



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2009-20**

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## LARGE AIRCRAFT

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

### Biweekly 2009-01

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

### Biweekly 2009-02

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

### Biweekly 2009-03

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

### Biweekly 2009-04

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

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### Biweekly 2009-05

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

### Biweekly 2009-06

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

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### Biweekly 2009-07

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

### Biweekly 2009-08

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

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### Biweekly 2009-09

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

### Biweekly 2009-10

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

### Biweekly 2009-11

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

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### Biweekly 2009-12

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

### Biweekly 2009-13

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

### Biweekly 2009-14

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

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### Biweekly 2009-15

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

### Biweekly 2009-16

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

### Biweekly 2009-17

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

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



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**2009-18-15 Airbus:** Amendment 39-16011. Docket No. FAA-2009-0292; Directorate Identifier 2008-NM-011-AD.

**Effective Date**

- (a) This AD becomes effective October 27, 2009.

**Affected ADs**

- (b) This AD supersedes AD 87-16-06.

**Applicability**

- (c) This AD applies to all Airbus Model A300, A310, and A300-600 series airplanes, certificated in any category.

**Subject**

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

**Unsafe Condition**

- (e) This AD results from revisions to the Airworthiness Limitations section (ALS) of the Instructions for Continued Airworthiness (ICA) to include new or more restrictive life limits and/or replacements. We are issuing this AD to ensure the continued structural integrity of these airplanes.

**Compliance**

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

Note 1: This AD requires revisions to certain operator maintenance documents to include new replacements. 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 replacements, the operator may not be able to accomplish the replacements 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 (l) of this AD. The request should include a description of changes to the required replacements that will ensure the continued operational safety of the airplane.

## Restatement of the Requirements of AD 87-16-06

(g) For Model A300 and A310 series airplanes: Prior to the accumulation of 16,000 landings, or within the next 2,000 landings after September 3, 1987 (the effective date of AD 87-16-06), whichever occurs later, replace the nose landing gear drag strut upper attachment pin in accordance with Airbus Service Bulletin A300-32-374, Revision 1, dated July 15, 1986 (applicable to Model A300 airplanes); or A310-32-2023, Revision 2, dated November 14, 1986 (applicable to Model A310 airplanes).

## New Requirements of This AD

### ALS Revision

(h) For Model A300, A310, and A300-600 series airplanes: Within 3 months after the effective date of this AD, revise the ALS of the ICA to incorporate the applicable document listed in paragraph (h)(1), (h)(2), or (h)(3) of this AD. Accomplishing the actions specified in the applicable document satisfies the requirements of paragraph A. of AD 84-02-04, amendment 39-4795.

(1) For Model A300 series airplanes: Incorporate the applicable document listed in paragraph (h)(1)(i) or (h)(1)(ii) of this AD.

(i) Section 05-10-00, Revision 28, dated February 27, 1998, of Chapter 05, "Service Life Limits and Maintenance Checks," of the Airbus A300 Aircraft Maintenance Manual, except that the parts listed in Table 1 of this AD are subject to the life limits defined in the document listed in paragraph (h)(1)(ii) of this AD.

(ii) "Sub-part 1-2: Life Limits," and "Sub-part 1-3: Demonstrated Fatigue Lives" of Part 1, "Safe Life Airworthiness Limitation Items," dated September 6, 2007, of the Airbus A300 ALS.

**Table 1 – Parts Subject to the Life Limits Specified in the Document Identified in Paragraph (h)(1)(ii) of this AD**

<b>Part Number (P/N)</b>	<b>Part Name</b>
P/N C61643-2, P/N C61643-4, P/N C61643-5	Main landing gear (MLG) shock absorber end fitting
P/N A32210001205xx	Nose landing gear (NLG) pintle pin
P/N C62037-1	NLG shock absorber bottom
P/N 196-0328-501	Cross beam (Pratt & Whitney forward engine mount)

(2) For Model A310 series airplanes: Incorporate "Sub-part 1-2: Life Limits," and "Sub-part 1-3: Demonstrated Fatigue Lives" of Part 1, "Safe Life Airworthiness Limitation Items," dated December 21, 2006, of the Airbus A310 ALS.

(3) For Model A300-600 series airplanes: Incorporate "Sub-part 1-2: Life Limits," and "Sub-part 1-3: Demonstrated Fatigue Lives" of Part 1, "Safe Life Airworthiness Limitation Items," dated December 21, 2006, of the Airbus A300-600 ALS.

## **Initial Compliance Times and Repetitive Inspections**

(i) Do the replacement at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, except as provided by paragraph (j) of this AD. The replacement must be done thereafter within the interval specified in the applicable document identified in paragraph (h)(1), (h)(2), or (h)(3) of this AD.

(1) For any life limitation/task that has been complied with before the effective date of this AD in accordance with the applicable document listed in paragraph (h)(1), (h)(2), or (h)(3) of this AD, or in accordance with paragraph (g) of this AD, use the last accomplishment of each limitation/task as a starting point for accomplishing each corresponding limitation/task required by this AD.

(2) For any life limitation/task that has not been complied with before the effective date of this AD in accordance with the applicable document listed in paragraphs (h)(1), (h)(2), and (h)(3) of this AD, or in accordance with paragraph (g) of this AD, the initial compliance time starts from the date of initial entry into service as defined in the applicable document.

## **Special Compliance Times**

(j) For any airplane on which the history of accumulated landings is partial or unknown, or where the history of application details (airplane type, model, weight variant, etc.) is partial or unknown, with or without using the information in Airbus Service Information Letter 32-118, Revision 02, dated October 24, 2007: Parts listed in Figure 1 of this AD must be replaced at the associated compliance time. The replacement must be done thereafter at the interval specified in the applicable document(s) specified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD.

Note 2: Airbus Service Information Letter 32-118, Revision 02, dated October 24, 2007, provides operators with guidance on the means to assign a conservative calculated life to parts whose history of accumulated landings is partial or unknown; and to select the limitations applicable to parts whose history of application details (aircraft type, aircraft model, weight variant, etc.) is partial or unknown.

**Figure 1 – Special Compliance Times**

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the “start date”)	
	A300	X				Landings	Calendar Time
	A310		X				
	A300-600			X			
P/N							
<b>MAIN LANDING GEAR</b>							
Aft pintle pin	A32140032200xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140056200xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140056202xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140057200xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140057202xx	X		X	<b>December 13, 2007</b>	13,500	9 years
	A32140062000xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140063000xx	X		X	<b>December 13, 2007</b>	13,500	9 years
Half ball housing (Fwd pintle bearing)	A32140036200xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140036202xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140036204xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140036206xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140042200xx	X		X	<b>December 13, 2007</b>	13,500	9 years
	A32140042202xx	X		X	<b>December 13, 2007</b>	13,500	9 years
	A32140068002xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140068004xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140069002xx	X		X	<b>December 13, 2007</b>	13,500	9 years
	A32140069004xx	X		X	<b>December 13, 2007</b>	13,500	9 years
Ball (Fwd pintle pin)	A32140012202xx	X			<b>December 13, 2007</b>	13,500	9 years
	A32140043202xx	X		X	<b>December 13, 2007</b>	13,500	9 years

**Figure 1 – Special Compliance Times (continued)**

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the “start date”)	
	A300	X				Landings	Calendar Time
	A310		X				
	A300-600			X			
P/N							
Pin (Multiple link/Frame 50)	A53833451200xx	X			<b>December 13, 2007</b>	13,500	9 years
	A53833451206xx	X			<b>December 13, 2007</b>	13,500	9 years
	A53834451200xx	X			<b>December 13, 2007</b>	13,500	9 years
	A53834451202xx	X		X	April 25, 2007	13,500	9 years
Pin (Drop link/Frame 50)	A53811122200xx		X		April 25, 2007	18,000	9 years
<b>MLG Barrel Assembly</b>							
Upper torque link pin nut	00-200-402	X			<b>December 13, 2007</b>	N/A	30 months
	SL40089	X			<b>December 13, 2007</b>	N/A	30 months
	SL40089P	X			<b>December 13, 2007</b>	N/A	30 months
	SL40123	X			<b>December 13, 2007</b>	N/A	30 months
	SL40123P	X	X	X	April 25, 2007	N/A	30 months
Torque link medium pin nut	00-200-358	X			<b>December 13, 2007</b>	N/A	30 months
	SL40114P	X	X		April 25, 2007	N/A	30 months
	SL40132	X			<b>December 13, 2007</b>	N/A	30 months
	SL40132P	X		X	April 25, 2007	N/A	30 months
Attaching fitting pin	C62311-1	X			<b>December 13, 2007</b>	13,500	9 years
	C62311-20	X		X	April 25, 2007	13,500	9 years
Pin (Connecting rod/Upper rod)	C65815	X			<b>December 13, 2007</b>	13,500	9 years
	C65815-1	X			<b>December 13, 2007</b>	13,500	9 years
	C65815-20	X			<b>December 13, 2007</b>	13,500	9 years
	C66472	X			<b>December 13, 2007</b>	13,500	9 years
	C66472-1	X			<b>December 13, 2007</b>	13,500	9 years
	C66472-20	X		X	April 25, 2007	13,500	9 years
	D52751		X		April 25, 2007	18,000	9 years

**Figure 1 – Special Compliance Times (continued)**

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the “start date”)	
	A300	X				Landings	Calendar Time
	A310		X				
	A300-600			X			
P/N							
<b>MLG Shock Absorber Assembly</b>							
Lower torque link pin nut	00-200-402	X			<b>December 13, 2007</b>	N/A	30 months
	SL40089	X			<b>December 13, 2007</b>	N/A	30 months
	SL40089P	X			<b>December 13, 2007</b>	N/A	30 months
	SL40123	X			<b>December 13, 2007</b>	N/A	30 months
	SL40123P	X	X	X	April 25, 2007	N/A	30 months
Bogie beam pivot pin nut	SL40054	X			<b>December 13, 2007</b>	at next removal / installation <sup>(1)(2)</sup>	
	SL40054P	X		X	April 25, 2007	at next removal / installation <sup>(1)(2)</sup>	
	SL40413P		X		April 25, 2007	at next removal / installation <sup>(1)(2)</sup>	
<b>MLG Lock Link Assembly</b>							
Lock link medium pin	C61485-1	X			<b>December 13, 2007</b>	N/A	30 months
	C61485-20	X		X	April 25, 2007	N/A	30 months
<b>NOSE LANDING GEAR</b>							
Pintle pin	A32210079200xx	X	X	X	April 25, 2007	13,500	9 years
<b>NLG Telescopic Strut Assembly</b>							
Nut (Cylinder / Locking cylinder)	C61375	X	X		April 25, 2007	13,500	9 years
	D55955	X	X	X	April 25, 2007	13,500	9 years
Locking sleeve	C61389	X	X		<b>December 13, 2007</b>	13,200	9 years
	C61389-1	X	X	X	April 25, 2007	13,500	9 years
<b>NLG Barrel Assembly</b>							
Pin (Clevis / Telescopic strut)	C62231-1	X			<b>December 13, 2007</b>	13,200	9 years
	C62231-2	X			<b>December 13, 2007</b>	13,200	9 years
	C62231-20	X	X	X	April 25, 2007	13,500	9 years
	D56530	X	X	X	April 25, 2007	13,500	9 years
Lower pin (Link / Clevis)	C62268-1	X			<b>December 13, 2007</b>	13,200	9 years
	C62268-2	X			<b>December 13, 2007</b>	13,200	9 years
	C62268-20	X	X	X	April 25, 2007	13,500	9 years
Link (Clevis / Barrel)	C62230-1	X	X	X	April 25, 2007	13,500	9 years
	D56526	X	X	X	April 25, 2007	13,500	9 years
Upper pin (Link / Barrel)	C62267-1	X			<b>December 13, 2007</b>	13,200	9 years
	C62267-2	X			<b>December 13, 2007</b>	13,200	9 years
	C62267-20	X	X	X	April 25, 2007	13,500	9 years

**Figure 1 – Special Compliance Times (continued)**

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the “start date”)	
	A300	X				Landings	Calendar Time
	A310		X				
	A300-600			X			
P/N							
End fitting pin nut	D68062	X	X	X	<b>December 13, 2007</b>	at next removal / installation <sup>(2)</sup>	
	MS17825-6	X	X	X	<b>December 13, 2007</b>	at next removal / installation <sup>(2)</sup>	
End fitting pin	AN6-17	X	X	X	<b>December 13, 2007</b>	at next removal / installation <sup>(2)</sup>	
	D61183	X	X	X	<b>December 13, 2007</b>	at next removal / installation <sup>(2)</sup>	
	D68063	X	X	X	<b>December 13, 2007</b>	at next removal / installation <sup>(2)</sup>	
	NAS1306-22D	X	X	X	<b>December 13, 2007</b>	at next removal / installation <sup>(2)</sup>	
End fitting	C62032	X	X	X	April 25, 2007	13,500	9 years
	C62032-1	X	X	X	April 25, 2007	13,500	9 years
Rack	C61453	X			<b>December 13, 2007</b>	13,200	9 years
	C61453-1	X	X	X	April 25, 2007	13,500	9 years
	C61453-20	X	X	X	April 25, 2007	13,500	9 years
	C61453-40	X	X	X	April 25, 2007	13,500	9 years
	C61453-41	X	X	X	April 25, 2007	13,500	9 years
Torque link pin (Upper & Lower)	C62223-1	X			<b>December 13, 2007</b>	13,200	9 years
	C62223-20	X	X	X	April 25, 2007	13,500	9 years
Torque link medium pin nut	SL40110P	X	X	X	April 25, 2007	N/A	30 months
<b>NLG Shock Absorber Assembly</b>							
Wheel axle nut	C62879	X	X	X	April 25, 2007	4,000	24 months
Upper cam dowel	C62270	X	X	X	<b>December 13, 2007</b>	at next removal / installation	
Upper cam	C62034-1	X	X	X	April 25, 2007	13,500	9 years
Lower cam	C62035	X	X	X	April 25, 2007	13,500	9 years
Restrictor	C62036	X			<b>December 13, 2007</b>	13,200	9 years
	C62036-1	X			<b>December 13, 2007</b>	13,200	9 years
	C62036-2	X			<b>December 13, 2007</b>	13,200	9 years
	C67863	X			<b>December 13, 2007</b>	13,200	9 years
	C67863-1	X	X	X	April 25, 2007	13,500	9 years
	C67863-2	X	X	X	April 25, 2007	13,500	9 years
	C67863-3	X			<b>December 13, 2007</b>	13,500	9 years
	C67863-4	X	X	X	April 25, 2007	13,500	9 years

**Figure 1 – Special Compliance Times (continued)**

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the “start date”)	
	A300	X				Landings	Calendar Time
	A310		X				
	A300-600			X			
P/N							
Lower cam dowel	C62866	X	X	X	<b>December 13, 2007</b>	at next removal / installation <sup>(2)</sup>	
Nut (S/A/Barrel)	C64040	X			<b>December 13, 2007</b>	at next removal / installation <sup>(1)(2)</sup>	
	C64040-1	X	X	X	<b>December 13, 2007</b>	at next removal / installation <sup>(1)(2)</sup>	

<sup>(1)</sup> When the nut is temporarily removed and reinstalled for the purpose of performing maintenance outside a workshop, no replacement is required provided the nut’s removal and reinstallation are performed on the same assembly and neither the assembly nor the nut accumulates time in service during the period between the removal and reinstallation.

<sup>(2)</sup> If the removal / installation was done after the start date, but before the effective date of this AD, the compliance time is within 3 months after the effective date of this AD.

### Alternative Intervals or Limits

(k) Except as provided by paragraph (l) of this AD, after accomplishing the actions specified in paragraphs (h), (i), and (j) of this AD, no alternative replacements, replacement intervals, or limitations may be used.

### Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, ANM-116, International Branch, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Stafford, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1622; fax (425) 227-1149.

(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.

### Related Information

(m) European Aviation Safety Agency (EASA) Airworthiness Directive 2007-0293, dated November 29, 2007, also addresses the subject of this AD.

### Material Incorporated by Reference

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

**Table 2 – Material incorporated by reference**

<b>Document</b>	<b>Revision</b>	<b>Date</b>
Section 05–10–00 of Chapter 05, “Service Life Limits and Maintenance Checks,” of the Airbus A300 Aircraft Maintenance Manual.	28	February 27, 1998
Airbus A300 Airworthiness Limitations Section, ALS Part 1, “Safe Life Airworthiness Limitations Items”	Original	September 6, 2007
Airbus A300-600 Airworthiness Limitations Section, ALS Part 1, “Safe Life Airworthiness Limitations Items”	Original	December 21, 2006
Airbus A310 Airworthiness Limitations Section, ALS Part 1, “Safe Life Airworthiness Limitation Items”	Original	December 21, 2006
Airbus Service Bulletin A300-32-374	1	July 15, 1986
Airbus Service Bulletin A310-32-2023	2	November 14, 1986

Airbus Service Bulletin A300-32-374, Revision 1, dated July 15, 1986, has the following effective pages:

<b>Page No.</b>	<b>Revision level shown on page</b>	<b>Date shown on page</b>
1, 3–8, 11	1	July 15, 1986.
2	Original	April 16, 1986.

(Airbus Service Bulletin A300-32-374, Revision 1, dated July 15, 1986 does not contain pages 9 and 10.)

Airbus Service Bulletin A310-32-2023, Revision 2, dated November 14, 1986, has the following effective pages:

<b>Page No.</b>	<b>Revision level shown on page</b>	<b>Date shown on page</b>
1, 5–9	2	November 14, 1986
2, 4	1	July 15, 1986
3	Original	April 16, 1986

Chapter 05 of Airbus A300 Aircraft Maintenance Manual has the following effective pages:

**List of Effective Pages**

<b>Page Title/Description</b>	<b>Page Number(s)</b>	<b>Revision Number</b>	<b>Date Shown on Page(s)</b>
AMM Title Page	None shown	None shown*	February 27, 1998
Chapter 05 Record of Revisions	1-2	28	February 27, 1998
Chapter 05 Effective Pages	1-4	None shown*	February 27, 1998
Chapter 05 Table of Contents	1-4	None shown*	February 27, 1998
Section 05-10-00	1	None shown*	February 27, 1998

\* The revision number is indicated only in the Record of Revisions section of Chapter 05.

(The List of Effective Pages (LOEP) for Chapter 05 of the Airbus A300 Aircraft Maintenance Manual contains the following errors: Transmittal Letter page, page 4 of the LOEP and Table of Contents sections, page 2 of Subsection 05-00-01, page 1 of Subsection 05-11-11, and Subsection 05-10-00, are not listed in the LOEP; and the LOEP also does not specify a date for the Record of Revisions page. In addition, the LOEP identifies three pages for Subsection 05-11-00, Configuration 5; however, only one page exists. The LOEP identifies three pages for Subsection 05-11-00, Configuration 9; however, those pages do not exist.)

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

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

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

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

Issued in Renton, Washington, on August 24, 2009.

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



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**2009-19-03 British Aerospace Regional Aircraft:** Amendment 39-16020; Docket No. FAA-2009-0817; Directorate Identifier 2009-CE-046-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective October 5, 2009.

**Affected ADs**

- (b) This AD supersedes AD 2009-13-10; Amendment 39-15949.

**Applicability**

- (c) This AD applies to Model HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

**Subject**

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

**Reason**

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

BAE Systems have been notified by the main landing gear (MLG) radius rod manufacturer, APPH Ltd, that a batch of incorrectly manufactured Buffer Springs (part number 184818) has been supplied to their parts distributor and maintenance- and repair organisation (MRO) facilities in North America.

There is a risk that any radius rod fitted with one of these incorrectly manufactured Buffer Springs could jam in an unlocked position. This condition, if not corrected, could result in MLG collapse and consequent injury to occupants of the aeroplane. EASA issued AD 2009-0121-E to require the replacement of the affected radius rods.

BAE Systems (Operations) Ltd Alert Service Bulletin (ASB) 32-A-JA090640 Revision 2 (the ASB) has now been issued, which identifies an additional seven affected radius rods by serial number (s/n).

For the reasons described above, this AD retains the requirements of AD 2009-0121-E, which is superseded, and expands the applicability to include the replacement of the additional units.

## **Actions and Compliance**

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

(1) Before further flight after October 5, 2009 (the effective date of this AD) inspect the main landing gear (MLG) radius rods to identify if you have part number (P/N) 1847/D through 1847/N and 1862/D through 1862/N with one of the affected serial numbers listed in British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, Revision 2, dated August 11, 2009. Perform the inspection following British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, Revision 2, dated August 11, 2009. Only paragraphs (f)(3) and (f)(4) of this AD apply to you if one or both of the following exists:

(i) If you do not have one of the affected P/Ns installed; and/or

(ii) If you can positively show (maintenance records) that, during the inspection required by AD 2009-13-10, none of the serial number radius rods listed in British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, Revision 2, dated August 11, 2009, are installed.

(2) If as a result of the inspection required in paragraph (f)(1) of this AD you find one of the affected P/N MLG radius rods installed on the airplane, before further flight, install one of the following MLG radius rods:

(i) A serviceable MLG radius rod that is not in one of the following P/N ranges: 1847/D through 1847/N or 1862/D through 1862/N; or

(ii) An affected P/N MLG radius rod that has already been inspected following APPH Ltd. Service Bulletin 1847-32-14 or 1862-32-14, as applicable, both dated June 2009, and found to be serviceable.

(3) As of October 5, 2009 (the effective date of this AD), do not install an affected part number MLG radius rod unless it has been inspected following APPH Ltd. Service Bulletin 1847-32-14 or 1862-32-14, as applicable, both dated June 2009, and found to be serviceable.

Note 1: The inspection requirements of paragraph (f)(3) above apply to any replacement required per AD 2007-21-17.

(4) Within 30 days after the inspection required in paragraph (f)(1) of this AD, send an Accomplishment (Inspection) Report to BAE Systems following the instructions in paragraph 2.C of British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, Revision 2, dated August 11, 2009. Include the details of any radius rods removed.

## **FAA AD Differences**

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

## **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards 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: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies,

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

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

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

### **Special Flight Permit**

(h) Under 14 CFR 39.23, we are limiting special flight permits for the purpose of compliance with this AD under the following conditions:

(1) Operate the airplane only with the MLG in the down and verified locked position throughout the entire flight; and

(2) Coordinate additional flight restrictions with British Aerospace Regional Aircraft using the contact information provided in paragraph (j)(2) of this AD.

### **Related Information**

(i) Refer to MCAI EASA Emergency AD No. 2009-0181-E, dated August 12, 2009; British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, Revision 2, dated August 11, 2009 (includes an attached Accomplishment Report); and APPH Ltd. Service Bulletins 1847-32-14 and 1862-32-14, both dated June 2009, for related information.

### **Material Incorporated by Reference**

(j) You must use British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, Revision 2, dated August 11, 2009 (includes an attached Accomplishment Report); and APPH Ltd. Service Bulletins 1847-32-14 and 1862-32-14, both dated June 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 British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, Revision 2, dated August 11, 2009 (includes an attached Accomplishment Report) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On June 26, 2009 (74 FR 29936, June 24, 2009), the Director of the Federal Register previously approved the incorporation by reference of APPH Ltd. Service Bulletins 1847-32-14 and 1862-32-14, both dated June 2009.

(3) For service information identified in this AD, contact BAE Systems (Operations) Ltd., Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone: +44 1292 675207; fax: +44 1292 675704; e-mail: [RAPublications@baesystems.com](mailto:RAPublications@baesystems.com); Internet: <http://www.baesystems.com/Capabilities/Air/>.

(4) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

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

Issued in Kansas City, Missouri on September 1, 2009.  
Kim Smith,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2009-19-04 McCauley Propeller Systems:** Amendment 39-16021. Docket No. FAA-2006-25173; Directorate Identifier 2006-NE-24-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective October 27, 2009.

**Affected ADs**

- (b) This AD supersedes AD 2008-08-01, Amendment 39-15453.

**Applicability**

(c) This AD applies to McCauley Propeller Systems propeller models B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, and C5JFR36C1104/L114HCA-0. These propellers are installed on, but not limited to, BAE Systems (Operations) Limited Jetstream Model 4100 and 4101 series airplanes (Jetstream 41).

**Unsafe Condition**

(d) This AD results from eight reports of propeller blades found cracked since May of 2006. We are issuing this AD to detect cracks in the propeller blade that could cause failure and separation of the propeller blade and loss of control 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.

**Life Limit**

(f) For propeller blades with more than 10,000 operating hours time-since-new (TSN) on the effective date of this AD, remove the propeller blades from service before further flight. These propeller blades are prohibited from installation in any configuration on any airframe.

(g) For propeller blades with more than 3,000 operating hours TSN on the effective date of this AD, remove the propeller blades from service within the next 500 operating hours, not to exceed 10,000 operating hours TSN. These propeller blades are prohibited from installation in any configuration on any airframe.

(h) For propeller blades with 3,000 or fewer operating hours TSN on the effective date of this AD, remove the propeller blades from service at or before reaching 3,500 operating hours TSN. These propeller blades are prohibited from installation in any configuration on any airframe.

### **Removal From Service of Propeller Blades and Hubs From Propeller Assemblies That Have Had One or More Cracked Propeller Blades**

(i) Before further flight, remove the propeller blades and the hubs listed in Table 1 of this AD from service. The propeller blades and hubs listed in Table 1 are prohibited from installation in any configuration on any airframe.

(j) Before further flight, remove from service any propeller blades and hubs found or documented to have been installed in any propeller assembly that has had one or more cracked propeller blades at any time. Propeller blades and the propeller hub of a propeller assembly that has had one or more cracked propeller blades are prohibited from installation in any configuration on any airframe.

**Table 1 – Propeller Blade and Hub Serial Numbers Requiring Removal from Service Before Further Flight and are Prohibited from Installation in Any Configuration on Any Airframe**

<b>Hub Serial Number</b>	<b>Blade Serial Number</b>
023062	XH31043, XH31131, XE31002, XH31025, XI31014
040296	YA31058, YA31055, YB31084, YB31088, YB31090
041016	XB31009, XA31073, XA31071, XA31063, WK31013
051193	XH31018, XH31077, XH31081, XL31008, XL31043
040282	XG31015, XG31016, XH31113, XH31117, XI31017
051204	XI31049, XH31140, XH31129, XH31084, XH31074
051194	WF31010, WD31032, WF31002, WF31029, WF31078

### **Propeller Blade Inspection**

(k) Perform a fluorescent penetrant inspection and eddy current inspection of the propeller blades, and a visual inspection for a "step condition" of the blade shank. Use the Equipment Required and Accomplishment Instructions of McCauley Propellers Alert Service Bulletin (ASB) No. ASB255A, dated October 6, 2008, and the compliance schedule in Table 2 of this AD:

**Table 2 – Inspection Compliance Schedule**

<b>If On the Effective Date of This AD, the Propeller Blade:</b>	<b>Then Inspect the Propeller Blade:</b>
(1) Has more than 2,400 operating hours TSN, time-since-last inspection (TSLI), or time-since-overhaul (TSO) and has been inspected using AD 2008-08-01 or McCauley Propellers ASB No. ASB255, dated January 8, 2007 within the past 2,400 operating hours.	Upon reaching 2,500 operating hours TSLI. See TSLI definition paragraph (p) of this AD.
(2) Has more than 2,400 operating hours TSN, TSLI, or TSO and has not been inspected using AD 2008-08-01 or McCauley Propellers ASB No. ASB255, dated January 8, 2007 within the past 2,400 operating hours	Within the next 100 operating hours time-in-service.
(3) Has 2,400 or fewer operating hours TSN, TSLI, or TSO.	Upon reaching 2,500 operating hours TSN, TSLI, or TSO.

**Propellers Failing Blade Inspection**

(l) Remove from service all of the propeller blades, and the propeller hub, if one or more propeller blades are found cracked on a propeller assembly. Propeller blades and the propeller hub of a propeller assembly that has had one or more cracked propeller blades are prohibited from installation in any configuration on any airframe.

(m) Remove from service all propeller blades that exhibit a blade shank "step condition" of 0.005-inch or greater. Blades removed from service are prohibited from installation in any configuration on any airframe.

**Removal of C-5963 Split Retainers From Service**

(n) Remove from service all C-5963 split retainers at the time of blade inspection specified in paragraph (k) of this AD. C-5963 split retainers removed from service are prohibited from installation in any configuration on any airframe.

(o) After the effective date of this AD, do not install propeller assemblies with C-5963 split retainers on any airframe.

**Definition**

(p) For the purpose of this AD, TSLI refers only to inspections performed using AD 2008-08-01 or McCauley ASB No. ASB255, dated January 8, 2007.

## **Reporting Requirements**

(q) Within 10 calendar days of the inspection, use the Reporting Form in McCauley ASB No. ASB255A, to report all inspection findings to the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, KS 67209, Attention: Jeff Janusz; telephone (316) 946-4148; fax (316) 946-4107; e-mail: jeff.janusz@faa.gov.

(r) Include any photographs, and any other information related to the means of detection of the crack, and the history of the propeller and blades.

(s) The Office of Management and Budget (OMB) has approved the reporting requirements and assigned OMB control number 2120-0056.

## **Alternative Methods of Compliance**

(t) The Manager, Wichita Aircraft 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**

(u) Under 39.23, we are limiting the availability of special flight permits for this AD. Special flight permits are available only if:

- (1) The operator has not seen signs of external oil leakage from the hub;
- (2) The operator has not observed abnormal propeller vibration or abnormal engine vibration;
- (3) The operator has not observed any other abnormal operation from the propeller;
- (4) The operator has not made earlier reports of abnormal propeller vibration, abnormal engine vibration, or other abnormal propeller operations that have not been addressed.

## **Related Information**

(v) Contact Jeff Janusz, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, Small Airplane Directorate, 1801 Airport Road, Room 100, Wichita, KS 67209; e-mail: jeff.janusz@faa.gov; telephone: (316) 946-4148; fax: (316) 946-4107, for more information about this AD.

## **Material Incorporated by Reference**

(w) You must use McCauley Propellers Alert Service Bulletin No. ASB255A, dated October 6, 2008 to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact McCauley Propeller Systems, 5800 E. Pawnee, Wichita, KS 67218, telephone (800) 621-7767 for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on September 3, 2009.  
Peter A. White,  
Assistant Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.



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**2009-19-05 Boeing:** Amendment 39-16022. Docket No. FAA-2009-0136; Directorate Identifier 2008-NM-171-AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective October 27, 2009.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Boeing Model 747 airplanes, certificated in any category, as specified in paragraph (c)(1) or (c)(2) of this AD, as applicable.

(1) Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series airplanes, as identified in Boeing Alert Service Bulletin 747-53A2732, dated August 28, 2008.

(2) Boeing Model 747-400, 747-400D, and 747-400F series airplanes, as identified in Boeing Alert Service Bulletin 747-53A2753, dated August 28, 2008.

**Subject**

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

**Unsafe Condition**

(e) This AD results from reports of cracking in fuselage frames made of 2024 aluminum alloy that were installed during previous modification of the frames in section 41 and during production. We are issuing this AD to detect and correct frame cracks, which could result in cracking of the adjacent fuselage skin and consequent rapid decompression of the airplane.

**Compliance**

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

**Repetitive Inspections and Corrective Actions**

(g) At the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2732 or 747-53A2753, both dated August 28, 2008, as applicable, do the detailed inspection for cracking of the fuselage frames in section 41, and do all applicable corrective

actions, by accomplishing all the actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2732 or 747-53A2753, both dated August 28, 2008, as applicable; except as provided by paragraphs (h) and (i) of this AD. Repeat the inspection at intervals not to exceed those specified in paragraph 1.E. of Boeing Alert Service Bulletin 747-53A2732 or 747-53A2753, both dated August 28, 2008, as applicable. If any crack is found, do all corrective actions before further flight.

Note 1: As specified in Boeing Alert Service Bulletins 747-53A2732 and 747-53A2753, both dated August 28, 2008, an optional special detailed inspection behind the P14 and P15 electrical terminal panels using the borescope may be done.

(h) Where Boeing Alert Service Bulletins 747-53A2732 and 747-53A2753, both dated August 28, 2008, recommend an initial inspection threshold relative to the date on Boeing Alert Service Bulletins 747-53A2732 and 747-53A2753, both dated August 28, 2008; this AD requires the initial inspection threshold relative to the effective date of this AD.

(i) If any crack is found during any inspection required by this AD, and Boeing Alert Service Bulletins 747-53A2732 and 747-53A2753, both dated August 28, 2008, specify to contact Boeing for appropriate action: Before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

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

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

(k) You must use Boeing Alert Service Bulletin 747-53A2732 dated August 28, 2008; or Boeing Alert Service Bulletin 747-53A2753, dated August 28, 2008; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

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

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



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**2009-20-01 Boeing:** Amendment 39-16024. Docket No. FAA-2008-1325; Directorate Identifier 2008-NM-157-AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective October 26, 2009.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Boeing Model 727-281 airplanes, certificated in any category, and equipped with auxiliary fuel tanks installed in accordance with Supplemental Type Certificate (STC) SA3449NM.

**Unsafe Condition**

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, 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.

**Report**

(f) Within 60 days after the effective date of this AD, submit a report to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA. Information collection requirements in this AD are approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.) and are assigned OMB Control Number 2120-0056. The report must include the following information:

- (1) The airplane registration and auxiliary tank STC number installed.
- (2) The usage frequency in terms of total number of flights per year and total number of flights for which the auxiliary tank is used.

## **Prevent Usage of Auxiliary Fuel Tanks**

(g) Within 90 days after the effective date of this AD, deactivate the auxiliary fuel tanks, in accordance with a deactivation procedure approved by the Manager of the Los Angeles ACO. Any auxiliary tank component that remains on the airplane must be secured and must have no effect on the continued operational safety and airworthiness of the airplane. Deactivation may not result in the need for additional instructions for continued airworthiness.

**Note 1:** Appendix A of this AD provides criteria that might need to be included in the deactivation procedure. Timely approval is dependent on early submittal of the deactivation procedures.

**Note 2:** For technical information, contact Dan Zevallos, Director of Program Management, Rogerson Aircraft Corporation, 2201 Alton Parkway, Irvine, California 92606; telephone (949) 442-2306; fax (949) 442-2322.

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

(h)(1) The Manager, Los Angeles 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: Serj Harutunian, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5254; 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.

## **Material Incorporated by Reference**

(i) None.

## **Appendix A**

### **Deactivation Criteria**

The auxiliary fuel tank deactivation procedure required by paragraph (g) of this AD might need to address the following actions.

(1) Permanently drain auxiliary fuel tanks, and clear them of fuel vapors to eliminate the possibility of out-gassing of fuel vapors from the emptied auxiliary tank.

Note: If applicable, removing the bladder might help eliminate out-gassing.

(2) Disconnect all electrical connections from the fuel quantity indication system (FQIS), fuel pumps if applicable, float switches, and all other electrical connections required for auxiliary tank operation, and stow them at the auxiliary tank interface.

(3) Disconnect all pneumatic connections if applicable, cap them at the pneumatic source, and secure them.

(4) Disconnect all fuel feed and fuel vent plumbing interfaces with airplane original equipment manufacturer (OEM) tanks, cap them at the airplane tank side, and secure them in accordance with a method approved by the FAA; one approved method is specified in AC 25-8 Auxiliary Fuel Tank Systems Installations. In order to eliminate the possibility of structural deformation during cabin decompression, leave open and secure the disconnected auxiliary fuel tank vent lines.

(5) Pull and collar all circuit breakers used to operate the auxiliary tank.

(6) Revise the weight and balance document, if required, and obtain FAA approval.

(7) Amend the applicable sections of the applicable airplane flight manual (AFM) to indicate that the auxiliary fuel tank is deactivated. Remove auxiliary fuel tank operating procedures to ensure that only the OEM fuel system operational procedures are contained in the AFM. Amend the Limitations Section of the AFM to indicate that the AFM Supplement for the STC is not in effect. Place a placard in the flight deck indicating that the auxiliary tank is deactivated. The AFM revisions specified in this paragraph may be accomplished by inserting a copy of this AD into the AFM.

(8) Amend the applicable sections of the applicable airplane maintenance manual to remove auxiliary tank maintenance procedures.

(9) After the auxiliary fuel tank is deactivated, accomplish procedures such as leak checks and pressure checks deemed necessary before returning the airplane to service. These procedures must include verification that the airplane FQIS and fuel distribution systems have not been adversely affected.

(10) Include with the operator's proposed procedures any relevant information or additional steps that are deemed necessary by the operator to comply with the deactivation and return the airplane to service.

Issued in Renton, Washington, on September 11, 2009.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-22575 Filed 9-18-09; 8:45 am]