FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2011-21

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2011-01			
2010-25-06		Boeing	737-200, -300, -400, and -500 series
2010-26-05		Dassault Aviation	Falcon 10, Fan Jet Falcon, Fan Jet Falcon Series C, D, E, F, and G, Mystere-Falcon 20-C5, 20-D5, 20-E5, 20-F5, Mystere-Falcon 200, Mystere-Falcon 50, Mystere-Falcon 900, Falcon 900EX, Falcon 2000 and Falcon 2000EX
2010-26-06		Boeing	737-600, -700, -700C, -800, and -900 series
2010-26-07		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 series
2010-26-08		Boeing	767-200, -300, -300F, and -400ER series
2010-26-10	S 2006-05-09	Boeing	747-200C, -200F, -400, -400D, and -400F series
2010-26-12		Airbus	A321-211, -212, -231, and -232
2010-26-13		Bombardier	DHC-8-301, -311, and -315
Biweekly 2011-02			
2010-02-05		Airbus	See AD
2010-24-05	COR	Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-24-06	S 2006-12-18	Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60
2011-01-01	S 2008-13-15	Embraer	EMB-135BJ
2011-01-02		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, 343, A340-211, -212, -213, -311, -312, and -313
2011-01-05		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2011-01-06	S 2007-02-22	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-01-07		328 Support Services GmbH	328-100 and -300
2011-01-08			
2011-01-09		B/E Aerospace	Appliance: Protective breathing equipment (PBE) units
2011-01-10		Bombardier	BD-700-1A10 and BD-700-1A11
2011-01-11		Boeing	MD-90-30
2011-01-12	S 2008-21-03	Boeing	737-300, -400, and -500 series
2011-01-13		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2011-01-15		Boeing	757-200, -200CB, and -300 series
2011-01-16		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2011-02-01		Boeing	MD-11 and MD-11F
2011-02-03		Boeing	757-200, -200PF, -200CB, and -300 series
Biweekly 2011-03			
2011-02-05		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2011-02-06		Boeing	767-300 series
2011-02-09		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-03-01	S 2005-25-05	Pratt & Whitney	JT8D-7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR series

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Biweekly 2011-04

2011-02-07	S 2010-12-10	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, CF6-50C2-F and CF6-50C2-R
2011-03-07		Fokker Services	F.28 Mark 1000, 2000, 3000, 4000, and F.28 Mark 0100
2011-03-08		Bombardier	CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2011-03-09		Boeing	MD-90-30
2011-03-10	S 2005-20-32	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-03-11		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, and A300 C4-605R Variant F
2011-03-12		Hawker Beechcraft	400A and 400T
2011-03-13		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-03-14		Boeing	737-100, -200, -200C, -300, -400, -500 series, and 737-400 series
2011-04-02		Hamilton Sundstrand	Propeller: 247F series

Biweekly 2011-05

2011-03-15		Boeing	767-200, -300, -300F, and -400ER series
2011-03-16		Cessna	750
2011-04-01		Fokker	F.28 Mark 0070 and 0100
2011-04-03		Bombardier	CL-600-2B19 (Regional Jet Series 100 and 440)
2011-04-04	S 2005-18-02	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 turbofan
2011-04-05		Airbus	A340-211, -212, -213; A340-311, -312, -313; A340-541; and A340-642
2011-04-06		Airbus	A340-211, -212, -213; A340-311, -312, -313; A340-541; A340-642
2011-04-07		Fokker	F.28 Mark 0070 and 0100
2011-04-08		Learjet	45
2011-04-10	S 2009-23-10	Boeing	737-300, -400, and -500 series
2011-05-03	S 2005-06-04	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-05-04	S 2008-23-19	Boeing	757-200, -200CB, -200PF, and -300 series
2011-05-05		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642

Biweekly 2011-06

98-09-27R1		Rolls-Royce plc	Engine: RB211-Trent 768, 772, and 772B turbofan
2011-04-09		Transport Category Airplanes	Transport Category Airplanes
2011-05-10		BAE Systems (Operations) Limited	ATP, HS 748 2A and series 2B
2011-05-11	S 2007-19-19	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2011-05-12		Boeing	777-200, -200LR, -300, and -300ER series
2011-05-13		Saab AB, Saab Aerosystems	SAAB 2000
2011-05-14		Bombardier	DHC-8-400, -401, and -402
2011-06-04		Airbus	A330-243F

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Biweekly 2011-07			
2011-06-03		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 series
2011-06-05	S 2007-18-52	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2011-06-08		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-06-09	S 2009-11-09	Airbus	A300 B4-601, A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R; A300 F4-605R, A300 F4-622R; and A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-06-11		Rolls-Royce plc	Engine: RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan
2011-06-12		Boeing	MD-90-30
2011-07-01	S 2009-04-17	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B
2011-07-02	S 2005-02-03	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 series turbofan
Biweekly 2011-08			
2011-07-04		Boeing	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-9-32F (C-9A), DC-9-32F (C9-B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51
2011-07-05		Sicma Aero Seat	Appliance: See AD
2011-07-06		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-07-07		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2011-07-08		Airbus	A340-211, -212, -213, -311, -312 and -313
2011-07-10	S 2010-10-18	Bombardier, Inc.	BD-100-1A10 (Challenger 300)
2011-07-11		Dassault Aviation	Mystere-Falcon 50
2011-08-51	E	Boeing	737-300, -400, and -500 series
Biweekly 2011-09			
2011-07-12		Fokker Services B.V.	F.27 Mark 050
2011-08-02		Fokker Services B.V.	F.27 Mark 050
2011-08-03		Airbus	A340-541 and -642
2011-08-04		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-08-05		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-08-08		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2011-08-10	S 98-19-12	Rolls-Royce plc	Engine: RB211-Trent 768-60 and RB211-Trent 772-60 turbofan
2011-08-11	S 2005-13-19	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2011-08-12		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313
2011-09-01		Airbus	A340-541, and -642
2011-09-02		Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2011-09-03		Lockheed Martin Corp	382, 382B, 382E, 382F, and 382G
2011-09-05		Boeing	777-200, -300, and -300ER series
2011-09-06	S 2002-02-07	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313

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Biweekly 2011-10

2011-08-07		Rolls-Royce plc	Engine: RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan
2011-09-07		Rolls-Royce plc	Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, -524H2-T-19; RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61; RB211 Trent 768-60, 772-60, 772B-60; RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan
2011-09-10		Airbus	A300 B4-601, B4-603, B4-605R, C4-605R Variant F, and F4-605R airplanes, and A310-204 and -304
2011-09-11		Boeing	777-200 and -300 series
2011-09-12		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -315, DHC-8-401, and -402
2011-09-13		Airbus	A340-211, -212, -213, -311, -312, and -313
2011-09-14		Boeing	747-200B, -300, -400, -400D, and -400F series
2011-09-15		Boeing	777-200, -200LR, -300, and -300ER series
2011-09-17	S 2010-01-07	Airbus	A340-211, -212, -213, -311, -312, -313, -541, and -642
2011-09-18		Dassault Aviation	FALCON 7X
2011-10-01		Dassault Aviation	FALCON 7X
2011-10-04		Rolls-Royce plc	Engine: RB211-Trent 875-17, -Trent 877-17, -Trent 884-17, -Trent 884B-17, -Trent 892-17, -Trent 892B-17, and -Trent 895-17 turbofan

Biweekly 2011-11

2011-08-51		Boeing	737-300, -400, and -500 series
2011-09-04		Lockheed Martin Corporation	382, 382B, 382E, 382F, and 382G
2011-10-02		Boeing	747-400, 747-400D, and 747-400F series
2011-10-03		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW, ERJ 190-200 STD, ERJ 190-200 LR, and ERJ 190-200 IGW
2011-10-05		Airbus	A310-203, -204, -222, -304, -322, and -324
2011-10-06		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-10-07		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-10-08	S 98-26-01 S 91-13-01	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-10-10		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2011-10-14	S2010-24-08	Dassault Aviation	MYSTERE-FALCON 50
2011-10-15		Airbus	A318-112, A319-111, A319-112, A319-115, A319-132, A319-133, A320-214, A320-232, A320-233, A321-211, A321-213, and A321-231
2011-10-17	S 2007-04-11 S 2007-20-03 S 2007-25-02	Airbus	A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, B4-203, A310-203, -204, -221, -222, -304, -322, -324, 325, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F
2011-11-02		Bombardier, Inc.	DHC-8-400, -401, and -402

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Biweekly 2011-12

2010-24-13	COR	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2011-07-06	COR	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-11-05	S 2007-15-05	Boeing	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
2011-11-06	S 2002-03-10	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2011-11-08		Rolls-Royce plc	Engine: RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan
2011-12-01		Koito Industries, Ltd.	Appliance: Seats and seating systems
2011-12-51	E	Dassault Aviation	FALCON 7X

Biweekly 2011-13

2009-18-19 R1		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343 series, A340-211, -212, -213, -311, -312, and -313 series
2011-12-05		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2011-12-06		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2011-12-09		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2011-12-11	S 2001-14-19	Boeing	767-200, -300, -300F series, 767-400ER series
2011-12-12		Boeing	MD-90-30
2011-12-13		Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2011-12-14		Fokker Services B.V.	F.28 Mark 0070 and 0100

Biweekly 2011-14

2011-08-09		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2011-12-51		Dassault Aviation	FALCON 7X
2011-13-04		Rolls-Royce plc	Engine: RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan
2011-13-06		Bombardier, Inc.	DHC-8-400, -401, and -402
2011-13-07	S 2010-02-02	Dassault Aviation	FALCON 7X
2011-13-08		Bombardier, Inc.	DHC-8-400, -401, and -402
2011-13-09	S 2007-05-08	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2011-13-10	S 2009-11-13	Learjet Inc	45
2011-13-11	S 2007-06-18	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232

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Biweekly 2011-15

2011-09-09		Bombardier, Inc.	CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), and CL-600-2B16 (CL-604 Variants)
2011-12-13	COR	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2011-13-01		Rolls-Royce plc	Engine: RB211-524D4-19, -524D4-B-19, -524D4-39, -524D4-B-39, -524D4X-19, -524D4X-B-19, -524H-36, -524H2-19, -524H-T-36, -524H2-T-19, -524G2-19, -524G3-19, -524G2-T-19, and -524G3-T-19
2011-14-01		Airbus	A300 B4-601, B4-603, B4-620, B4-622; A300 B4-605R, B4-622R; A300 F4-605R, F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-14-03		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87) and MD-88
2011-14-04		Dassault Aviation	FALCON 7X
2011-14-08		B/E Aerospace	Appliance: Continuous Flow Passenger Oxygen Mask Assembly
2011-14-10		Airbus	A330-342
2011-14-11		Boeing	747-400 and -400D series
2011-14-12		Saab AB, Saab Aerosystems	SAAB 2000
2011-15-01		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2011-15-02	S 2008-20-01	Lockheed Martin	382, 382B, 382E, 382F, and 382G
2011-15-03	S 97-26-07	Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SR, and 747SP series
2011-15-06		General Electric	Engine: GE90-76B; GE90-77B; GE90-85B; GE90-90B; and GE90-94B turbofan

Biweekly 2011-16

2011-14-06	S 2007-20-05	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2011-15-07		328 Support Services GmbH	328-100 and -300
2011-15-08		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-15-09	S 2011-05-14	Bombardier, Inc.	DHC-8-400, -401, and -402
2011-16-02		Boeing	747 and 767

Biweekly 2011-17

2011-09-09	Cor	Bombardier, Inc.	CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), CL-600-2B16 (CL-604 Variants), and CL-600-2B16 (CL-604 Variants)
2011-14-07		Pratt & Whitney	Engine: PW4074 and PW4077 turbofan
2011-16-01	S 2011-12-51	Dassault Aviation	FALCON 7X
2011-16-03		Airbus	See AD
2011-16-06		Boeing	747-400 and -400F series
2011-17-02		Airbus	A320-214, -232, and -233
2011-17-03		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2011-17-10		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2011-18

2011-17-04		Bombardier	DHC-8-400, -401, and -402
2011-17-07		M7 Aerospace LP	SA226-T, SA226-T(B), SA226-TC, SA226-AT
	S 2006-09-07	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2011-17-09		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2011-17-11		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2011-17-12		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and Model CL-600-2D24 (Regional Jet Series 900)
2011-17-16		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-311, -312, -313, A340-541 and -642
2011-18-01		General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, and CF6-50E2 series turbofan
2011-18-02		General Electric	Engine: CF34-10E2A1; CF34-10E5; CF34-10E5A1; CF34-10E6; CF34-10E6A1; CF34-10E7; and CF34-10E7-B turbofan
2011-18-03		Boeing	737-600, -700, -700C, -800, -900 series, 737-600, -700, -700C, -800, and -900 series
2011-18-05		Saab Ab, Saab Aerosystems	SAAB 2000
2011-18-08		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-18-51	E	Honeywell International, Inc.	Engine: TPE331

Biweekly 2011-19

2005-25-10R1	R 2005-25-10	Dowty Propellers	Propeller: R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13
2011-18-04		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU; ERJ 170-200 LR, -200 SU, -200; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW; ERJ 190-200 STD, -200 LR, and -200 IGW
2011-18-14		Embraer	ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW; ERJ 190-200 STD, -200 LR, and -200 IGW
2011-18-18		Bombardier	DHC-8-400, -401, and -402

Biweekly 2011-20

2011-08-07	COR	Rolls-Royce plc	Engine: RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofa
2011-17-17	S 2007-22-09	Bombardier	DHC-8-400, -401, and -402
2011-18-13	S 2008-10-51	328 Support Services GmbH	328-100 and -300
2011-18-15		Bombardier	DHC-8-400, -401, and -402
2011-18-17		Bombardier	DHC-8-400, -401, and -402
2011-18-20		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2011-18-22		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-18-23		Boeing	See AD
2011-19-01	S 2004-15-14	Airbus	See AD
2011-19-04	S 2009-17-04	Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2011-20-02		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2011-20-03		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2011-21

2011-18-10	S 2003-03-01	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2011-19-02		Dowty Propellers	Propellers: R212/4-30-4/22 and R251/4-30-4/49
2011-20-04		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2011-20-07	S 2010-17-05	Boeing	737-600, -700, -700C, -800, and -900 series
2011-20-09		Airbus	See AD
2011-20-10		Boeing	737-600, -700, -700C, -800, -900, and -900ER series

2011-18-10 The Boeing Company: Amendment 39-16792; Docket No. FAA-2008-1118; Directorate Identifier 2007-NM-318-AD.

Effective Date

(a) This AD is effective November 7, 2011.

Affected ADs

(b) This AD supersedes AD 2003-03-01, Amendment 39-13025 (68 FR 4367, January 29, 2003).

Applicability

(c) This AD applies to all The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category.

Subject

(d) Air Transport Association (ATA) of America Code 71: Powerplant.

Unsafe Condition

(e) This AD was prompted by reports indicating that operators found that the center link assembly for the aft engine mount was reversed on several airplanes that had not had an engine removed since delivery. We are issuing this AD to prevent increased structural loads on the aft engine mount, which could result in failure of the aft engine mount and consequent separation of the engine from 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 2003-03-01 (68 FR 4367, January 29, 2003): Review of Maintenance Records

(g) For Model 737-600, -700, -700C, -800, and -900 series airplanes: Within 90 days after February 13, 2003 (the effective date of AD 2003-03-01 (68 FR 4367, January 29, 2003)), review the airplane maintenance records to determine whether either engine has been removed since the airplane's date of manufacture. If neither engine has been removed since the airplane's date of manufacture, no further action is required by this paragraph.

Inspection of Engines That Have Been Removed To Determine If Center Link Assembly Is Installed Correctly

(h) For Model 737-600, -700, -700C, -800, and -900 series airplanes on which any installed engine has been removed from the airplane since the airplane's date of manufacture: Within 90 days after February 13, 2003, do a one-time general visual inspection to determine if the center link assembly of the aft engine mount is installed correctly, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-71A1462, Revision 1, dated November 7, 2002; or Revision 3, dated May 20, 2004. If the center link assembly is installed correctly, no further action is required by paragraph (h) or (i) of this AD for that engine. As of the effective date of this AD, use only Boeing Alert Service Bulletin 737-71A1462, Revision 3, dated May 20, 2004.

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

Follow-On and Corrective Actions

(i) For airplanes on which any center link assembly is found installed incorrectly during any inspection required by paragraph (h), (k), or (l) of this AD: Before further flight, do the actions specified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-71A1462, Revision 1, dated November 7, 2002; or Revision 3, dated May 20, 2004; except that it is not necessary to submit a report of findings to the airplane manufacturer. As of the effective date of this AD, use only Boeing Alert Service Bulletin 737-71A1462, Revision 3, dated May 20, 2004.

(1) Remove the center link assembly and install it correctly.

(2) Perform a detailed inspection of the engine mounting lugs and engine turbine rear frame for cracking, yielding, buckling, or wear damage.

(3) Perform a detailed inspection of the hardware for the aft engine mount; including the center link assembly, right link assembly, aft mount hanger assembly, and link pins; for cracking, yielding, buckling, or wear damage.

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."

Repair

(j) If any cracking, yielding, buckling, or wear damage is found during the inspections required by paragraphs (i)(2) and (i)(3) of this AD: Before further flight, replace the discrepant part with a new or serviceable part, or repair in accordance with a method approved in accordance with the procedures specified in paragraph (o) of this AD.

New Requirements of This AD

Inspection of Engines That Have Not Been Removed To Determine If Center Link Assembly Is Installed Correctly

(k) For airplanes identified in Boeing Alert Service Bulletin 737-71A1462, Revision 3, dated May 20, 2004, on which any installed engine has not been removed from the airplane since the airplane's date of manufacture: Within 90 days after the effective date of this AD, do a detailed inspection to determine if the center link assembly of the aft engine mount is installed correctly, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-71A1462, Revision 3, dated May 20, 2004. If the center link is installed correctly, no further action is required by this paragraph for that engine.

Follow-On and Corrective Actions

(l) For airplanes on which any center link assembly is found installed incorrectly during the inspection required by paragraph (k) of this AD: Before further flight, do the follow-on and corrective actions required by paragraph (i) of this AD.

Credit for Actions Done Using Previous Service Information

(m) Inspections and corrective actions done before the effective date of this AD in accordance with a Boeing service bulletin listed in Table 1 of this AD are acceptable for compliance with the corresponding requirements of this AD.

Table 1–Previous Service Bulletins

Boeing Alert Service Bulletin –	Revision –	Dated –
737-71A1462	Original	August 29, 2002
737-71A1462	1	November 7, 2002
737-71A1462	2	May 29, 2003

Parts Installation

(n) As of the effective date of this AD, no person may install an engine on any airplane identified in paragraph (c) of this AD unless the actions required by paragraph (n)(1) or (n)(2) of this AD are accomplished.

(1) The inspection is accomplished in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-71A1462, Revision 3, dated May 20, 2004, and the center link assembly of the aft engine mount is found to be installed correctly.

(2) The hanger fitting and center link assembly are marked and part marked in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-71A1462, Revision 3, dated May 20, 2004.

Note 3: For hanger fittings and center link assemblies marked and part marked in production, as specified in Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-71A1462, Revision 3, dated May 20, 2004, the actions specified in paragraph (n)(2) of this AD do not apply.

Alternative Methods of Compliance (AMOCs)

(o) The certification office specified in paragraph (o)(1) or (o)(2) of this AD, as applicable, has the authority to approve AMOCs for paragraphs (i) and (j) of this AD, if requested using the procedures found in 14 CFR 39.19.

(1) For the structure identified in paragraph (i)(2) of this AD: The Manager, Engine Certification Office (ECO), FAA. Send information to ATTN: Antonio Cancelliere, Aerospace Engineer, ANE-141, FAA, ECO, 12 New England Executive Park, Burlington, Massachusetts 01803-5299; telephone 781-238-7751; fax 781-238-7199.

(2) For the structure identified in paragraph (i)(3) of this AD: The Manager, Seattle Aircraft Certification Office (ACO), FAA. Send information to ATTN: Alan Pohl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6450; fax (425) 917-6590. Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(3) 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 appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Material Incorporated by Reference

(p) You must use Boeing Alert Service Bulletin 737-71A1462, Revision 3, dated May 20, 2004, 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 Alert Service Bulletin 737-71A1462, Revision 3, dated May 20, 2004, 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 referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington on September 8, 2011.

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

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

2011-19-02 Dowty Propellers (formerly Dowty Aerospace; Dowty Rotol Limited; and Dowty Rotol): Amendment 39-16807. Docket No. FAA-2011-0735; Directorate Identifier 2011-NE-01-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 9, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Dowty Propellers type R212/4-30-4/22 propeller assemblies with hub and driving center assembly part number (P/N) 601022105, 601022211, 601022294, 601021426, 601021858, or 601021859 installed, and type R251/4-30-4/49 propeller assemblies with hub and driving center assembly P/N 660207202 or P/N 660207203 installed.

Reason

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. We are issuing this AD to prevent propeller hub failure due to cracks in the hub, which could result in damage to the airplane.

Actions and Compliance

(e) Unless already done, do the following:

(1) Within 500 flight hours after the effective date of this AD, and thereafter at intervals not exceeding 500 flight hours, inspect the buttress threads in the propeller hub and driving center assembly for cracks.

(2) Use paragraphs 2.A.(1) through 2.A.(4)(a) of Accomplishment Instructions of Dowty Propellers Alert Service Bulletin No. 61-1043, Revision 7, dated March 1, 2011, and NDT Technique NDT 175U (Appendix A of Dowty Propellers Alert Service Bulletin No. 61-1043, Revision 7, dated March 1, 2011), to do the inspection.

(3) If a crack is found, remove the propeller assembly from service before further flight.

(4) After the effective date of this AD, do not install this propeller on any airplane unless the propeller hub and driving center has passed the inspections required by this AD.

FAA AD Differences

(f) This AD differs from the service information as follows:

(1) Although the service bulletin tells you to return the affected parts to the manufacturer, this AD does not require that action.

(2) Although the service bulletin tells you to submit information to the manufacturer, this AD does not require that action.

Alternative Methods of Compliance (AMOCs)

(g) 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.

Related Information

(h) Refer to MCAI European Aviation Safety Agency AD 2011-0012, dated January 20, 2011, for related information.

(i) Contact Michael Schwetz, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7761; fax: 781-238-7170, e-mail: michael.schwetz@faa.gov for more information about this AD.

Material Incorporated by Reference

(j) You must use Dowty Propellers Alert Service Bulletin No. 61-1043, Revision 7, dated March 1, 2011, to do the actions required by this AD, unless the AD specifies otherwise.

(k) 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.

(l) For service information identified in this AD, contact Dowty Propellers, 114 Powers Court, Sterling, VA 20166, phone: 703-421-4434; fax: 703-450-0087.

(m) 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 7, 2011.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2011-20-04 Gulfstream Aerospace LP: Amendment 39-16814. Docket No. FAA-2011-0646; Directorate Identifier 2010-NM-224-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 7, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Gulfstream Aerospace LP Model Galaxy and Gulfstream 200 airplanes, certificated in any category, serial numbers 219 through 231 inclusive.

Subject

(d) Air Transport Association (ATA) of America Code 51: Standard Practices/Structures.

Reason

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

> Cracked nuts * * * were found on aircraft's production line during routine post assembly inspection. Investigation revealed that the cracks resulted from hydrogen embrittlement combined with high hardness. Non-conformity with certified mechanical properties of this fastener can potentially lead to an unsafe condition.

The unsafe condition is cracked nuts in multiple locations (including aileron fittings, rudder tab assembly and mounting structure for power drive units) could result in failure of affected locations and consequent reduced controllability or reduced structural capability 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 12 months after the effective date of this AD, do the applicable actions specified in paragraphs (g)(1) and (g)(2) of this AD, in accordance with the Accomplishment Instructions in Gulfstream Service Bulletin 200-51-366, dated March 30, 2010, including Appendix A: Israel Aircraft Industries Document IS951400E, Radiographic Inspection of Self-Locking Nut P/N MS21042L3, Revision A, dated January 25, 2010.

(1) For all airplanes: Replace nuts having part number (P/N) MS21042L3 in the applicable areas identified in Steps 4, 5, 6, and 7 of the Accomplishment Instructions of Gulfstream Service Bulletin 200-51-366, dated March 30, 2010, including Appendix A: Israel Aircraft Industries Document IS951400E, Radiographic Inspection of Self-Locking Nut P/N MS21042L3, Revision A, dated January 25, 2010.

(2) For airplanes having serial numbers 224 through 231 inclusive: Do the actions in paragraphs (g)(2)(i) and (g)(2)(ii).

(i) Replace nuts having P/N MS21042L3 at the location specified in Step 8.H. of the Accomplishment Instructions of Gulfstream Service Bulletin 200-51-366, dated March 30, 2010, including Appendix A: Israel Aircraft Industries Document IS951400E, Radiographic Inspection of Self-Locking Nut P/N MS21042L3, Revision A, dated January 25, 2010.

(ii) Do a radiographic inspection for cracking of nuts having P/N MS21042L3 at the location specified in Step 8.J. of the Accomplishment Instructions of Gulfstream Service Bulletin 200-51-366, dated March 30, 2010, including Appendix A: Israel Aircraft Industries Document IS951400E, Radiographic Inspection of Self-Locking Nut P/N MS21042L3, Revision A, dated January 25, 2010. Before further flight replace all cracked nuts.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Mike Borfitz, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2677; fax (425) 227-1149. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(i) Refer to MCAI Civil Aviation Authority of Israel (CAAI) Airworthiness Directive 57-10-06-18, dated July 27, 2010; and Gulfstream Service Bulletin 200-51-366, dated March 30, 2010, including Appendix A: Israel Aircraft Industries Document IS951400E, Radiographic Inspection of Self-Locking Nut P/N MS21042L3, Revision A, dated January 25, 2010; for related information.

Material Incorporated by Reference

(j) You must use Gulfstream Service Bulletin 200-51-366, dated March 30, 2010, including Appendix A: Israel Aircraft Industries Document IS951400E, Radiographic Inspection of Self-Locking Nut P/N MS21042L3, Revision A, dated January 25, 2010, to do the actions required by this

AD, unless the AD specifies otherwise. The document number specified on pages 1 through 14 of Appendix A of this document is identified as "IS951400."

(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 Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D-25, Savannah, Georgia 31402-2206; telephone 800-810-4853; fax 912-965-3520; e-mail pubs@gulfstream.com; Internet http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm.

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

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

Issued in Renton, Washington on September 16, 2011.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2011-20-07 The Boeing Company: Amendment 39-16818; Docket No. FAA-2010-1199; Directorate Identifier 2010-NM-225-AD.

Effective Date

(a) This airworthiness directive (AD) is effective November 4, 2011.

Affected ADs

(b) This AD supersedes AD 2010-17-05, Amendment 39-16395 (75 FR 50859, August 18, 2010).

Applicability

(c) This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, and -900 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 737-28A1201, Revision 1, dated May 28, 2009.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 28: Fuel.

Unsafe Condition

(e) This AD was prompted by fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent pump housing burn-through due to electrical arcing, which could create a potential ignition source inside a fuel tank. This condition, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

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

Replacement or Installation

(g) Within 60 months after the effective date of this AD, do the actions required in paragraphs (g)(1) and (g)(2) of this AD.

(1) Replace the power control relays that are located in the R18, R19, R20, and R21 positions in the P91 and P92 power distribution panels for the fuel boost pumps with new, improved relays, part number KDAG-X4F-001, having a ground fault interrupter (GFI) feature, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1201, Revision 1, dated May 28, 2009, except as provided in paragraphs (h) and (i) of this AD.

(2) Replace the power control relays that are located in the R54 and R55 positions in the P91 and P92 power distribution panels for the fuel override pumps, in accordance with the actions required in paragraph (g)(2)(i) or (g)(2)(ii) of this AD.

(i) Replace with new, improved relays, part number KDAG-X4F-001, having a GFI feature, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1201, Revision 1, dated May 28, 2009, except as provided in paragraphs (h) and (i) of this AD.

(ii) Install and maintain TDG Aerospace universal fault interrupters (UFIs) in accordance with a method approved by the Manager, Seattle Aircraft Certification Office, FAA.

Note 1: Boeing Alert Service Bulletin 737-28A1201, Revision 1, dated May 28, 2009, refers to Honeywell Service Bulletin 1151932-24-61 and Honeywell Service Bulletin 1151934-24-62, both Revision 5, both dated May 25, 2009, as additional sources of guidance for replacement of the power control relays in the P91 and P92 power distribution panels.

Note 2: Guidance on installing TDG Aerospace universal fault interrupters (UFIs) can be found in Supplemental Type Certificate ST02076LA.

(h) Where Boeing Alert Service Bulletin 737-28A1201, Revision 1, dated May 28, 2009, specifies accomplishing actions in the P91 and
P92 power distribution panels while those panels are installed on the airplane, this AD does not require that the panels are on the airplane while the actions are accomplished. This AD allows the actions on the P91 and P92 panels to be accomplished while those panels are removed from the airplane.

Note 3: Section 24-21-21, "Power Distribution Panel," of the Practices and Procedures section of the Boeing 737-600-700-800-900 Aircraft Maintenance Manual may be used as an additional source of guidance on removing and reinstalling the P91 and P92 power distribution panels.

(i) Where Note (a) in Figures 1 and 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1201, Revision 1, dated May 28, 2009, specifies procedures for marking the part numbers of the panels, this AD does not require a specific method for marking. Operators are allowed to use any industry-accepted method.

Credit for Actions Accomplished in Accordance With Previous Service Information

(j) Actions done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 737-28A1201, dated February 19, 2007, are acceptable for compliance with the requirements of paragraphs (g)(1) and (g)(2)(i) of this AD, provided that Revision 5 of Honeywell Service Bulletins 1151932-24-61 and 1151934-24-62, both dated May 25, 2009, were used as an additional source of guidance.

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

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

Related Information

(l) For more information about this AD, contact Georgios Roussos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: 425-917-6482; fax: 425-917-6590; e-mail: georgios.roussos@faa.gov.

Material Incorporated by Reference

(m) You must use Boeing Alert Service Bulletin 737-28A1201, Revision 1, dated May 28, 2009, 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 this service information on September 22, 2010 (75 FR 50859, August 18, 2010).

(2) For Boeing 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.

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

Issued in Renton, Washington on September 20, 2011.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-20-09 Airbus: Amendment 39-16822. Docket No. FAA-2011-0570; Directorate Identifier 2011-NM-014-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 9, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the products identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category, all manufacturer serial numbers.

(1) Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.

(2) Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.

(3) Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; A300 B4-605R and B4-622R airplanes; A300 F4-605R and F4-622R airplanes; and A300 C4-605R Variant F airplanes.

Subject

(d) Air Transport Association (ATA) of America Code 29: Hydraulic power.

Reason

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

* * * * *

A recent analysis conducted by the manufacturer showed a particular risk for explosive failure of the * * * hydraulic accumulator.

This condition, if not detected and corrected, might, for some aeroplane installations, lead to damage to all three hydraulic circuits, possibly resulting in loss of control of the aeroplane or could, for certain other aeroplane installations, lead to an undetected fire in the wheel bay.

* * * * *

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.

Inspection, Replacement, and Placard Installation

(g) Within 30 months or 6,000 flight hours after the effective date of this AD, whichever occurs first: Do a detailed inspection of each type 5 hydraulic accumulator, part number (P/N) 3059103-1, P/N 3059103-2, P/N 3059103-8, and P/N 3059103-9, to determine if an old design accumulator (i.e., pre-1984) is installed on any affected hydraulic circuit indicated in table 1 of this AD, as applicable, in accordance with the Accomplishment Instructions of the applicable Airbus mandatory service bulletin identified in table 2 of this AD.

Table 1–Applicable Hydraulic Circuits

Airbus model	Hydraulic circuit
A300 airplanes pre-modification 02447	Blue and Green.
A300 airplanes post-modification 02447	Blue.
A300–600 airplanes	Blue.
A310 airplanes	Green.

Table 2–Applicable Service Information

Airbus Mandatory Service Bulletin—	Revision—	Dated—
A300–29–0126 (for Model A300 airplanes)	01	October 12, 2010.
A300–29–6063 (for Model A300–600 airplanes)		August 12, 2010.
A310–29–2099 (for Model A310 airplanes)		August 12, 2010.

(h) If, during any detailed inspection required by paragraph (g) of this AD, an old design hydraulic accumulator (i.e., pre-1984) is found installed on any affected hydraulic circuit as indicated in table 1 of this AD, as applicable to airplane model, before further flight replace each affected old design accumulator with a new design accumulator, in accordance with the Accomplishment Instructions of the applicable Airbus mandatory service bulletin identified in table 2 of this AD.

(i) Before further flight after accomplishing the inspection required by paragraph (g) of this AD: Install a placard at the designated location of any affected hydraulic circuit indicated in table 1 of this AD, as applicable to airplane model, in accordance with the Accomplishment Instructions of the applicable Airbus mandatory service bulletin identified in table 3 of this AD.

Table 3–Other Applicable Service Information

Airbus Mandatory Service Bulletin—	Revision—	Dated—
A300–29–0127 (for Model A300 airplanes)		August 12, 2010.
A300–29–6064 (for Model A300–600 airplanes)		August 12, 2010.
A310–29–2100 (for Model A310 airplanes)		August 12, 2010.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to Attn: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(k) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2011-0006, dated January 17, 2011; and the Airbus mandatory service bulletins identified in table 4 of this AD; for related information.

Table 4–Related Service Information

Airbus Mandatory Service Bulletin—	Revision—	Dated—
A300–29–0126	01	October 12, 2010.
A300–29–0127		August 12, 2010.
A300–29–6063		August 12, 2010.
A300–29–6064		August 12, 2010.
A310–29–2099		August 12, 2010.
A310–29–2100		August 12, 2010.

Material Incorporated by Reference

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

(1) Airbus Mandatory Service Bulletin A300-29-0126, excluding Appendices 01 and 02, Revision 01, dated October 12, 2010, approved for IBR November 9, 2011.

(2) Airbus Mandatory Service Bulletin A300-29-0127, excluding Appendix 01, dated August 12, 2010, approved for IBR November 9, 2011.

(3) Airbus Mandatory Service Bulletin A300-29-6063, dated August 12, 2010, approved for IBR November 9, 2011.

(4) Airbus Mandatory Service Bulletin A300-29-6064, dated August 12, 2010, approved for IBR November 9, 2011.

(5) Airbus Mandatory Service Bulletin A310-29-2099, excluding Appendix 01, dated August 12, 2010, approved for IBR November 9, 2011.

(6) Airbus Mandatory Service Bulletin A310-29-2100, dated August 12, 2010, approved for IBR November 9, 2011.

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

(8) 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.

(9) 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 22, 2011.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2011-20-10 The Boeing Company: Amendment 39-16823; Docket No. FAA-2010-1313; Directorate Identifier 2010-NM-158-AD.

Effective Date

(a) This AD is effective November 9, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 737-27-1282, Revision 1, dated June 14, 2010.

Subject

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

Unsafe Condition

(e) This AD was prompted by reports of contact between wire bundle W443 and the left forward rudder quadrant. We are issuing this AD to detect and correct contact between the wire bundle and the left forward rudder quadrant. Damage to the wire bundle from contact between the wire bundle and the left forward rudder quadrant could result in uncommanded stabilizer trim and autopilot disconnects due to shorted wires, potentially affecting the capability of the flightcrew during high work load and consequently reducing control of the airplane. Restricted movement of the rudder quadrant at full right rudder travel would reduce controllability 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.

Wire Bundle W443 Inspection and Clearance Measurement

(g) Within 60 months after the effective date of this AD: Do a detailed inspection of wire bundle W443 for damage and measure for sufficient clearance, in accordance with Part 1 of the Work Instructions of Boeing Special Attention Service Bulletin 737-27-1282, Revision 1, dated June 14, 2010. If the wire bundle is undamaged, and sufficient clearance exists, no further action is required by this AD.

Wire Bundle W443 Undamaged: Clearance Adjustment

(h) If the clearance of wire bundle W443 in the inspection required by paragraph (g) of this AD is found to be insufficient, before further flight, adjust the wire bundle clearance, in accordance with Part 2 of the Work Instructions of Boeing Special Attention Service Bulletin 737-27-1282, Revision 1, dated June 14, 2010.

Wire Bundle W443 Damaged: Repair, and Clearance Adjustment

(i) If wire bundle W443 is found to be damaged in the inspection required by paragraph (g) of this AD, before further flight, repair the damaged wire bundle and adjust the wire bundle clearance, in accordance with Part 3 of the Work Instructions of Boeing Special Attention Service Bulletin 737-27-1282, Revision 1, dated June 14, 2010.

Credit for Actions Accomplished in Accordance With Previous Service Information

(j) Actions accomplished before the effective date of this AD in accordance with Boeing Special Attention Service Bulletin 737-27-1282, dated March 15, 2007, are considered acceptable for compliance with the corresponding action specified in this AD.

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

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

Related Information

(l) For more information about this AD, contact Dean Thompson, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone: (425) 917-6409; fax: (425) 917-6590; e-mail: Dean.R.Thompson@faa.gov.

Material Incorporated by Reference

(m) You must use Boeing Special Attention Service Bulletin 737-27-1282, Revision 1, dated June 14, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Special Attention Service Bulletin 737-27-1282, Revision 1, dated June 14, 2010, 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.

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

Issued in Renton, Washington, on September 22, 2011.

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