Revision D, dated January 16, 2007, which includes Items 5, 6, 7, and 8 of Table 6 in Section 10.1, "Fuel System Limitations." If any damage is found, repair before further flight, in accordance with the section of the Goodrich Aircraft Maintenance Manual Supplement with Wiring Diagrams for 737-300/-400/-500 FQIS with Goodrich Aircraft Maintenance Manual Supplement with Wiring Diagrams, 737-300/-400/-500 FQIS with Goodrich Digital Indicators and Transient Suppression Device, STC Number: ST00127BO, Revision 5, dated December 20, 2006, that corresponds to the general visual inspection specified in Goodrich Instructions for Continued Airworthiness for the Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate–ST00127BO, Document T2007-0010-0101, Revision D, dated January 16, 2007.

(k) Prior to the accumulation of 24,000 flight hours after modification in accordance with STC ST00127BO, or within 12 months after the effective date of this AD, whichever occurs later: Do a general visual inspection for physical separation of the DTSD safe-side harnesses from other airplane wiring, hydraulic tubing, structure, control cables, and bleed air ducts, in accordance with Section 2.2.3, "Scheduled Inspections/Operational Checks," of the Goodrich Instructions for Continued Airworthiness for the Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate–ST00127BO, Document T2007-0010-0101, Revision D, dated January 16, 2007. If any damage is found, repair before further flight, in accordance with the section of the Goodrich Aircraft Maintenance Manual Supplement with Wiring Diagrams for 737-300/-400/-500 FQIS with Goodrich Digital Indicators and Transient Suppression Device, STC Number: ST00127BO, Revision 5, dated December 20, 2006, that corresponds to the general visual inspection specified in Goodrich Instructions for Continued Airworthiness for the Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate–ST00127BO, Document T2007-0010-0101, Revision D, dated January 16, 2007.

No Alternative Inspections/Checks, Inspection/Check Intervals, or CDCCLs

(l) After accomplishing the actions specified in paragraphs (g) and (h) of this AD, no alternative inspections/checks, inspection/check intervals, or CDCCLs may be used unless the inspections/checks, intervals, or CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (m) of this AD.

Note 2: 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 maintenance program, as required by paragraph (g) of this AD, do not need to be reworked in accordance with the CDCCLs. However, once the maintenance program has been revised, future maintenance actions on these components must be done in accordance with the CDCCLs.

AMOCs

(m)(1) The Manager, Boston Aircraft Certification Office, 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: Marc Ronell, Aerospace Engineer, ANE-150, FAA, Boston Aircraft Certification Office, 12

New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7776; fax (781) 238-7170.

(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

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

Table 1 – Material incorporated by reference

Document	Revision	Date
Goodrich Aircraft Maintenance Manual Supplement with Wiring Diagrams, 737-300/-400/-500 FQIS with Goodrich Digital Indicators and Transient Suppression Device, STC Number: ST00127BO	5	December 20, 2006
Goodrich Instructions for Continued Airworthiness for the Transient Suppression Device Installation Applicable to Boeing 737-300, -400, & -500 Airplanes Supplemental Type Certificate – ST00127BO, Document T2007-0010-0101	D	January 16, 2007

(The List of Effective Pages (LOEP) for Goodrich Aircraft Maintenance Manual Supplement with Wiring Diagrams, 737-300/-400/-500 FQIS with Goodrich Digital Indicators and Transient Suppression Device, STC Number: ST00127BO, contains the following errors: Page TOC-1 is dated December 20, 2006, not June 1, 2002, as indicated in the LOEP; the odd-numbered pages of the Appendix–Wiring Diagrams are dated April 16, 2004, not August 15, 2005, as indicated in the LOEP.)

(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 Goodrich Corporation, Sensors and Integrated Systems (Formerly Fuel and Utility Systems), 100 Panton Road, Vergennes, Vermont 05491-1008; telephone 802-877-4476; e-mail SIS.TechPubs-VT@Goodrich.com; Internet <http://www.goodrich.com/TechPubs>.

(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 September 18, 2009.

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



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; delay of effective date.

SUMMARY: The FAA is delaying the effective date of the final rule airworthiness directive (AD) 2009-24-11, which published in the Federal Register, for an additional 30 days, from January 4, 2010 to February 3, 2010. The FAA is delaying the effective date to allow us a sufficient amount of time to make corrections to the compliance text of the final rule.

DATES: The effective date for the final rule published in the Federal Register on November 30, 2009 (74 FR 62481) is delayed until February 3, 2010.

FOR FURTHER INFORMATION CONTACT: John Frost, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: john.frost@faa.gov; telephone (781) 238-7756; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: On November 30, 2009 (74 FR 62481), we published a final rule AD, FR Doc. E9-28236, in the Federal Register. That AD applies to GE CF34-1A, CF34-3A, and CF34-3B series turbofan engines. We are delaying the effective date to allow us a sufficient amount of time to make corrections to the compliance text of the final rule. Since AD 2009-24-11 was issued, we discovered that when we recodified the compliance section as part of our response to a comment received on the proposed AD, we inadvertently left out of the AD certain fan blade effectivity information from paragraphs (f) and (g) and (j). Paragraphs (f) and (g) are missing information on fan blades, P/Ns 6018T30P14 or 4923T56G08, that have any fan blade S/Ns listed in Appendix A of General Electric Aircraft Engines (GEAE) Service Bulletin (SB) No. CF34-AL S/B 72-0245, Revision 01, dated July 30, 2008. Also, paragraph (j) is missing information on fan blades, P/N 6018T30P14 or P/N 4923T56G08, that have any fan blade S/Ns listed in Appendix A of GEAE SB No. CF34-BJ S/B72-0229, Revision 01, dated July 30, 2008.

Issued in Burlington, Massachusetts, on December 23, 2009.

Francis A. Favara,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E9-30978 Filed 12-30-09; 8:45 am]



2009-26-03 Boeing: Amendment 39-16138. Docket No. FAA-2009-0911; Directorate Identifier 2002-NM-12-AD.

Effective Date

(a) This AD becomes effective February 1, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following airplanes, certificated in any category, as identified in the applicable Boeing service bulletin specified in Table 1 of this AD:

Table 1 - Applicability

Model –	Boeing –
737-600, -700, -700C, -800, -900 series airplanes	Special Attention Service Bulletin 737-24-1165, Revision 1, dated October 20, 2005
737-300, -400, -500 series airplanes	Alert Service Bulletin 737-24A1166, Revision 4, dated May 21, 2009
747-400, -400D, -400F series airplanes	Service Bulletin 747-24-2254, Revision 1, dated March 5, 2007
757-200, -200CB, -200PF series airplanes	Special Attention Service Bulletin 757-24-0110, Revision 1, dated August 6, 2009
757-300 series airplanes	Special Attention Service Bulletin 757-24-0111, Revision 1, dated August 6, 2009
767-200, -300, -300F series airplanes	Special Attention Service Bulletin 767-24-0160, dated June 30, 2005
767-400ER series airplanes	Special Attention Service Bulletin 767-24-0161, dated June 30, 2005
777-200, -300, -300ER series airplanes	Service Bulletin 777-24-0095, Revision 1, dated January 3, 2007

Subject

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

Unsafe Condition

(e) This AD results from evaluation of the carbon resistor, which revealed a failure mode that can cause the resistor to ignite, involving adjacent capacitors as well. The Federal Aviation Administration is issuing this AD to prevent a standby static inverter from overheating, which could result in smoke in the flight deck and cabin and loss of the electrical standby power system.

Modification

(f) At the time specified in paragraph (f)(1) or (f)(2) of this AD, as applicable: Modify the static inverter by removing resistor R170 from the logic control card assembly and replacing it with a new resistor, and relocating the new resistor to the solder side of the printed circuit board, in accordance with the Accomplishment Instructions of the applicable service bulletin specified in Table 1 of this AD, except as provided by paragraph (g) of this AD.

(1) For Model 737, 757, and 767 airplanes: Within 42 months after the effective date of this AD.

(2) For Model 747 and 777 airplanes: Within 60 months after the effective date of this AD.

(g) For Group 2 airplanes identified Boeing Special Attention Service Bulletin 767-24-0160, dated June 30, 2005: Airplanes having a static inverter with part number S282T004-2, S282T004-3, or S282T004-4, are not required to do the modification specified in paragraph (f) of this AD.

(h) Actions accomplished before the effective date of this AD in accordance with the applicable Boeing service bulletin specified in Table 2 of this AD, are considered acceptable for compliance with the corresponding actions specified in this AD.

Table 2 – Previously Issued Service Information

Boeing –	Revision –	Dated –
Alert Service Bulletin 737-24A1166	3	July 25, 2007
Special Attention Service Bulletin 757-24-0110	Original	April 28, 2005
Special Attention Service Bulletin 757-24-0111	Original	April 28, 2005

Note 1: The Boeing service bulletins specified in Table 1 of this AD refer to Avionic Instruments Inc. Service Bulletins 1-002-0102-1000-24-28, Revision A, dated June 22, 2005; and Revision B, dated July 24, 2006; as additional sources of guidance for accomplishing the modification required by paragraph (f) of this AD.

Alternative Methods of Compliance

(i)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Binh V. Tran, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington

98057-3356; telephone (425) 917-6485; 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

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

Table 3 – Material Incorporated by Reference

Boeing –	Revision –	Dated –
Alert Service Bulletin 737-24A1166	4	May 21, 2009
Service Bulletin 747-24-2254	1	March 5, 2007
Service Bulletin 777-24-0095	1	January 3, 2007
Special Attention Service Bulletin 737-24-1165	1	October 20, 2005
Special Attention Service Bulletin 757-24-0110	1	August 6, 2009
Special Attention Service Bulletin 757-24-0111	1	August 6, 2009
Special Attention Service Bulletin 767-24-0160	Original	June 30, 2005
Special Attention Service Bulletin 767-24-0161	Original	June 30, 2005

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

(2) For service information identified in this AD, contact 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 4, 2009.

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



2009-26-04 Boeing: Amendment 39-16139. Docket No. FAA-2007-29087; Directorate Identifier 2007-NM-094-AD.

Effective Date

- (a) This AD becomes effective February 1, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Boeing Model 737-600, -700, -700C, -800, and -900 series airplanes, certificated in any category, as identified in Boeing Service Bulletin 737-32-1376, Revision 2, dated August 6, 2008.

Subject

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

Unsafe Condition

(e) This AD results from a report that the protective finishes on the forward trunnion pins for the left and right main landing gear (MLG) might have been damaged during final assembly. We are issuing this AD to prevent cracking of the forward trunnion pin, which could result in fracture of the pin and consequent collapse of the MLG.

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.

Lubrication or Overhaul

(g) Within 30 days after the effective date of this AD: Lubricate the left and right MLG forward trunnion pins in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-32-1376, Revision 2, dated August 6, 2008. Repeat the lubrication at intervals not to exceed 30 days until all applicable requirements of paragraphs (h) and (i) of this AD have been accomplished. Overhauling the trunnion pin in accordance with the Accomplishment Instructions of Boeing Service

Bulletin 737-32-1376, Revision 2, dated August 6, 2008, ends the repetitive lubrication requirements of this paragraph for that pin.

Inspection and Corrective Actions

(h) Within 60 months after the date of issuance of the original airworthiness certificate or date of issuance of the original export certificate of airworthiness, or within 6 months after the effective date of this AD, whichever occurs later: Do a detailed inspection for discrepancies (corrosion, finish damage, surface deformation, or scratches) of the transition radius of the left and right MLG trunnion pins with MLG not removed (in situ); and if any discrepancy is found, repair or replace the trunnion pin before further flight. Do all actions in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-32-1376, Revision 2, dated August 6, 2008. If the repair specified in Part 4 of the Accomplishment Instructions of Boeing Service Bulletin 737-32-1376, Revision 2, dated August 6, 2008, is done, within 24 months after doing the repair, do the detailed inspection of the transition radius, and do the inspection thereafter at intervals not to exceed 24 months until the trunnion pin is overhauled or replaced in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-32-1376, Revision 2, dated August 6, 2008.

(i) For airplanes on which the trunnion pin has not been replaced or overhauled: Within 120 months after the date of issuance of the original airworthiness certificate or date of issuance of the original export certificate of airworthiness, or within 6 months after the effective date of this AD, whichever occurs later, do a detailed inspection for discrepancies of the lead-in chamfer and cross-bolt bore with the MLG removed; and if any discrepancy is found, repair or replace the trunnion pin before further flight. Do all actions in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-32-1376, Revision 2, dated August 6, 2008.

No Report Required

(j) Although Boeing Service Bulletin 737-32-1376, Revision 2, dated August 6, 2008, specifies to send inspection reports to the manufacturer, this AD does not include that requirement.

Credit for Actions Done Using Previous Issue of Service Information

(k) Actions done before the effective date of this AD in accordance with Boeing Special Attention Service Bulletin 737-32-1376, dated May 12, 2005; or Boeing Service Bulletin 737-32-1376, Revision 1, dated March 19, 2007; are acceptable for compliance with the corresponding actions of this AD.

Alternative Methods of Compliance (AMOCs)

(1)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Nancy Marsh, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6440; fax (425) 917-6590. Or, e-mail information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector

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

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

Material Incorporated by Reference

(m) You must use Boeing Service Bulletin 737-32-1376, Revision 2, dated August 6, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on December 4, 2009.

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



2009-26-10 AIRBUS: Amendment 39-16149. Docket No. FAA-2009-1211; Directorate Identifier 2009-NM-121-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 15, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Airbus Model A380-841, -842, and -861 airplanes; certificated in any category; all serial numbers.

Subject

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

Reason

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

As a result of the Movable Flap Track Fairing (MFTF) 6 crack findings (ref. AD 2008-0216), a detailed review has been launched for all MFTF 2 to 6. This investigation has revealed some cracking at MFTF 4 pivot support ring.

This condition, if not corrected, could lead to in-flight loss of MFTF 4, potentially resulting in injuries to persons on the ground.

To prevent the risk of a MFTF 4 detachment, this AD requires an inspection programme and/or replacement of the fairings in order to ensure they are removed from service before any crack becomes critical.

Actions and Compliance

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

(1) At the applicable time specified in paragraphs (f)(1)(i) and (f)(2)(ii) of this AD: Do special detailed (ultrasonic and high frequency eddy current) inspections on the 4 left-hand and right-hand movable flap track fairing (MFTF) for cracks of the fillet radii of the pivot bracket support rings and the monolithic carbon fibre reinforced plastic (CFRP) structure in the pivot support area, in

accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A380-57-8016, dated May 11, 2009.

(i) For Airbus Model A380-841 and -842 airplanes, do the actions before the accumulation of 600 flight cycles on the 4 MFTF on an airplane, or within 60 flight cycles after the effective date of this AD, whichever occurs later.

(ii) For Airbus Model A380-861 airplanes, do the actions before the accumulation of 300 flight cycles on the 4 MFTF on an airplane, or within 30 flight cycles after the effective date of this AD, whichever occurs later.

(2) If no crack is found during any inspection required by paragraph (f)(1) of this AD, repeat the inspections at the applicable time specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD; except as provided by paragraph (f)(4) of this AD.

(i) For Model A380-841 and -842 airplanes: At intervals not to exceed 60 flight cycles.

(ii) For Model A380-861 airplanes: At intervals not to exceed 30 flight cycles.

(3) If any crack is found during any inspection required by paragraph (f)(1) of this AD, before further flight, replace the 4 MFTF with a new or serviceable 4 MFTF, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A380-57-8016, dated May 11, 2009. Do the inspections required by paragraph (f)(1) of this AD at the applicable time specified in paragraph (f)(1) of this AD.

(4) Replacing any 4 MFTF extends the interval for the next inspections to the applicable time specified in paragraph (f)(1) of this AD.

(5) After the first 4 MFTF is replaced as required by this AD, submit a one-time report to Wera Dietz, Senior Retrofit Manager, AIRBUS Customer Services–SEOT2, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 561 933 333; Fax +33 561 932 745; e-mail wera.dietz@airbus.com; at the applicable times specified in paragraph (f)(5)(i) and (f)(5)(ii) of this AD. The report must include the serial number of the removed 4 MFTF, the associated airplane manufacturer serial number, and the number of flight cycles accumulated by the 4 MFTF at the time of replacement.

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

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

FAA AD Differences

Note 1:

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

Other FAA AD Provisions

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

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

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

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

Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2009-0113, dated May 27, 2009; and Airbus Mandatory Service Bulletin A380-57-8016, dated May 11, 2009; for related information.

Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A380-57-8016, dated May 11, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington on December 16, 2009.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-30700 Filed 12-30-09; 8:45 am]



2009-26-12 Engine Components, Inc. (ECi): Amendment 39-16151. Docket No. FAA-2008-0052; Directorate Identifier 2008-NE-01-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective February 4, 2010.

Affected ADs

- (b) This AD supersedes AD 2008-19-05, Amendment 39-15672.

Applicability

(c) If your engine has not been overhauled, or not had any cylinder assemblies replaced since new, no further action is required.

(d) This AD applies to the Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, "Parallel Valve," reciprocating engines listed in Table 1 of this AD, with ECi cylinder assembly, part number (P/N) AEL65102 series "Titan," and with cylinder head, P/N AEL85099, installed.

(1) The applicable cylinder assembly serial numbers (S/Ns) are S/N 1138-02 through S/N 35171-22 (referred to in this AD as Group "A" cylinder assemblies); and

(2) S/N 35239-01 through S/N 42179-30 (referred to in this AD as Group "B" cylinder assemblies).

(3) The cylinder assembly P/N is at the crankcase end of the cylinder assembly, and might be difficult to see. As a guide in determining if your cylinder assemblies are affected, all affected cylinder assemblies have cylinder head P/N AEL85099. The cylinder head P/N is at the top of the cylinder head, near the intake and exhaust valve springs, and is easier to locate than the cylinder assembly P/N.

(4) The set of numbers appearing on the cylinder, above and to the left of the S/N, in the form of "123456" is not used for determining this AD's applicability.

Table 1–Engine Models

Cylinder Assembly Part Number:	Installed on Engine Models:
AEL65102-NST04	<p>O-320-A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B2D, B2E, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, E1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H</p> <p>IO-320-A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B</p> <p>AEIO-320-D1B, D2B, E1A, E1B, E2A, E2B</p> <p>AIO-320-A1A, A1B, A2A, A2B, B1B, C1B</p> <p>LIO-320-B1A</p>
AEL65102-NST05	<p>IO-320-C1A, C1B, C1F, F1A</p> <p>LIO-320-C1A</p>
AEL65102-NST06	<p>O-320-A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C, (also, an O-320 model with no suffix)</p> <p>IO-320-A1A, A2A</p>
AEL65102-NST07	<p>IO-320- B1A, B1B</p> <p>LIO-320- B1A</p>
AEL65102-NST08	<p>O-320-B1A, B1B, B2A, B2B, B3A, B3B, B3C, C1A, C1B, C2A, C2B, C3A, C3B, C3C, D1A, D1B, D2A, D2B, D2C</p>
AEL65102-NST10	<p>O-360-A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, B1A, B1B, B2A, B2B, C1A, C1C, C1G, C2A, C2B, C2C, C2D, D1A, D2A, D2B</p> <p>IO-360-B1A, B1B, B1C</p> <p>HO-360-A1A, B1A, B1B</p> <p>HIO-360-B1A, B1B</p> <p>AEIO-360-B1B</p> <p>O-540-A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B4A5, B4B5, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5</p> <p>IO-540-C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5</p>

AEL65102-NST12	<p>O-360- A1A, A1AD, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A1P, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A4P, A5AD, B1A, B2C, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D2A, F1A6, G1A6</p> <p>HO-360 –C1A</p> <p>LO-360-A1G6D, A1H6</p> <p>HIO-360-B1A, B1B, G1A</p> <p>LTO-360-A1A6D</p> <p>TO-360-A1A6D</p> <p>IO-360-B1B, B1BD, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, L2A, M1A, M1B</p> <p>AEIO-360-B1B, B1D, B1E, B1F, B1F6, B1G6, B1H, B2F, B2F6, B4A, H1A, H1B</p> <p>O-540-A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4C5, G1A5, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D</p> <p>IO-540-C4B5, C4B5D, C4D5, C4D5D, D4A5, D4B5, D4C5, N1A5, N1A5D, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D</p> <p>AEIO-540-D4A5, D4B5, D4C5, D4D5</p>
AEL65102-NST26	<p>IO-540-J4A5, R1A5</p> <p>TIO-540-C1A, E1A, G1A, H1A</p>
AEL65102-NST38	<p>IO-360-F1A</p> <p>TIO-540-AA1AD, AB1AD, AB1BD, AF1A, AG1A, AK1A, C1A, C1AD, K1AD</p> <p>LTIO-540-K1AD</p>
AEL65102-NST43	<p>O-360-J2A</p> <p>O-540-F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D</p> <p>IO-540-AB1A5, W1A5, W1A5D, W3A5D</p>
AEL65102-NST44	<p>O-540-L3C5D</p>

The Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, "Parallel Valve", reciprocating engines are installed on, but not limited to, the aircraft listed in the following Table 2:

Table 2—Engines Installed on, but Not Limited To

Engine Models:	Installed on , But Not Limited To:
O-320-A1A	<p>Piper Aircraft: Tri-Pacer (PA-22 “150”, PA-22S “150”), Apache (PA-23), Pawnee (PA-25)</p> <p>Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)</p> <p>Mooney Aircraft: Mark (20A)</p> <p>Dinfia: Ranquel (1A-46)</p> <p>Simmering-Graz Pauker: Flamingo (SGP-M-222)</p> <p>Aviamilano: Scricciolo (P-19)</p> <p>Vos Helicopter Co.: Spring Bok</p>
O-320-A1B	<p>Piper Aircraft: Tri-Pacer (PA-22 “150”, PA-22S “150”), Apache (PA-23)</p> <p>Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)</p> <p>S.O.C.A.T.A.: Horizon (Gardan)</p>
O-320-A2A	<p>Piper Aircraft: Tri-Pacer (PA-22 “150”, PA-22S “150”), Agriculture (PA-18A “150”), Super Cub (PA -18 “150”), Caribbean (PA-22 “150”), Pawnee (PA-25)</p> <p>Intermountain Mfg. Co.: Call Air Texas (A-5, A-5T)</p> <p>Lake Aircraft: Colonial (C-1)</p> <p>Rawdon Bros.: Rawdon (T-1, T-15, T-15D)</p> <p>Shinn Engineering: Shinn (2150-A)</p> <p>Dinfia: Ranquel (1A)46)</p> <p>Neiva: (1PD-5802)</p> <p>Sud: Gardan-Horizon (GY-80)</p> <p>LaVerda: Falco (F8L Series II, America)</p> <p>Malmo: Vipar (MF1-10)</p> <p>Kingsford Smith: Autocrat (SCRM-153)</p> <p>Aero Commander: 100</p>

O-320-A2B	<p>Piper Aircraft: Tri-Pacer (PA-22 “150”, PA-22S “150”), Cherokee (PA-28 “150”), Super Cub (PA -18 “150”)</p> <p>Champion Aircraft: Challenger (7GCA, 7GCB, 7KC), Citabria (7GCAA, 7GCRC), Agriculture (7GCBA)</p> <p>Beagle: Pup (150)</p> <p>Artic: Interstate S1B2</p> <p>Robinson: R-22</p> <p>Varga: Kachina 2150A</p>
O-320-A2C	<p>Robinson: R-22</p> <p>Cicare: Cicare AG</p> <p>Bellanca Aircraft: Citabria 150 (7GCAA), Citabria 150S (7GCBC)</p>
O-320-A2D	Piper Aircraft: Apache (PA-23)
O-320-A3A	<p>Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)</p> <p>Corben-Fettes: Globe Special (Globe GC-1B)</p>
O-320-A3B	<p>Piper Aircraft: Apache (PA-23)</p> <p>Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)</p> <p>Teal II: TSC (1A2)</p>
O-320-B1A	<p>Piper Aircraft: Apache (PA-23 “160”)</p> <p>Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)</p> <p>Malmo: Vipar (MF1-10)</p>
O-320-B1B	<p>Piper Aircraft: Apache (PA-23 “160”)</p> <p>Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)</p>
O-320-B2A	Piper Aircraft: Tri-Pacer (PA-22 “160”, PA-22S “160”)
O-320-B2B	<p>Piper Aircraft: Tri-Pacer (PA-22 “160”, PA-22S “160”)</p> <p>Beagle: Airedale (D5-160)</p> <p>Fuji-Heavy Industries: Fuji (F-200)</p> <p>Uirapuru: Aerotec 122</p>
O-320-B2C	Robinson: R-22
O-320-B2D	Maule: MX-7-160
O-320-B2E	Lycon
O-320-B3A	<p>Piper Aircraft: Apache (PA-23 “160”)</p> <p>Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)</p>
O-320-B3B	<p>Piper Aircraft: Apache (PA-23 “160”)</p> <p>Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)</p> <p>Sud: Gardan (GY80-160)</p>

O-320-C1A	Piper Aircraft: Apache (PA-23 “160”) Riley Aircraft: Rayjay (Apache)
O-320-C1B	Piper Aircraft: Apache (PA-23 “160”)
O-320-C3A	Piper Aircraft: Apache (PA-23 “160”)
O-320-C3B	Piper Aircraft: Apache (PA-23 “160”)
O-320-D1A	Sud: Gardan (GY-80) Gyroflug: Speed Cancard Grob: G115
O-320-D1F	Slingsby: T67 Firefly
O-320-D2A	Piper Aircraft: Cherokee (PA-28S “160”) Robin: Major (DR400-140B), Chevalier (DR-360), (R-3140) S.O.C.A.T.A.: Tampico TB9 Slingsby: T67C Firefly Daetwyler: MD-3-160 Nash Aircraft Ltd.: Petrel Aviolight: P66D Delta General Avia: Pinguino
O-320-D2B	Beech Aircraft: Musketeer (M-23) Piper Aircraft: Cherokee (PA-28 “160”)
O-320-D2J	Cessna Aircraft: Skyhawk 172
O-320-D3G	Piper Aircraft: Warrior II, Cadet (PA-28-161)
O-320-E1A	Grob: G115
O-320-E1C	M.B.B. (Messerschmitt-Boelkow-Blohm): Monsun (BO-209-B)
O-320-E1F	M.B.B.: Monsun (BO-209-B)

O-320-E2A	Piper Aircraft: Cherokee (PA-28 “140”, PA-28 “150”) Robin: Major (DR-340), Sitar, Bagheera (GY-100-135) S.O.C.A.T.A.: Super Rallye (MS-886), Rallye Commodore (MS-892) Siai-Marchetti: (S-202) F.F.A.: Bravo (AS-202/15) Partenavia: Oscar (P66B), Bucker (131 APM) Aeromot: Paulistina P-56 Pezetel: Koliber 150
O-320-E2C	Beech Aircraft: Musketeer III (M -23III) M.B.B.: Monsun (BO-209-B)
O-320-E2D	Cessna Aircraft: Cardinal (172-I, 177)
O-320-E2F	M.B.B.: Monsun (BO-209-B), Wassmer Pacific (WA-51)
O-320-E2G	American Aviation Corp.: Traveler
O-320-E3D	Piper Aircraft: Cherokee (140) Beech Aircraft: Sport
IO-320-B2A	Piper Aircraft: Twin Comanche (PA-30)
IO-320-B1C	Hi. Shear: Wing
IO-320-B1D	Ted Smith Aircraft: Aerostar
IO-320-C1A	Piper Aircraft: Twin Comanche (PA-30 Turbo)
IO-320-D1A	M.B.B.: Monsun (BO-209-C)
IO-320-D1B	M.B.B.: Monsun (BO-209-C)
IO-320-E1A	M.B.B.: Monsun (BO-209-C)
IO-320-E1B	Bellanca Aircraft
IO-320-E2A	Champion Aircraft: Citabria
IO-320-E2B	Bellanca Aircraft
IO-320-F1A	CAAR Engineering: Carr Midget
LIO-320-B1A	Piper Aircraft: Twin Comanche (PA-39)
LIO-320-C1A	Piper Aircraft: Twin Comanche (PA-39)
AIO-320-B1B	M.B.B.: Monsun (BO-209-C)
AEIO-320-D1B	Slingsby: T67M Firefly
AEIO-320-D2B	Hindustan Aeronautics Ltd.: HT-2
AEIO-320-E1A	Bellanca Aircraft Champion Aircraft

AEIO-320-E1B	Bellanca Aircraft Champion Aircraft: Decathalon (8KCAB-CS)
AEIO-320-E2B	Bellanca Aircraft Champion Aircraft: Decathalon (8KCAB)
O-320-A1A	Riley Aircraft: Riley Twin
O-360-A1A	Beech Aircraft: Travel Air (95, B-95) Piper Aircraft: Comanche (PA-24) Intermountain Mfg. Co.: Call Air (A-6) Lake Aircraft: Colonial (C-2, LA -4, 4A or 4P) Doyn Aircraft: Doyn-Cessna (170B, 172, 172A, 172B) Mooney Aircraft: Mark "20B" (M-20B) Earl Horton: Pawnee (Piper PA-25) Dinfia: Ranquel (1A-51) Neiva: (1PD-5901) Regente: (N-591) Wassmer: Super 4 (WA-50A), Sancy (WA-40), Baladou (WA-40), Pariou (WA-40) Sud: Gardan (GY-180) Bolkow: (207) Partenavia: Oscar (P-66) Siai-Marchetti: (S-205) Procaer: Picchio (F-15-A) S.A.A.B.: Safir (91-D) Malmo: Vipar (MF-10B) Aero Boero: AB-180 Beagle: Airedale (A-109) DeHavilland: Drover (DHA-3MK3) Kingsford-Smith: Bushmaster (J5-6) Aero Engine Service Ltd.: Victa (R-2)
O-360-A1AD	S.O.C.A.T.A.: Tabago TB-10

O-360-A1D	Piper Aircraft: Comanche (PA-24) Lake Aircraft: Colonial (LA -4, 4A or 4P) Doyn Aircraft: Doyn-Beech (Beech 95) Mooney Aircraft: Master “21” (M-20E), Mark “20B”, “20D”, (M20B, M20C), Mooney Statesman (M-20G) Dinfia: Querandi (1A-45) Wassmer: (WA-50) Malmo: Vipar (MF1-10) Cessna Aircraft: Skyhawk Doyn Aircraft: Doyn-Piper (PA-23 “160”)
O-360-A1F6	Cessna Aircraft: Cardinal
O-360-A1F6D	Cessna Aircraft: Cardinal 177 Teal III: TSC (1A3)
O-360-A1G6	Aero Commander
O-360-A1G6D	Beech Aircraft: Duchess 76
O-360-A1H6	Piper Aircraft: Seminole (PA-44)
O-360-A1LD	Wassmer: Europa WA-52
O-360-A1P	Aviat: Husky
O-360-A2A	Center Est Aeronautique: Regente (DR-253) S.O.C.A.T.A.: Rallye Commodore (MS-893) Societe Aeronautique Normande: Mousquetaire (D-140) Bolkow: Klemm (K1-107C) Partenavia: Oscar (P-66) Beagle: Husky (D5-180) (J1-U)
O-360-A2D	Piper Aircraft: Comanche (PA-24), Cherokee “C” (PA-28 “180”) Mooney Aircraft: Master “21” (M-20D), Mark “21” (M-20E)
O-360-A2E	Std. Helicopter
O-360-A2F	Aero Commander: Lark (100) Cessna Aircraft: Cardinal
O-360-A2G	Beech Aircraft: Sport

O-360-A3A	C.A.A.R.P.S.A.N.: (M-23III) Societe Aeronautique Normande: Jodel (D-140C) Robin: Regent (DR400/180), Remorqueur (DR400/180R), R-3170 S.O.C.A.T.A.: Rallye 180GT, Sportavia Sportsman (RS-180) Norman Aeroplance Co.: NAC-1 Freelance Nash Aircraft Ltd.: Petrel
O-360-A3AD	S.O.C.A.T.A.: TB-10 Robin: Aiglou (R-1180T)
O-360-A4A	Piper Aircraft: Cherokee "D" (PA-28 "180")
O-360-A4D	Varga: Kachina
O-360-A4G	Beech Aircraft: Musketeer Custom III
O-360-A4K	Grumman American: Tiger Beech Aircraft: Sundowner 180
O-360-A4M	Piper Aircraft: Archer II (PA-28 "18") Valmet: PIK-23
O-360-A4N	Cessna Aircraft: 172 (Optional)
O-360-A4P	Penn Yan: Super Cub Conversion
O-360-A5AD	C. Itoh and Co.: Fuji FA-200
O-360-B2C	Seabird Aviation: SB7L
O-360-C1A	Intermountain Mfg. Co.: Call Air (A-6)
O-360-C1E	Bellanca Aircraft: Scout (8GCBC-CS)
O-360-C1F	Maule: Star Rocket MX-7-180
O-360-C1G	Christen: Husky (A-1)
O-360-C2B	Hughes Tool Co.: (269A)
O-360-C2D	Hughes Tool Co.: (269A)
O-360-C2E	Hughes Tool Co.: (YHO-2HU) Military Bellanca Aircraft: Scout (8GCBC FP)
O-360-C4F	Maule: MX-7-180A
O-360-C4P	Penn Yan: Super Cub Conversion
O-360-F1A6	Cessna Aircraft: Cutlass RG
O-360-J2A	Robinson: R22

IO-360-B1A	Beech Aircraft: Travel-Air (B-95A) Doyn Aircraft: Doyn-Piper (PA-23 “200”)
IO-360-B1B	Beech Aircraft: Travel-Air (B-95B) Doyn Aircraft: Doyn-Piper (PA-23 “200”) Fuji: (FA-200)
IO-360-B1D	United Consultants: See-Bee
IO-360-B1E	Piper Aircraft: Arrow (PA-28 “180R”)
IO-360-B1F	Utva: 75
IO-360-B2E	C.A.A.R.P. C.A.P. (10)
IO-360-B1F6	Great Lakes: Trainer
IO-360-B1G6	American Blimp: Spector 42
IO-360-B2F6	Great Lakes: Trainer
LO-360-A1G6D	Beech Aircraft: Duchess
LO-360-A1H6	Piper Aircraft: Seminole (PA-44)
IO-360-E1A	T.R. Smith Aircraft: Aerostar
IO-360-L2A	Cessna Aircraft: Skyhawk C-172
IO-360-M1A	Diamond Aircraft: DA-40
IO-360-M1B	Vans Aircraft: RV6, RV7, RV8 Lancair: 360
AEIO-360-B1F	F.F.A.: Bravo (200) Grob: G115/Sport-Acro
AEIO-360-B1G6	Great Lakes
AEIO-360-B2F	Mundry: CAP-10
AEIO-360-B4A	Pitts: S-1S
AEIO-360-H1A	Bellanca Aircraft: Super Decathalon (8KCAB-180)
AEIO-360-H1B	American Champion: Super Decathalon
VO-360-A1A	Brantly Hynes Helicopter: (B-2)
VO-360-A1B	Brantly Hynes Helicopter: (B-2, B2-A). Military (YHO-3BR)
VO-360-B1A	Brantly Hynes Helicopter: (B-2, B2-A)
IVO-360-A1A	Brantly Hynes Helicopter: (B2-B)
HO-360-B1A	Hughes Tool Co.: (269A)
HO-360-B1B	Hughes Tool Co.: (269A)
HO-360-C1A	Schweizer: (300C)
HIO-360-B1A	Hughes Tool Co.: Military (269-A-1), (TH-55A)

HIO-360-B1B	Hughes Tool Co.: (269A)
HIO-360-G1A	Schweizer: (CB)
O-540-A1A	Rhein-Flugzeugbau: (RF-1)
O-540-A1A5	Piper Aircraft: Comanche (PA-24 "180") Helio: Military (H-250) Yoeman Aviation: (YA-1)
O-540-A1B5	Piper Aircraft: Aztec (PA-23 "250"), Comanche (PA-24 "250")
O-540-A1C5	Piper Aircraft: Comanche (PA-24 "250")
O-540-A1D	Found Bros.: (FBA-2C) Dornier: (DO-28-B1)
O-540-A1D5	Piper Aircraft: Aztec (PA-23 "250"), Comanche (PA-24 "250"), Military Aztec (U-11A) Dornier: (DO-28)
O-540-A2B	Aero Commander: (500) Mid-States Mfg. Co.: Twin Courier (H-500), (U-5)
O-540-A3D5	Piper Aircraft: Navy Aztec (PA-23 "250")
O-540-B1A5	Piper Aircraft: Apache (PA-23 "235")
O-540-B1B5	Piper Aircraft: Comanche (PA-24 "250") Doyn Aircraft: Doyn-Piper (PA-24 "250")
O-540-B1D5	Wassmer: (WA-421)
O-540-B2B5	Piper Aircraft: Pawnee (PA-25 "235"), Cherokee (PA-28 "235"), Aztec (PA-23 "235") Intermountain Mfg. Co.: Call Air (A-9) Rawdon Bros.: Rawdon (T-1) S.O.C.A.T.A.: Rallye 235CA
O-540-B2C5	Piper Aircraft: Pawnee (PA-25 "235")
O-540-B4B5	Piper Aircraft: Cherokee (PA-28 "235") Embraer: Corioca (EMB-710) S.O.C.A.T.A.: Rallye 235GT, Rallye 235C Maule: Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235)

O-540-E4A5	Piper Aircraft: Comanche (PA-24 “260”) Aviamilano: Flamingo (F-250) Siai-Marchetti: (SF-260), (SF-208)
O-540-E4B5	Britten-Norman: (BN-2) Piper Aircraft: Cherokee Six (PA-32 “260”)
O-540-E4C5	Pilatus Britten-Norman: Islander (BN-2A-26), Islander (BN-2A-27), Islander II (BN-2B-26), Islander (BN-2A-21), Trislander (BN-2A-Mark III-2)
O-540-F1B5	Omega Aircraft: (BS-12D1) Robinson: (R-44)
O-540-G1A5	Piper Aircraft: Pawnee (PA-25 “260”)
O-540-H1B5D	Aero Boero: 260
O-540-H2A5	Embraer: Impanema “AG” Gippsland: GA-200
O-540-H2B5D	Aero Boero: 260
O-540-J1A5D	Maule: Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235)
O-540-J3A5	Robin: R-3000/235
O-540-J3A5D	Piper Aircraft: Dakota (PA-28-236)
O-540-J3C5D	Cessna Aircraft: Skylane RG
O-540-L3C5D	Cessna Aircraft: TR-182, Turbo Skylane RG
IO-540-C1B5	Piper Aircraft: Aztec B (PA-23 “250”), Comanche (PA-24 “250”)
IO-540-C1C5	Riley Aircraft: Turbo-Rocket
IO-540-C4B5	Piper Aircraft: Aztec C (PA-23 “250”), Aztec F Wassmer: (WA4-21) Avions Pierre Robin: (HR100/250) Bellanca Aircraft: Aries T-250 Aerofab: Renegade 250
IO-540-C4D5	S.O.C.A.T.A.: TB-20
IO-540-C4D5D	S.O.C.A.T.A.: Trinidad TB-20
IO-540-D4A5	Piper Aircraft: Comanche (PA-24 “260”) Siai-Marchetti: (SF-260)
IO-540-D4B5	Cerva: (CE-43 Guepard)
IO-540-J4A5	Piper Aircraft: Aztec (PA-23 “250”)
IO-540-R1A5	Piper Aircraft: Comanche (PA-24)

IO-540-T4A5D	General Aviation: Model 114
IO-540-T4B5	Commander: 114B
IO-540-T4B5D	Rockwell: 114
IO-540-T4C5D	Lake Aircraft: Seawolf
IO-540-V4A5	Maule: MT-7-260, M -7-260 Aircraft Manufacturing Factory
IO-540-V4A5D	Brooklands: Scoutmaster
IO-540-W1A5	Maule: MX-7-235, MT-7-235, M7-235
IO-540-W1A5D	Maule: Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235)
IO-540-W3A5D	Schweizer: Power Glider
AEIO-540-D4A5	Christen: Pitts (S-2S), S-2B) Siai-Marchetti: SF-260 H.A.L.: HPT-32 Slingsby: Firefly T3A
AEIO-540-D4B5	Moravan: Zlin-50L H.A.L.: HPT-32
AEIO-540-D4D5	Burkhart Grob: Grob G, 115T Aero
TIO-540-C1A	Piper Aircraft: Turbo Aztec (PA-23-250)
TIO-540-K1AD	Piper Aircraft
TIO-540-AA1AD	Aerofab Inc.: Turbo Renegade (270)
TIO-540-AB1AD	S.O.C.A.T.A.: Trinidad TC TB-21
TIO-540-AB1BD	Schweizer
TIO-540-AF1A	Mooney Aircraft: "TLS" M20M
TIO-540-AG1A	Commander Aircraft: 114TC
TIO-540-AK1A	Cessna Aircraft: Turbo Skylane T182T
LTIO-540-K1AD	Piper Aircraft

Unsafe Condition

(e) This AD results from reports of 10 additional cylinder head separations since issuing AD 2008-19-05, on cylinder S/Ns not listed in that AD. We are issuing this AD to prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies and possible engine failure caused by separation of a cylinder head, which could result in loss of control of the aircraft.

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.

Engines Overhauled or Cylinder Assemblies Replaced Since New

(g) If your engine was overhauled or had a cylinder assembly replaced since new, do the following:

(1) Before further flight, inspect the maintenance records and engine logbook to determine if the overhaul or repair facility installed ECI cylinder assemblies, P/N AEL65102, with cylinder head, PN AEL85099, S/N 1138-02 through S/N 35171-22, or S/N 35239-01 through S/N 42179-30, in your engine.

(2) If your cylinder assemblies are not ECI, P/N AEL65102, no further action is required.

(3) If your cylinder assemblies are ECI, P/N AEL65102, but the S/N is not listed in this AD, no further action is required.

(4) If the cylinder assemblies are ECI, P/N AEL65102, and if the S/N is listed in this AD, do the following:

Group "A" Cylinder Assemblies; S/N 1138-02 Through S/N 35171-22

(i) For Group "A" cylinder assemblies:

(A) Perform an initial visual inspection as specified in paragraphs (h) through (i) of this AD, and an initial compression test as specified in paragraphs (j) through (m) of this AD, within the next 10 operating hours time-in-service (TIS), if the cylinder assembly has 350 or more operating hours TIS on the effective date of this AD, but fewer than 2,000 operating hours TIS.

(B) Perform an initial visual inspection as specified in paragraphs (h) through (i) of this AD, and an initial compression test as specified in paragraphs (j) through (m) of this AD, within the next 10 operating hours TIS, or before exceeding 350 operating hours TIS, whichever occurs later, if the cylinder assembly has fewer than 350 operating hours TIS on the effective date of this AD.

(C) Replace cylinder assemblies installed in helicopter engines within the next 25 operating hours TIS after the effective date of this AD if the cylinder assembly has 1,500 operating hours TIS or more on the effective date of this AD.

(D) Replace cylinder assemblies installed in airplane engines within the next 25 operating hours TIS after the effective date of this AD if the cylinder assembly has 2,000 operating hours TIS or more on the effective date of this AD.

(E) Perform repetitive visual inspections as specified in paragraphs (h) through (i) of this AD, and repetitive compression tests as specified in paragraphs (j) through (m) of this AD, within every 50 operating hours TIS.

(F) Replace cylinder assemblies installed in helicopter engines that pass the visual inspections and compression tests, no later than 1,500 operating hours TIS after the effective date of this AD.

(G) Replace cylinder assemblies installed in airplane engines that pass the visual inspections and compression tests, no later than 2,000 operating hours TIS after the effective date of this AD.

Group “B” Cylinder Assemblies; S/N 35239-01 through S/N 42179-30

(ii) For Group “B” cylinder assemblies:

(A) Perform an initial visual inspection as specified in paragraphs (h) through (i) of this AD, and initial compression test as specified in paragraphs (j) through (l) of this AD, within the next 10 operating hours TIS.

(B) Replace the cylinder assembly within the next 25 operating hours TIS after the effective date of this AD if the cylinder assembly has 350 or more operating hours TIS on the effective date of this AD.

(C) Replace cylinder assemblies that pass the initial visual inspections and compression tests, before exceeding 350 operating hours TIS after the effective date of this AD.

Visual Inspection

(h) Visually inspect each cylinder head around the exhaust valve side for cracks or any signs of black or white residue of combustion leakage from cracks.

(i) Replace cracked cylinder assemblies before further flight.

Cylinder Assembly Compression Test

(j) Perform a standard cylinder differential compression test.

(k) During the compression test, if the cylinder pressure gauge reads below 70 pounds-per-square-inch, apply a water and soap solution to the side of the leaking cylinder, near the head-to-barrel interface.

(l) Replace the cylinder assembly before further flight if air leakage and bubbles are observed on the side of the cylinder assembly, near the head-to-barrel interface.

(m) For Group “A” cylinder assemblies only, repair or replace the engine cylinder assembly before further flight if the cause of the low gauge reading in paragraph (k) of this AD is from leaking intake or exhaust valves, or from leaking piston rings.

Prohibition of Group “B” ECi Cylinder Assemblies Affected by This AD

(n) After the effective date of this AD, do not install any Group “B” ECi cylinder assembly, P/N AEL65102, onto any engine and do not attempt to repair or reuse Group “B” cylinder assemblies.

Alternative Methods of Compliance

(o) The Manager, Special 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.

Special Flight Permits

(p) Under 14 CFR 39.23, we will not approve special flight permits for this AD for engines that have failed the visual inspection or the cylinder assembly compression test required by this AD.

Related Information

(q) Contact Peter W. Hakala, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76193; e-mail: peter.w.hakala@faa.gov; telephone (817) 222-5145; fax (817) 222-5785, for more information about this AD.

Issued in Burlington, Massachusetts, on December 22, 2009.

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E9-30732 Filed 12-30-09; 8:45 am]



2009-26-14 CONSTRUCCIONES AERONAUTICAS, S.A. (CASA): Amendment 39-16153.
Docket No. FAA-2009-0637; Directorate Identifier 2008-NM-183-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 4, 2010.

Affected ADs

(b) This AD supersedes AD 99-07-13, Amendment 39-11098.

Applicability

(c) This AD applies to CASA Model CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes, certificated in any category, all serial numbers, if part number (P/N) 35-15501-0001, -0002, -0003, or -0004, or P/N 35-A0736-0001 or -0002 outer flaps are installed.

Subject

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

Reason

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

As a consequence of cracks [that were originally] detected on some CN-235 aircraft, in flap fittings P/N 35-15501-0101, -0102, -0201 and -0202, attaching the structure of the outer flaps to their rear supports and, in the adjacent structure, DGAC Spain issued AD Nr. 01/97 which required, pending the analysis of the problem, boroscopic inspections of the attachment zones between both outer flaps to their rear support. After concluding that process and based on the investigation results, DGAC [Dirección General de Aviación Civil] Spain issued AD Nr. 1/97 Rev.1 [which corresponds to FAA AD 99-07-13] to require the replacement of the outer flaps with new designed parts, as specified in EADS-CASA Service Bulletin (SB) 235-57-20.

Since AD 1/97 Rev.1 was published, similar cracks have been detected in flaps longerons. EADS-CASA issued SB 235-57-20 Revision 1, extending the scope of the inspection to these flaps longerons, instructing the drilling of holes to facilitate the inspection and introducing an improved outer flap replacement kit that included a new improved longeron. SB 235-57-20 Revision 2 has been issued to add useful references and to update the applicability.

For the reasons described above, this new EASA [European Aviation Safety Agency] AD retains the requirements of DGAC Spain AD Nr. 1/97 Rev.1, which is superseded, and confirms the approval

of additional outer flaps replacement options, as specified in paragraph 2 E.2 of EADS-CASA SB 235-57-20 R2.

Fatigue cracking of the rear internal support fittings and longerons of the outer flap structure could result in failure of the outer flaps, and consequent reduced controllability of the airplane.

Actions and Compliance

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

(1) For airplanes equipped with P/N 35-A0736-0001 or -0002 outer flaps: Within 300 flight cycles after the effective date of this AD, do a borescopic inspection to detect cracking of the outer flaps fittings and longerons, in accordance with the Accomplishment Instructions of EADS-CASA Service Bulletin SB-235-57-20, Revision 2, dated March 30, 2007.

(2) For airplanes equipped with P/N 35-15501-0001, -0002, -0003, or -0004 outer flaps: At the earlier of the times specified in paragraphs (f)(2)(i) and (f)(2)(ii) of this AD, do a borescopic inspection to detect cracking of the outer flaps fittings; and within 300 flight cycles after the effective date of this AD, do a borescopic inspection to detect cracking of the longerons. Do the inspections in accordance with the Accomplishment Instructions of EADS-CASA Service Bulletin SB-235-57-20, Revision 2, dated March 30, 2007.

(i) Within 600 flight cycles after the most recent inspection done in accordance with AD 99-07-13, or within 14 days after the effective date of this AD, whichever occurs later.

(ii) Within 300 flight cycles after the effective date of this AD.

(3) If, during any inspection required by paragraph (f)(1) or (f)(2) of this AD, no crack is detected, repeat the borescopic inspections of the outer flap fittings and longerons in accordance with the Accomplishment Instructions of EADS-CASA Service Bulletin SB-235-57-20, Revision 2, dated March 30, 2007, thereafter at intervals not to exceed 300 flight cycles or 6 months, whichever occurs first, until the replacement specified in paragraph (f)(4) or (f)(5) of this AD is accomplished.

(4) If any crack is detected during any inspection required by paragraph (f)(1), (f)(2), or (f)(3) of this AD, prior to further flight, replace the outer flap with a new or retrofitted flap in accordance with the Accomplishment Instructions of EADS-CASA Service Bulletin SB-235-57-20, Revision 2, dated March 30, 2007. Such replacement constitutes terminating action for the repetitive borescopic inspection required by this AD for the replaced outer flap only.

(5) For affected parts that have not been replaced in accordance with paragraph (f)(4) of this AD: At the later of the times specified in paragraphs (f)(5)(i) and (f)(5)(ii) of this AD, replace each outer flap with a new or retrofitted outer flap in accordance with the Accomplishment Instructions of EADS-CASA Service Bulletin SB-235-57-20, Revision 2, dated March 30, 2007. Replacing all outer flaps terminates the requirements of this AD.

(i) Before the accumulation of 4,000 total flight cycles on the flap.

(ii) Within 1,200 flight cycles or 24 months after the effective date of this AD, whichever occurs first.

(6) Actions done before the effective date of this AD in accordance with CASA Service Bulletin SB-235-57-20, dated December 23, 1997; or EADS-CASA Service Bulletin SB-235-57-20, Revision 1, dated April 30, 2004; are acceptable for compliance with the corresponding requirements of paragraph (f)(2) of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1112; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

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

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

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2008-0119, dated June 27, 2008; and EADS-CASA Service Bulletin SB-235-57-20, Revision 2, dated March 30, 2007; for related information.

Material Incorporated by Reference

(i) You must use EADS-CASA Service Bulletin SB-235-57-20, Revision 2, dated March 30, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact EADS-CASA, Military Transport Aircraft Division (MTAD), Integrated Customer Services (ICS), Technical Services, Avenida de Aragón 404, 28022 Madrid, Spain; telephone +34 91 585 55 84; fax +34 91 585 55 05; e-mail MTA.TechnicalService@casa.eads.net; Internet <http://www.eads.net>.

(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 16, 2009.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-30707 Filed 12-30-09; 8:45 am]



2009-26-15 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-16154.
Docket No. FAA-2009-0412; Directorate Identifier 2009-NM-022-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 4, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to EMBRAER Model ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes, certificated in any category, serial numbers 17000156 through 17000169 inclusive; and Model ERJ 190-100 LR, -100 IGW, -100 STD, -200 STD, -200 LR, and -200 IGW airplanes, certificated in any category, serial numbers 19000047 through 19000089 inclusive.

Subject

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

Reason

(e) Brazilian Airworthiness Directive 2008-09-02, effective September 30, 2008, states:

It has been found the possibility of some aluminum fasteners having been installed instead of titanium ones at bulkhead 1 of the LH (left-hand) and RH (right-hand) pylons of some Embraer ERJ 190 aircraft models. In the case of a bird strike in the pylon bulkhead 1 equipped with aluminum fasteners there is the possibility where the impact may affect some equipments installed in the region after the bulkhead 1. Damages to the hydraulic lines and electrical generator power cables may lead to presence of fire in the region, without indication to the flight crew.

* * * * *

Brazilian Airworthiness Directive 2008-10-04, effective November 10, 2008, states:

It has been found the possibility of some aluminum fasteners having been installed instead of titanium ones at bulkhead 1 of the LH and RH pylons of some Embraer ERJ 170 aircraft models. The structural integrity of the region where these fasteners are installed may be affected in case of bird impact.

* * * * *

The unsafe condition for Model 170 airplanes is structural damage in the case of bird impact in the region of bulkhead 1 of the pylons, which could adversely affect continued safe flight and landing.

The unsafe condition for Model 190 airplanes is damage to the hydraulic lines and electrical generator power cables in the case of bird impact in the region of bulkhead 1 of the pylons, which might lead to presence of fire without indication to the flight crew. Corrective actions include inspecting for the presence of aluminum fasteners at pylon bulkhead 1, and replacing all aluminum fasteners with titanium fasteners.

Actions and Compliance

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

(1) Within 5,000 flight cycles after the effective date of this AD: Inspect the fasteners in bulkhead 1 of the left- and right-hand pylons for the presence of aluminum fasteners, in accordance with Part I of the Accomplishment Instructions of Embraer Service Bulletin 170-54-0007 or 190-54-0008, both dated December 21, 2007; as applicable. If no aluminum fastener is found, this AD requires no further action.

(2) If any aluminum fastener is found, before further flight after the inspection required by paragraph (f)(1) of this AD: Replace any aluminum fastener with a titanium fastener in accordance with Part II of the Accomplishment Instructions of Embraer Service Bulletin 170-54-0007 or 190-54-0008, both dated December 21, 2007; as applicable.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Kenny Kaulia, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2848; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

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

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

Related Information

(h) Refer to MCAI Brazilian Airworthiness Directive 2008-09-02, effective September 30, 2008; MCAI Brazilian Airworthiness Directive 2008-10-04, effective November 10, 2008; and Embraer

Service Bulletins 170-54-0007 and 190-54-0008, both dated December 21, 2007; for related information.

Material Incorporated by Reference

(i) You must use Embraer Service Bulletin 170-54-0007, dated December 21, 2007; or Embraer Service Bulletin 190-54-0008, dated December 21, 2007; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on December 16, 2009.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-30705 Filed 12-30-09; 8:45 am]



2009-26-16 McDonnell Douglas Corporation: Amendment 39-16155. Docket No. FAA-2009-0686; Directorate Identifier 2009-NM-044-AD.

Effective Date

(a) This airworthiness directive (AD) is effective February 4, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to McDonnell Douglas Corporation Model MD-11 and MD-11F airplanes; certificated in any category; as identified in Boeing Service Bulletin MD11-28-126, Revision 1, dated June 18, 2009.

Note 1: Boeing Information Notice MD11-28-126 IN 02, dated July 1, 2009, provides guidance that clarifies the airplane groups identified in Boeing Service Bulletin MD11-28-126, Revision 1, dated June 18, 2009.

Subject

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

Unsafe Condition

(e) This AD results from fuel system reviews conducted by the manufacturer. The Federal Aviation Administration is issuing this AD to reduce the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss 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.

Actions

(g) Within 60 months after the effective date of this AD: Do the actions specified in paragraphs (g)(1), (g)(2), (g)(3), (g)(4), and (g)(5) of this AD, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin MD11-28-126, Revision 1, dated June 18, 2009, except as required by paragraph (h) of this AD. Do all applicable corrective actions before further flight.

(1) Do a general visual inspection to determine if wires touch the upper surface of the center upper auxiliary fuel tank, and mark the location, as applicable.

(2) Do a detailed inspection for splices and damage of all wire bundles above the center upper auxiliary fuel tank.

(3) Do a detailed inspection for damage (burn marks) on the upper surface of the center upper auxiliary fuel tank.

(4) Do a detailed inspection for damage (burn marks) on the fuel vapor barrier seal.

(5) Install nonmetallic barrier/shield sleeving, new clamps, new attaching hardware, and a new extruded channel.

(h) If damage (burn marks) is found on the upper surface of the center upper auxiliary fuel tank during any inspection required by paragraph (g)(3) of this AD, and Boeing Service Bulletin MD11-28-126, Revision 1, dated June 18, 2009, specifies to contact The Boeing Company for repair instructions: Before further flight, repair the auxiliary fuel tank using a method approved in accordance with the procedures specified in paragraph (j)(3) of this AD.

Actions Accomplished According to Previous Issue of Service Bulletin

(i) Actions accomplished before the effective date of this AD according to Boeing Service Bulletin MD11-28-126, dated March 3, 2009, are considered acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Los Angeles 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: Samuel Lee, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5262; fax (562) 627-5210.

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

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

Material Incorporated by Reference

(k) You must use Boeing Service Bulletin MD11-28-126, Revision 1, dated June 18, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; telephone 206-544-5000, extension 2; fax 206-766-5683; e-mail dse.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 16, 2009.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-30709 Filed 12-30-09; 8:45 am]



2009-26-17 McDonnell Douglas Corporation: Amendment 39-16156. Docket No. FAA-2007-0186; Directorate Identifier 2007-NM-226-AD.

Effective Date

(a) This AD becomes effective February 4, 2010.

Affected ADs

(b) This AD supersedes AD 2006-16-03, Amendment 39-14703.

Applicability

(c) This AD applies to McDonnell Douglas Corporation Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F airplanes, and MD-10-10F and MD-10-30F airplanes that have been converted from Model DC-10 series airplanes; certificated in any category; with manufacturer's fuselage numbers as identified in the applicable service bulletin listed in Table 1 of this AD.

Table 1—Applicability

Boeing Service Bulletin –	Revision –	Dated –	For airplanes with –
DC10-53-109	7	March 3, 2009	Extended wing-to-fuselage fillets.
DC10-53-111	6	March 3, 2009	Conventional wing-to-fuselage fillets.

Subject

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

Unsafe Condition

(e) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to reduce the potential of ignition sources inside fuel tanks in the event of a severe lightning strike, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss 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 2006-16-03, With New Service Information

Installation or Replacement

(g) For airplanes with manufacturer's fuselage numbers identified in the applicable service bulletin listed in Table 2 of this AD: Within 7,500 flight hours or 60 months after September 7, 2006 (the effective date of AD 2006-16-03), whichever occurs earlier: Install or replace with improved parts, as applicable, the bonding straps between the metallic frame of the fillet and the wing leading edge ribs, on both the left and right sides of the airplane, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 2 of this AD or Table 1 of this AD. After the effective date of this AD, use the applicable service bulletin identified in Table 1 of this AD.

Table 2—Fuselage Numbers Affected by AD 2006-16-03

McDonnell Douglas DC-10 Service Bulletin –	Revision –	Dated –	For airplanes with –
53-109	4	October 7, 1992	Extended wing-to-fuselage fillets
53-111	3	August 24, 1992	Conventional wing-to-fuselage fillets

New Requirements of This AD

Installation or Replacement

(h) For airplanes with fuselage numbers not identified in Table 2 of this AD except for airplanes identified in paragraph (i) or (j) of this AD: Within 7,500 flight hours or 60 months, whichever occurs first after the effective date of this AD, install or replace with improved parts, as applicable, the bonding straps between the metallic frame of the fillet and the wing leading edge ribs, on both the left and right sides of the airplane. Do the actions in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 1 of this AD.

Strap Repositioning for Certain Airplanes

(i) For Group 1-4, Configuration 3 airplanes, as identified in Boeing Service Bulletin DC10-53-109, Revision 7, dated March 3, 2009: Within 7,500 flight hours or 60 months after the effective date of this AD, whichever occurs first, do the actions specified in paragraphs (i)(1) and (i)(2) of this AD.

(1) Remove two braided bonding straps and install two longer braided bonding straps between the metallic frame of the fillet and the wing leading edge ribs, in accordance with the

Accomplishment Instructions of Boeing Service Bulletin DC10-53-109, Revision 7, dated March 3, 2009.

(2) Measure the resistance of the previously installed bonding straps and, before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC10-53-109, Revision 7, dated March 3, 2009.

Inspection and Corrective Action for Certain Airplanes

(j) For Group 1-2, Configuration 2 airplanes, as identified in Boeing Service Bulletin DC10-53-111, Revision 6, dated March 3, 2009: Within 7,500 flight hours or 60 months after the effective date of this AD, whichever occurs first, do the actions specified in paragraphs (j)(1) and (j)(2) of this AD.

(1) Do a general visual inspection to verify correct installation of the braided bonding straps (one left-hand wing and one right-hand wing) as shown in Sheet 7 in Figure 3 of Boeing Service Bulletin DC10-53-111, Revision 6, dated March 3, 2009, and, before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC10-53-111, Revision 6, dated March 3, 2009.

(2) Measure the resistance of the previously installed bonding straps and, before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC10-53-111, Revision 6, dated March 3, 2009.

Credit for Actions Accomplished in Accordance With Previous Service Information

(k) Actions accomplished before the effective date of this AD according to Boeing Service Bulletin DC10-53-111, Revision 5, dated March 19, 2008; and Boeing Service Bulletin DC10-53-109, Revision 6, dated July 10, 2008; are considered acceptable for compliance with the corresponding action specified in this AD.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Los Angeles 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: Samuel Lee, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5262; fax (562) 627-5210.

(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 AD 2006-16-03 are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(m) You must use Boeing Service Bulletin DC10-53-109, Revision 7, dated March 3, 2009; and Boeing Service Bulletin DC10-53-111, Revision 6, dated March 3, 2009; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; telephone 206-544-5000, extension 2; fax 206-766-5683; e-mail dse.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 17, 2009.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-30698 Filed 12-30-09; 8:45 am]