



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2009-13

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

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

LARGE AIRCRAFT

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

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.

LARGE AIRCRAFT

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

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

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)

LARGE AIRCRAFT

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

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

Biweekly 2009-07

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

Biweekly 2009-08

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

LARGE AIRCRAFT

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

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

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

LARGE AIRCRAFT

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

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

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 2006-12-19	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
2009-12-13		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



2009-11-04 Rolls-Royce Corporation (formerly Allison Engine Company): Amendment 39-15914. Docket No. FAA-2009-0082; Directorate Identifier 2008-NE-42-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 26, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce Corporation (RRC) AE 2100D2, AE 2100D2A, AE 2100D3, and AE 2100J turboprop engines with certain serial number (SN) propeller gearbox (PGB) shaft-and-carrier assemblies installed. These engines are U.S. type-certificated but as of the effective date of this AD are only installed on military airplanes. For the SNs affected, see the Effectivity section of the applicable service bulletin in Table 1 of this AD.

Table 1 – Applicable Lists of Affected PGB Shaft-and-Carrier Assemblies

For Engine Model:	Reference Service Bulletin:
AE 2100D2, AE 2100D2A	AE 2100D2-A-72-073, Revision 1, dated February 18, 2008
AE 2100D3	AE 2100D3-A-72-256, Revision 1, dated February 18, 2008
AE 2100J	AE 2100J-A-72-071, Revision 1, dated February 18, 2008

These engines are U.S. type-certificated and are installed on, but not limited to, Lockheed Martin C130-J and Lockheed/Alenia C-27J military airplanes.

Unsafe Condition

(d) This AD results from a report of a crack found in the forward cone of a PGB shaft in an RRC AE 2100D3 turboprop engine that was removed from service due to high vibration. We are issuing this AD to prevent separation of the propeller from the airplane, which could result in injury, and damage to the airplane.

Compliance

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

Monitoring for PGB Vibration During Flight

(f) During flight, monitor affected engines for vibration in the PGB shaft and carrier assemblies, using the vibration monitoring system in the cockpit.

(g) Whenever a vibration message is displayed on the airplane's Advisory Caution and Warning System, borescope-inspect the PGB shaft-and-carrier assembly for cracks, before any additional flights.

(h) If any crack is found, remove the engine from service.

(i) Guidance on borescope-inspecting, vibration monitoring, and fault isolation procedures can be found in the applicable service bulletin listed in Table 2 of this AD.

Table 2 – Information on Borescope-Inspecting, Vibration Monitoring, and Fault Isolation Procedures

For Engine Model:	Reference Service Bulletin:
AE 2100D2, AE 2100D2A	AE 2100D2-A-72-074, dated April 7, 2008
AE 2100D3	AE 2100D3-A-72-258, dated April 7 2008
AE 2100J	AE 2100J-A-72-070, dated September 17, 2007 AE 2100J-A-72-073, dated October 11, 2007

Terminating Action–Removal of Affected PGB Shaft-and-Carrier Assemblies

(j) At the next shop visit for PGB inspection or repair after the effective date of this AD, remove the affected PGB shaft-and-carrier assembly from service and install an eligible PGB shaft-and-carrier assembly.

(k) After the effective date of this AD, do not install any PGB shaft and carrier assembly in any aircraft if it was removed for cracks.

Definition

(l) For the purpose of this AD, a PGB shaft-and-carrier assembly is eligible for installation if it was manufactured after June 2005, or if it is P/N 23087076 or P/N 23087077.

Alternative Methods of Compliance

(m) The Manager, Chicago 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.

Related Information

(n) Contact Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206; telephone: (317) 230-3774; fax (317) 230-6084; e-mail: indy.pubs.services@rolls-royce.com, for the service information identified in this AD.

(o) Contact Michael Downs, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 E. Devon Ave., Des Plaines, IL 60018; e-mail: michael.downs@faa.gov; telephone (847) 294-7870, fax (847) 294-7834, for more information about this AD.

(p) You must use the service information specified in Table 3 of this AD to determine the SNs of PGB shaft-and-carrier assemblies affected by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 3 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206; telephone (317) 230-3774; fax (317) 230-6084; e-mail: indy.pubs.services@rolls-royce.com for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Table 3 – Incorporation by Reference

Service Bulletin No.	Page	Revision	Date
AE 2100D2-A-72-073	All	1	February 18, 2008
Total Pages: 5			
AE 2100D3-A-72-256	All	1	February 18, 2008
Total Pages: 16			
AE 2100J-A-72-071	All	1	February 18, 2008
Total Pages: 4			

Issued in Burlington, Massachusetts, on May 14, 2009.

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



2009-12-02 Airbus: Amendment 39-15925. Docket No. FAA-2008-1082; Directorate Identifier 2007-NM-337-AD.

Effective Date

(a) This AD becomes effective July 24, 2009.

Affected ADs

(b) This AD supersedes AD 2007-03-09.

Applicability

(c) This AD applies to all Model A300 airplanes; 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 airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (m) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in Advisory Circular (AC) 25-1529-1.

Unsafe Condition

(d) This AD results from a report that an additional swivel coupling of the ram air turbine (RAT) yoke fitting was found cracked while accomplishing the requirements of the existing AD. We are issuing this AD to prevent misrigging of the ejection jack of the RAT and to ensure removal of any RAT yoke fitting made from aluminum material. Such conditions could result in a broken or cracked swivel coupling and consequent failure of the RAT yoke fitting, which could result in the loss of RAT function and possible loss of critical flight control systems in the event of certain emergency situations.

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.

Certain Requirements of AD 2007-03-09

Replacement

(f) For Model A300 airplanes, Model A300-600 series airplanes, and Model A310 airplanes equipped with Dowty Rotol RATs, except airplanes on which Airbus Modification 12986 has been done: Within 12 months after March 12, 2007 (the effective date of AD 2007-03-09), replace the RAT swivel coupling fork fitting with a new steel fitting, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-0244, dated March 4, 2005, or Airbus Mandatory Service Bulletin A300-57-0244, Revision 02, dated November 19, 2007 (for Model A300 airplanes); Airbus Service Bulletin A300-57-6099, dated February 23, 2005, or Airbus Mandatory Service Bulletin A300-57-6099, Revision 01, dated September 3, 2007 (for Model A300-600 series airplanes); or Airbus Service Bulletin A310-57-2086, dated March 1, 2005, or Airbus Mandatory Service Bulletin A310-57-2086, Revision 01, dated September 3, 2007 (for Model A310 airplanes); except as provided by paragraph (h) of this AD.

Revisions of FAA-Approved Maintenance Program

(g) For all airplanes: Within 3 months after March 12, 2007, incorporate information into the FAA-approved maintenance program to specify an inspection for breaks of the bottom flange of the RAT swivel coupling yoke fitting after each RAT retraction; and replacement of the RAT swivel coupling yoke fitting with a new aluminum or steel part as applicable; in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Direction Générale de l'Aviation Civile (or its delegated agent); or the European Aviation Safety Agency (or its delegated agent). Thereafter, except as provided by paragraphs (l) and (m) of this AD, no alternative inspection intervals may be approved for the bottom flange of the RAT swivel coupling yoke fitting.

Note 2: Guidance on the inspection and replacement procedures specified in paragraph (g) of this AD can be found in these documents as applicable:

- Airbus A300-600 Aircraft Maintenance Manual (AMM), Chapter 29-25-00, Page Block 301, dated June 1, 2005.
- Airbus A310 AMM, Chapter 29-25-00, Page Block 301, dated June 1, 2005.
- Airbus A300 AMM Chapter 29-25-00, Page Block 301, dated March 1, 2006.

Note 3: After revising the maintenance program to include the required periodic inspections according to paragraph (g) or (l) of this AD, operators do not need to make a maintenance log entry to show compliance with this AD every time those inspections are accomplished thereafter.

New Requirements of This AD

Revised Service Bulletins

(h) As of the effective date of this AD, use only the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310-57-2086, Revision 01, dated September 3, 2007 (for Model A310 series airplanes); Airbus Mandatory Service Bulletin A300-57-6099, Revision 01, dated September 3, 2007 (for Model A300-600 series airplanes); or Airbus Mandatory Service Bulletin A300-57-0244, Revision 02, dated November 19, 2007 (for Model A300 airplanes), to do the replacement required by paragraph (f) of this AD.

Replacement

(i) For airplanes identified in Table 1 of this AD: Before 102 months since first flight, or within 12 months after the effective date of this AD, whichever occurs later, replace the aluminum yoke fitting of the swivel coupling of the RAT with a new steel yoke fitting, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310-57-2086, Revision 01, dated September 3, 2007 (for Model A310 series airplanes); or Airbus Mandatory Service Bulletin A300-57-6099, Revision 01, dated September 3, 2007 (for Model A300-600 series airplanes).

Table 1 – Airplanes affected by the requirements of paragraph (i) of this AD

Model –	Except for those airplanes on which –	Or on which –
(1) A310 series airplanes equipped with Hamilton Sundstrand RAT	Airbus Modification 12986 has been done in production	Airbus Service Bulletin A310-57-2086, dated March 1, 2005; or Airbus Mandatory Service Bulletin A310-57-2086, Revision 01, dated September 3, 2007; has been done in service.
(2) A300-600 series airplanes equipped with Hamilton Sundstrand RAT	Airbus Modification 12986 has been done in production	Airbus Service Bulletin A300-57-6099, dated February 23, 2005; or Airbus Mandatory Service Bulletin A300-57-6099, Revision 01, dated September 3, 2007; has been done in service.

Credit for Actions Performed According to Previous Service Bulletins

(j) Replacements done before the effective date of this AD in accordance with Airbus Service Bulletin A310-57-2086, dated March 1, 2005 (for Model A310 series airplanes); or Airbus Service Bulletin A300-57-6099, dated February 23, 2005 (for Model A300-600 series airplanes); are acceptable for compliance with the requirements of paragraph (i) of this AD.

(k) Replacements done before the effective date of this AD in accordance with Airbus Service Bulletin A300-57-0244, Revision 01, dated September 3, 2007 (for Model A300 airplanes), are acceptable for compliance with the requirements of paragraph (f) of this AD for the affected airplanes.

Revision of FAA-Approved Maintenance Program

(l) For all airplanes: Within 3 months after the effective date of this AD, incorporate information into the FAA-approved maintenance program to specify an inspection for breaks of the bottom flange of the RAT swivel coupling yoke fitting after each RAT retraction; and replacement of the RAT swivel coupling yoke fitting with a new steel part; in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or European Aviation Safety Agency (or its delegated agent). Thereafter, except as provided by paragraph (m) of this AD, no alternative inspection intervals may be approved for the bottom flange of the RAT swivel coupling yoke fitting. Accomplishing this incorporation terminates the requirements of paragraph (g) of this AD.

Note 4: Guidance on the inspection and replacement procedures specified in paragraph (l) of this AD can be found in these documents as applicable:

- Airbus A300-600 AMM, Chapter 29-25-00, Page Block 301.
- Airbus A310 AMM, Chapter 29-25-00, Page Block 301.
- Airbus A300 AMM Chapter 29-25-00, Page Block 301.

Alternative Methods of Compliance (AMOCs)

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

Related Information

(n) European Aviation Safety Agency (EASA) airworthiness directive 2007-0273, dated October 23, 2007, and French airworthiness directive F-2005-089, dated June 8, 2005, also address the subject of this AD.

Material Incorporated by Reference

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

Table 2 – All material incorporated by reference

Document	Revision	Date
Airbus Mandatory Service Bulletin A300-57-0244	02	November 19, 2007
Airbus Mandatory Service Bulletin A300-57-6099	01	September 3, 2007
Airbus Mandatory Service Bulletin A310-57-2086	01	September 3, 2007

(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; 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 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 May 20, 2009.

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-12-03 Boeing: Amendment 39-15926. Docket No. FAA-2007-29067; Directorate Identifier 2007-NM-148-AD.

Effective Date

(a) This airworthiness directive (AD) is effective July 16, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 757-200, -200CB, and -300 series airplanes; certificated in any category; as identified in Boeing Service Bulletin 757-21-0109, Revision 1, dated October 30, 2008.

Unsafe Condition

(d) This AD results from a report indicating that, during landing of a Model 757 airplane, an overheat warning and smoke occurred in the main cabin, and the right recirculation fan stopped operating. We are issuing this AD to prevent damage of the wiring bundle of the right recirculation fan. Such damage could result in a short circuit and possible fire in the mix bay or smoke in the main cabin.

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.

Inspection and Corrective Actions

(f) Within 24 months after the effective date of this AD, do the actions required by paragraphs (f)(1) and (f)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-21-0109, Revision 1, dated October 30, 2008.

(1) Do a detailed inspection for damage of the wire bundle of the right recirculation fan, and repair any damage before further flight.

(2) Re-route the wire bundle and re-orient the electrical connector of the right recirculation fan.

Credit for Actions Done According to Previous Issue of Service Bulletin

(g) Actions done before the effective date of this AD in accordance with Boeing Service Bulletin 757-21-0109, dated December 15, 2006, are acceptable for compliance with the requirements of paragraphs (f)(1) and (f)(2) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Philip Sheridan, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6441; fax (425) 917-6590. Or, e-mail information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

Material Incorporated by Reference

(i) You must use Boeing Service Bulletin 757-21-0109, Revision 1, dated October 30, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on June 1, 2009.
Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-12-04 Construcciones Aeronauticas, S.A. (CASA): Amendment 39-15927. Docket No. FAA-2009-0005; Directorate Identifier 2008-NM-164-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective July 16, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to CASA Model C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, and C-212-DE airplanes, all serial numbers; certificated in any category; on which pitot tubes having part number 212-61105.1 or 212-61105.2 are installed.

Subject

- (d) Air Transport Association (ATA) of America Code 34: Navigation.

Reason

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

"Incidents have been reported on Britten-Norman BN-2 aircraft, where cracks were found in the inner shell of the pitot/static pressure heads. The investigation concluded that these pitot tubes, supplied by Thales Optronics, could be operated outside their voltage specification. On December 15th, 2005, CAA [Civil Aviation Authority] United Kingdom issued AD G-2005-0034 (EASA approval number 2005-6447), later superseded by EASA AD 2006-0143, to require inspections and leak tests on Britten-Norman aircraft. Subsequently, it has been discovered that the same tubes are supplied to EADS-CASA for installation on C-212 aircraft, one for the pilot side and one for the co-pilot side. So far, EADS-CASA has not received any report of cracked pitot tubes from C-212 operators.

"This condition, if not corrected, could result in incorrect readings on the pressure instrumentation, e.g., altimeters, vertical speed indicators (rate of climb) and airspeed indicators, potentially leading to navigational errors.

"For the reasons described above, this EASA AD requires the inspection of the affected pitot tubes, and, if cracks are found, replacement of those tubes with the new P/N [part number] 212-A0150-0001 and 212-A0150-0002 pitot tubes.

The unsafe condition could reduce the ability of the flightcrew to maintain the safe flight and landing of the airplane.

Actions and Compliance

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

(1) Within 1 month or 300 flight hours after the effective date of this AD, whichever occurs first: Perform a detailed inspection of the affected pitot tubes and static inlets for radial cracking around the top lip of the dynamic port, in accordance with the instructions of Chapter 5 of the CASA C-212 Series 100/200 Maintenance Manual, Revision 2, dated June 11, 2002. Repeat the inspection thereafter at intervals not to exceed 300 flight hours.

(2) If any crack is found during any inspection required by paragraph (f)(1) of this AD, before further flight, replace the pitot tube with a new pitot tube having P/N 212-A0150-0001 or 212-A0150-0002 in accordance with the instructions of CASA Service Bulletin SB-212-34-11, Revision 1, dated February 27, 2008. Replacement of both pitot tubes having part number 212-61105.1 and 212-61105.2 with new tubes terminates the repetitive inspections required by paragraph (f)(1) of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1112; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your 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, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2008-0155, dated August 11, 2008; Chapter 5 of the CASA C-212 Series 100/200 Maintenance Manual, Revision 2, dated June 11, 2002; and CASA Service Bulletin SB-212-34-11, Revision 1, dated February 27, 2008; for related information.

Material Incorporated by Reference

(i) You must use Chapter 5 of the CASA C-212 Series 100/200 Maintenance Manual, Revision 2, dated June 11, 2002; and CASA Service Bulletin SB-212-34-11, Revision 1, dated February 27, 2008; as applicable; to do the actions required by this AD, unless the AD specifies otherwise. The CASA C-212 Series 100/200 Maintenance Manual, Revision 2, dated June 11, 2002, contains the following effective pages:

List of Effective Pages:			
Page Title/ Description	Page Number(s)	Revision Number	Date Shown on Page(s)
Title Page	None shown	2	June 11, 2002
Record of Revisions	None shown	2	June 11, 2002
Chapter 5: List of Effectivity Pages	1	None shown*	June 11, 2002
Chapter 5: Table of Contents	1-4	None shown*	May 25, 1988
Section 5-00-00	1-6	None shown*	May 25, 1988
Section 5-10-00	1-4	None shown*	May 25, 1988
	5-7, 9, 10	None shown*	June 11, 2002
	8, 11-15	None shown*	July 22, 1993
Section 5-20-00	1-4	None shown*	May 25, 1988
	5-13, 16, 19-31, 34-45, 47-62, 64, 66-90	None shown*	July 22, 1993
	14, 15, 17, 18, 32, 33, 46, 63, 65	None shown*	June 11, 2002
Section 5-50-10	1-10	None shown*	May 25, 1988
Section 5-50-20	1, 2	None shown*	May 25, 1988

(*Only the title page and Record of Revisions for the CASA C-212-100/200 Maintenance Manual specify the revision level of the document.)

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

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

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

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

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

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-12-05 Boeing: Amendment 39-15928. Docket No. FAA-2008-1364; Directorate Identifier 2008-NM-103-AD.

Effective Date

(a) This airworthiness directive (AD) is effective July 16, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-300, -400, and -500 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 737-21A1156, Revision 2, dated December 11, 2008.

Unsafe Condition

(d) This AD results from a report of loss of both the normal electronic flight instrument system (EFIS) cooling supply and the indication of EFIS cooling loss due to a single failure of the battery bus, causing eventual power-down of the EFIS displays; the standby attitude indication is also powered by this battery bus. We are issuing this AD to prevent loss of all attitude indications from both the standby indicator and EFIS displays, which could decrease the ability of the flightcrew to maintain the safe flight and landing of the airplane.

Compliance

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

Modification

(f) Within 24 months after the effective date of this AD: Modify the control power wiring of the normal supply fan and the low flow sensor for the equipment cooling system of the EFIS, by doing all the applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-21A1156, Revision 2, dated December 11, 2008.

Credit for Actions Done Using Previous Service Information

(g)(1) Actions done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 737-21A1156, Revision 1, dated October 23, 2007, are acceptable for compliance with the corresponding requirements of this AD.

(2) For Groups 1 and 2 airplanes identified in Boeing Alert Service Bulletin 737-21A1156, Revision 1, dated October 23, 2007: Actions done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 737-21A1156, dated June 20, 2006, are acceptable for compliance with the corresponding requirements of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Suk Jang, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6511; fax (425) 917-6590; has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(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) You must use Boeing Alert Service Bulletin 737-21A1156, Revision 2, dated December 11, 2008; to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on June 1, 2009.
Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-12-06 Boeing: Amendment 39-15929. Docket No. FAA-2007-0163; Directorate Identifier 2007-NM-046-AD.

Effective Date

(a) This airworthiness directive (AD) is effective July 16, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Boeing airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Model 737-300, -400, and -500 series airplanes, as identified in Boeing Service Bulletin 737-24-1145, dated March 4, 2004.

(2) Model 737-600, -700, -700C, -800, and -900 series airplanes, as identified in Boeing Service Bulletin 737-24-1147, Revision 1, dated March 1, 2007.

Unsafe Condition

(d) This AD results from an in-flight entertainment (IFE) systems review. We are issuing this AD to ensure that the flightcrew is able to turn off electrical power to IFE systems and other non-essential electrical systems through a switch in the flight compartment. The flightcrew's inability to turn off power to IFE systems and other non-essential electrical systems during a non-normal or emergency situation could result in the inability to control smoke or fumes in the airplane flight deck or cabin.

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.

Install Circuit Breaker, Relays, and Wiring on Model 737-300, -400, and -500 Series Airplanes

(f) For Model 737-300, -400, and -500 series airplanes: Within 60 months after the effective date of this AD, install a new circuit breaker, relays, and wiring to allow the flightcrew to turn off electrical power to the IFE systems through the IFE/galley switch and do all other specified actions as applicable, by accomplishing all the applicable actions specified in the Accomplishment Instructions of Boeing Service Bulletin 737-24-1145, dated March 4, 2004.

Concurrently Modify P5-13 Module Assembly on Model 737-300 Series Airplanes

(g) For Model 737-300 series airplanes identified as Group 6 airplanes in Boeing Service Bulletin 737-24-1145, dated March 4, 2004, and equipped with P5-13 module assembly part number (P/N) 69-37321-81: Prior to or concurrently with accomplishing the actions required by paragraph (f) of this AD, replace the lightplate assembly of the P5-13 module assembly with a new lightplate assembly and reidentify and test the modified P5-13 module assembly, in accordance with the Accomplishment Instructions of Boeing Component Service Bulletin 69-37321-31-03, dated August 21, 2003.

Install Circuit Breaker, Relays, and Wiring on Model 737-600, -700, -700C, -800, and -900 Series Airplanes

(h) For Model 737-600, -700, -700C, -800, and -900 series airplanes: Within 60 months after the effective date of this AD, install a new circuit breaker, relays, and wiring, as applicable, to allow the flightcrew to turn off electrical power to the IFE systems and other non-essential electrical systems through a utility switch in the flight compartment, by accomplishing all of the applicable actions specified in Parts 1, 2, or 3 of the Work Instructions of Boeing Service Bulletin 737-24-1147, Revision 1, dated March 1, 2007.

Concurrently Modify P5-13 Module Assembly on Model 737-600, -700, -700C, -800, and -900 Series Airplanes

(i) For Model 737-600, -700, -700C, -800, and -900 series airplanes identified as Groups 3 through 139 inclusive in Boeing Service Bulletin 737-24-1147, Revision 1, dated March 1, 2007, and equipped with P5-13 module assembly P/N 285A1840-3 or -4: Prior to or concurrently with accomplishing the actions required by paragraph (h) of this AD, modify the P5-13 module assembly, in accordance with the Accomplishment Instructions of Boeing Component Service Bulletin 285A1840-24-02, dated August 28, 2003.

Wiring Installation for the Video Display Unit (VDU)

(j) For Model 737-800 series airplanes identified in paragraph 1.A.1. of Boeing Service Bulletin 737-23-1189, dated June 27, 2002: Prior to or concurrently with accomplishing the actions required by paragraph (h) of this AD, install wiring for the No. 4 VDU cluster, an INOP marker, and stow clip at the P6-1 circuit breaker panel; reroute certain wiring for the No. 4 VDU cluster between stations 685 and 767; and do a continuity test of the newly installed and rerouted wiring; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-23-1189, dated June 27, 2002.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Joe Salameh, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone 425-917-6454; fax 425-917-6590. Or, e-mail information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

Material Incorporated by Reference

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

Table 1 – Material Incorporated by Reference

Service Information	Revision Level	Date
Boeing Component Service Bulletin 69-37321-31-03	Original	August 21, 2003
Boeing Component Service Bulletin 285A1840-24-02	Original	August 28, 2003
Boeing Service Bulletin 737-23-1189	Original	June 27, 2002
Boeing Service Bulletin 737-24-1145	Original	March 4, 2004
Boeing Service Bulletin 737-24-1147	1	March 1, 2007

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

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

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

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

Issued in Renton, Washington, on June 1, 2009.
 Stephen P. Boyd,
 Acting Manager, Transport Airplane Directorate,
 Aircraft Certification Service.



2009-12-08 Boeing: Amendment 39-15931. Docket No. FAA-2008-0612; Directorate Identifier 2008-NM-059-AD.

Effective Date

(a) This AD becomes effective July 16, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Boeing Model 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 airplanes, certificated in any category.

Subject

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

Unsafe Condition

(e) This AD results from a report of a crack found in the right-side Stringer 11 longeron horizontal flange, adjacent to the horizontal stabilizer pivot bulkhead, during a routine maintenance inspection. We are issuing this AD to detect and correct fatigue cracking of the longeron, which can propagate and cause damage to the adjacent horizontal stabilizer pivot bulkhead. This damage could result in loss of structural integrity and consequent inability of the bulkhead to carry flight loads, which could adversely affect controllability of the airplane.

Compliance

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

Inspection/Related Investigative and Corrective Actions

(g) Except as provided by paragraph (h) of this AD: At the applicable times specified in paragraph 1.E. of Boeing Service Bulletin 747-53A2703, Revision 1, dated September 16, 2008, do a surface high frequency eddy current (HFEC) inspection for cracks in the left- and right-side Stringer 11 longeron exposed surfaces and edges between Station 2598 and 2607 adjacent to the horizontal stabilizer pivot bulkhead; and do all applicable related investigative and corrective actions before

further flight, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-53A2703, Revision 1, dated September 16, 2008, except as provided by paragraph (i) of this AD.

Exception to Compliance Times

(h) Where Boeing Service Bulletin 747-53A2703, Revision 1, dated September 16, 2008, specifies counting the compliance time from " * * * the date on this service bulletin," this AD requires counting the compliance time from the effective date of this AD.

Exception to Corrective Actions

(i) If any crack is found during any inspection required by this AD, and Boeing Service Bulletin 747-53A2703, Revision 1, dated September 16, 2008, specifies to contact Boeing for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

Actions Accomplished According to Previous Issue of Service Bulletin

(j) Inspections, related investigative actions, and corrective actions accomplished before the effective date of this AD according to Boeing Alert Service Bulletin 747-53A2703, dated February 14, 2008, are considered acceptable for compliance with the corresponding actions specified in paragraph (g) of this AD.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, 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 has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. 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), 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

(l) You must use Boeing Service Bulletin 747-53A2703, Revision 1, dated September 16, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

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

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-12-09 ATR-GIE Avions De Transport Régional (Formerly Aerospatiale): Amendment 39-15932. Docket No. FAA-2008-1237; Directorate Identifier 2008-NM-125-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective July 16, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category.

(1) ATR Model ATR42-200, ATR42-300, and ATR42-320 airplanes, all serial numbers, except serial numbers 1 through 107 inclusive, 110 through 112 inclusive, 114, and 115, and except airplanes on which ATR Service Bulletin ATR42-92-0018 has been incorporated.

(2) ATR Model ATR42-500 airplanes, all serial numbers, except serial numbers 667 and subsequent, and except airplanes on which ATR Service Bulletin ATR42-92-0018 has been incorporated.

(3) ATR Model ATR72-101, ATR72-201, ATR72-102, ATR72-202, ATR72-211, ATR72-212, and ATR72-212A airplanes, all serial numbers except serial numbers 756 and subsequent, and except airplanes on which ATR Service Bulletin ATR72-92-1018 has been incorporated.

Subject

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

Reason

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

"One ATR operator reported some spurious "Pitch disconnect" warning and "AIL and R ELEV" Anti-Ice Horn Fault caution annunciations which precluded the use of the autopilot.

"During the investigation, chafed wirings were found in the rear baggage zone, closed [close] to the forward side of the aft pressure bulkhead, due to contact with an understructure securing screw. The concerned wiring harness includes rudder trim, pitch

trim and stick pusher control wires. Damages on those wires might lead to the loss of fail safe criteria for those critical functions.

"To address the identified unsafe condition, this AD mandates a one-time inspection and a routing modification of the electrical wires in the bulkhead area."

The unsafe condition is reduced controllability of the airplane. The corrective action also includes contacting ATR for repair instructions and doing the repair if any damage (chafing or contact between bundles of cables and the airframe structure) is found during the one-time inspection.

Actions and Compliance

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

(1) Within 550 flight hours after the effective date of this AD, perform a one-time detailed inspection for damage of the electrical routing in the rear baggage zone, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-92-0015 or ATR72-92-1016, both Revision 01, both dated February 11, 2009, as applicable.

(2) If any damage is found during the inspection required by paragraph (f)(1) of this AD, do the actions in paragraphs (f)(2)(i) and (f)(2)(ii) of this AD.

(i) Before further flight, contact ATR for repair instructions, and do the repair.

(ii) Before further flight, modify the electrical routing and protective sleeve in the rear cargo compartment at frame 44 in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-92-0018 or ATR72-92-1018, both Revision 02, both dated February 13, 2009, as applicable.

(3) If no damage is found during the inspection required by paragraph (f)(1) of this AD: Within 5,000 flight hours after the effective date of this AD, modify the electrical routing and replace the protective sleeve in the rear cargo compartment at frame 44 in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-92-0018 or ATR72-92-1018, both Revision 02, both dated February 13, 2009, as applicable.

(4) Actions done before the effective date of this AD in accordance with the service bulletins listed in Table 1 of this AD are acceptable for compliance with the corresponding requirements of this AD.

Table 1 – Acceptable service information

ATR Service Bulletin –	Revision –	Dated –
ATR42-92-0015	Original	February 11, 2008
ATR42-92-0018	Original	February 11, 2008
ATR42-92-0018	01	September 4, 2008
ATR72-92-1016	Original	February 11, 2008
ATR72-92-1018	Original	February 11, 2008
ATR72-92-1018	01	September 4, 2008

Note 1: This AD does not require the "Additional Work" described in ATR Service Bulletins ATR42-92-0018 and ATR72-92-1018, both Revision 01, both dated September 4, 2008.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

Although the MCAI or service information tells you to submit information to the manufacturer, such submittal is not required by this AD.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Rodriguez, Aerospace Engineer, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your 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.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2008-0062, dated April 1, 2008, and the ATR service bulletins contained in Table 2 of this AD, for related information.

Table 2 – Related service information

ATR Service Bulletin –	Revision –	Dated –
ATR42-92-0015, excluding Accomplishment Report	01	February 11, 2009
ATR42-92-0018, excluding Accomplishment Report	02	February 13, 2009
ATR72-92-1016, excluding Accomplishment Report	01	February 11, 2009
ATR72-92-1018, excluding Accomplishment Report	02	February 13, 2009

Material Incorporated by Reference

(i) You must use the service information contained in Table 3 of this AD to do the actions required by this AD, as applicable, 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 ATR-GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; e-mail continued.airworthiness@atr.fr; Internet <http://www.aerochain.com>.

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

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

Table 3 – Material incorporated by reference

ATR Service Bulletin –	Revision –	Dated –
ATR42-92-0015, excluding Accomplishment Report	01	February 11, 2009
ATR42-92-0018, excluding Accomplishment Report	02	February 13, 2009
ATR72-92-1016, excluding Accomplishment Report	01	February 11, 2009
ATR72-92-1018, excluding Accomplishment Report	02	February 13, 2009

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

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-12-10 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-15933. Docket No. FAA-2009-0133; Directorate Identifier 2008-NM-107-AD.

Effective Date

(a) This AD becomes effective July 24, 2009.

Affected ADs

(b) This AD supersedes AD 2006-12-09.

Applicability

(c) This AD applies to all BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes; certificated in any category.

Subject

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

Unsafe Condition

(e) This AD results from a report indicating that corrosion has been detected in the outer frame flanges and door hinge bosses during scheduled maintenance. We are issuing this AD to prevent reduced structural integrity of the airplane.

Compliance

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

Restatement of Requirements of AD 2006-12-09

Repetitive Inspections

(g) Use high-frequency eddy current (HFEC) and detailed methods to inspect for signs of corrosion (including cracks, blistering, or flaking paint) of frames 15, 18, 41, and 43, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005, except as required by paragraph (k) of this AD. Inspect

at the applicable time specified in 1.D. "Compliance" of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005. Application of corrosion-preventive treatment, in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005; or Revision 1, dated August 6, 2007; extends the repetitive inspection interval, as specified in Table 2 in 1.D. "Compliance" of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005.

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

Corrective Action

(h) If any discrepancy is found during any inspection required by paragraph (g) of this AD: Before further flight, perform applicable related investigative/corrective actions in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005, except as required by paragraphs (i) and (k) of this AD.

Exceptions to Service Bulletin Specifications

(i) If BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005, specifies to contact the manufacturer for appropriate action, before further flight, repair per a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority (or its delegated agent); or European Aviation Safety Agency (EASA) (or its delegated agent).

(j) Where BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005, specifies a compliance time after the issuance of the service bulletin, this AD requires compliance within the specified compliance time after July 17, 2006 (the effective date of AD 2006-12-09). Where BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005, specifies a compliance time "since date of construction" of the airplane, this AD requires compliance since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness.

New Requirements of This AD

New Service Bulletin

(k) As of the effective date of this AD: Do the actions required by paragraphs (g) and (h) of this AD in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, Revision 1, dated August 6, 2007, except as required by paragraph (n) of this AD.

Additional Inspection Areas

(l) At the applicable compliance time specified in paragraph (g) of this AD, except as provided by paragraph (o) of this AD; or within six months after the effective date of this AD; whichever occurs later: Do an HFEC inspection for corrosion of the outer frame flanges and door hinge bosses of frames 15, 18, 41, and 43, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, Revision 1, dated August 6, 2007 ("the service bulletin"). Repeat the inspection thereafter at the applicable time specified in paragraph 1.D., "Compliance," of the service bulletin. Application of corrosion-preventive treatment, in accordance with the Accomplishment Instructions of the service bulletin, extends the repetitive inspection interval, as specified in Table 2 in paragraph 1.D., "Compliance," of the service bulletin.

Corrective Action for Additional Inspection

(m) If any discrepancy is found during any inspection required by paragraph (l) of this AD: Before further flight, perform applicable related investigative/corrective actions in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, Revision 1, dated August 6, 2007, except as required by paragraph (n) of this AD.

Exceptions to BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, Revision 1

(n) If BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, Revision 1, dated August 6, 2007, specifies to contact the manufacturer for appropriate action, before further flight, repair per a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA (or its delegated agent).

(o) Where BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, Revision 1, dated August 6, 2007, specifies a compliance time after the issuance of the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD. Where BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, Revision 1, dated August 6, 2007, specifies a compliance time "since date of construction" of the airplane, this AD requires compliance since the date of issuance of the original airworthiness certificate or the date of issuance of the original export certificate of airworthiness.

No Reporting

(p) Although BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005; and Revision 1, dated August 6, 2007; specify to submit information to the manufacturer, this AD does not include such a requirement.

Alternative Methods of Compliance (AMOCs)

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

1175; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

Related Information

(r) European Aviation Safety Agency Airworthiness Directive 2008-0092 R1, dated May 15, 2008, also addresses the subject of this AD.

Material Incorporated by Reference

(s) You must BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, Revision 1, dated August 6, 2007; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact BAE Systems Regional Aircraft, 13850 McLearn Road, Herndon, Virginia 20171; telephone 703-736-1080; e-mail raebusiness@baesystems.com; Internet <http://www.baesystems.com/Businesses/RegionalAircraft/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 or 425-227-1152.

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

Issued in Renton, Washington, on June 2, 2009.
Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-12-11 Airbus: Amendment 39-15934. Docket No. FAA-2009-0523; Directorate Identifier 2009-NM-018-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 29, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all Airbus Model A340-541 and -642 airplanes, certificated in any category.

Subject

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

Reason

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

Following a refined Finite Element Model (FEM) analysis of the Nose Landing Gear (NLG) actuator fitting installed on the roof panel of the NLG box of all A340-500/-600 aircraft, it has been demonstrated that potential fatigue cracks can be initiated on the NLG actuator fitting flanges.

This situation, if not corrected, could lead to inadvertent extension of the NLG which could adversely affect the aircraft's continued safe flight or [could result in] failure to retract the NLG which, in combination with an engine failure, could adversely affect the aircraft's safe take off.

To prevent such event, this Airworthiness Directive requires High Frequency Eddy Current (HFEC) inspections and detailed visual inspections on the NLG Actuator fitting to detect any crack and, in case of finding, mandates the relevant corrective actions.

The corrective action includes contacting Airbus for repair instructions and doing the repair.

Actions and Compliance

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

(1) At the applicable time defined in paragraph (f)(1)(i) or (f)(1)(ii) of this AD: Perform an HFEC inspection on fitting flanges and a detailed visual inspection of the NLG actuator overall fitting, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-53-5045, dated October 6, 2008.

(i) For weight variant 00x series: Before accumulating 3,920 total flight cycles or within 90 days of the effective date of this AD, whichever occurs later.

(ii) For weight variant 10x series: Before accumulating 3,020 total flight cycles or within 90 days of the effective date of this AD, whichever occurs later.

(2) If no crack is detected during both inspections required by paragraph (f)(1) of this AD, repeat the inspections thereafter at intervals not exceeding the interval defined in paragraph (f)(2)(i) or (f)(2)(ii) of this AD, as applicable.

(i) For weight variant 00x series: 1,320 flight cycles.

(ii) For weight variant 10x series: 2,690 flight cycles.

(3) If any crack is detected during any inspection required by this AD, before further flight, contact Airbus for repair instructions and do the repair.

FAA AD Differences

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

Other FAA AD Provisions

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

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

(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, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2008-0201, dated November 13, 2008; and Airbus Mandatory Service Bulletin A340-53-5045, including Appendix 01, dated October 6, 2008; for related information.

Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A340-53-5045, including Appendix 01, dated October 6, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

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

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-12-13 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-15936. Docket No. FAA-2009-0530; Directorate Identifier 2009-NM-079-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 26, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Bombardier Model DHC-8-400, DHC-8-401, and DHC-8-402 airplanes, certificated in any category, serial numbers 4135 through 4149 inclusive.

Subject

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

Reason

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

There has been one case reported of failure of a shaft (tailstock) on an elevator Power Control Unit (PCU), Part Number (P/N) 390600-1007. Continued actuation of the affected PCU caused damage to the surrounding structure. Subsequent investigation determined that the failure was the result of a material defect and that the shafts installed on a total of 88 suspect PCUs * * * may contain a similar defect.

Each elevator surface has three PCUs, powered by separate independent hydraulic systems, and a single elevator PCU shaft failure may remain dormant. Such a dormant loss of redundancy, coupled with the potential for a failed shaft to produce collateral damage, including damage to hydraulic lines, could possibly affect the controllability of the aircraft.

This directive mandates an identification check for elevator PCU serial numbers, a daily check for correct operation of all suspect PCUs and, finally, replacement of all suspect PCUs.

Actions and Compliance

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

- (1) Within 30 days after the effective date of this AD, inspect the serial number of each of the six installed elevator PCUs having P/N 390600-1007. If one or more of the six installed elevator PCUs,

P/N 390600-1007, have any of the PCU serial numbers 238, 698, 783 through 788 inclusive, 790, 793, 795, 802, 806, 807, 810, 820 through 823 inclusive, 826 through 828 inclusive, 831, 835, 838, 840, 886 through 889 inclusive, or 898 through 955 inclusive; without a suffix "A" after the serial number: Within 30 days after the effective date of this AD, perform a check for the correct operation of all installed elevator PCUs in accordance with the procedures detailed in Appendix A, B, or C of Bombardier Q400 All Operator Message 217B, dated April 26, 2007. Repeat the check thereafter before the first flight of each day until the replacement specified in paragraph (f)(3) of this AD is done. The checks in Appendix A and B of Bombardier Q400 All Operator Message 217B, dated April 26, 2007, must be performed by the flight crew, while the check specified in Appendix C of the all operators message must be performed by certificated maintenance personnel.

Note 1: Suffix "A" after the serial number indicates that the PCU has already passed a magnetic particle inspection and is cleared for continued use.

(2) If incorrect operation of any elevator PCU is found during any check required by paragraph (f)(1) of this AD, before further flight, replace the elevator PCU with a PCU, P/N 390600-1007, having a serial number not specified in paragraph (f)(1) of this AD; or with a PCU, P/N 390600-1007, having the suffix "A" after the serial number; in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-32, Revision A, dated January 18, 2008.

(3) Replacing all PCUs, P/N 390600-1007, having a serial number specified in paragraph (f)(1) of this AD, and not having suffix "A" after the serial number, with a PCU, P/N 390600-1007, having a serial number not specified in paragraph (f)(1) of this AD; or with a PCU, P/N 390600-1007, having the suffix "A" after the serial number; in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-32, Revision A, dated January 18, 2008; terminates the requirements of paragraph (f)(1) of this AD.

(4) Actions accomplished before the effective date of this AD according to Bombardier Service Bulletin 84-27-32, dated May 1, 2007, are considered acceptable for compliance with the corresponding action specified in this AD.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: Unlike the Canadian airworthiness directive CF-2009-16, dated April 20, 2009, this AD does not require the eventual replacement of all elevator PCUs identified in paragraph (f)(1) of this AD. The planned compliance times for those actions would allow enough time to provide notice and opportunity for prior public comment on the merits of those actions. Therefore, we are considering further rulemaking to address this issue.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Airframe and Propulsion Branch, ANE-171, 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: Cesar Gomez, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7318; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your

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

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

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

Related Information

(h) Refer to MCAI Canadian Airworthiness Directive CF-2009-16, dated April 20, 2009; Bombardier Service Bulletin 84-27-32, Revision A, dated January 18, 2008; and Bombardier Q400 All Operator Message 217B, dated April 26, 2007; for related information.

Material Incorporated by Reference

(i) You must use Bombardier Service Bulletin 84-27-32, Revision A, dated January 18, 2008, or Bombardier Q400 All Operator Message 217B, dated April 26, 2007 to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; e-mail thd.qseries@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on June 3, 2009.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-13570 Filed 6-10-09; 8:45 am]



2009-13-07 Airbus: Amendment 39-15946. Docket No. FAA-2009-0262; Directorate Identifier 2008-NM-208-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 24, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 series airplanes, certificated in any category; having serial numbers 0845, 0850, 0851, 0852, 0853, 0854, 0855, 0857, 0858, 0859, 0860, 0861, 0862, 0863, 0865, 0866, 0867, 0868, 0869, 0871, 0873, 0875, 0876, 0877, 0879, 0881, 0882, 0883, 0884, 0885, 0887, 0888, 0889, 0890, 0892, 0893, 0895, 0896, 0898, 0899, 0900, 0901, 0903, 0904, 0905, 0906, 0907, 0908, 0909, 0911, 0913, 0914, 0915, 0916, 0918, 0919, 0920, 0922, 0923, and 0951.

Subject

(d) Air Transport Association (ATA) of America Code 26: Fire protection.

Reason

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

During receipt of spare parts at the final assembly line, it was discovered that lugs of the assembly nut, part number (P/N) A2621005000200, had been inverted (wrong orientation of the braking pin) during manufacturing process at the supplier.

The assembly nut P/N A2621005000200 is part of the engine fire-extinguishing piping assembly. It connects the extinguisher discharge head with the piping. The lugs function is to prevent the connection untwisting once it has been hand-tightened with the correct torque. This lug inversion could give the illusion of correct torque whereas the affected parts are not properly connected.

Loose connection could lead to loss of the fire extinguishing system integrity and therefore inability to ensure the adequate agent concentration. In combination with an engine fire event, it could result in a temporary uncontrolled engine fire, which constitutes an unsafe condition.

To restore connection integrity, this Airworthiness Directive (AD) requires a one-time general visual inspection of the affected nut assembly to detect and correct any wrong orientation of lugs.

The corrective actions include a temporary repair (restoration) and replacing the fire extinguisher bottle nut assembly with the braking pin in the inverted position, if necessary.

Actions and Compliance

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

(1) Within 900 flight hours after the effective date of this AD, perform a general visual inspection to detect any wrong orientation of the lugs of the fire extinguisher bottle nut assembly of both engines, and do all applicable corrective actions specified in paragraphs (f)(1)(i) and (f)(1)(ii) of this AD, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-26-3043, dated October 7, 2008.

(i) Before further flight, if the correct nut assembly is available, replace the fire extinguisher bottle nut assembly.

(ii) Before further flight, if the correct nut assembly is not available, do the temporary repair; and within 900 flight hours after doing the repair, replace the fire extinguisher bottle nut assembly with the correct one.

(2) Submit a report of the findings of the inspection required by paragraph (f)(1) of this AD using Appendix 01 of Airbus Mandatory Service Bulletin A330-26-3043, dated October 7, 2008, at the applicable time specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD. Send the report to Airbus Department SEEE6, Airbus Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex France, Attn: SDC32 Technical Data and Documentation Services; fax 33 5 61 93 28 06; e-mail sb.reporting@airbus.com.

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

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

FAA AD Differences

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

Other FAA AD Provisions

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

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

(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, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2008-0196, dated October 27, 2008; and Airbus Mandatory Service Bulletin A330-26-3043, including Appendices 01, 2, and 3, dated October 7, 2008; for related information.

Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A330-26-3043, including Appendices 01, 2, and 3, dated October 7, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

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

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-14308 Filed 6-18-09; 8:45 am]