



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT**

**BIWEEKLY 2012-09**

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U.S. Department of Transportation  
Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
P. O. Box 25082  
Oklahoma City, OK 73125-0460



## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2012-01</b>			
2011-18-21	S 2004-26-05	Rolls-Royce plc	Engine: RB211-524B-02, -524B3-02, RB211-524B2, -524B4, -524C2, -524D4, RB211-524G and -524H series
2011-27-03		Boeing	737
2011-27-05	S 2004-12-03	Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2011-27-06		Dassault Aviation	Falcon 7X
<b>Biweekly 2012-02</b>			
2011-25-05		Boeing	767-200, -300, -300F, and -400ER series
2012-01-06		Boeing	767-200 and 767-300 series
2012-01-08		328 Support Services GmbH	328-100 and 328-300
2012-01-09		Boeing	757-200, -200CB, and -300 series
2012-01-10		General Electric	Engine: CF34-10E series
<b>Biweekly 2012-03</b>			
2011-24-04	COR	Boeing	DC-10-10, DC-10-10F, and MD-10-10F
2012-01-04		EADS CASA	CN-235-100, CN-235-200, and CN-235-300
2012-02-03		CFM International S.A.	Engine: CFM56-5B1/3, CFM56-5B2/3, CFM56-5B3/3, CFM56-5B4/3, CFM56-5B5/3, CFM56-5B6/3, CFM56-5B7/3, CFM56-5B8/3, CFM56-5B9/3, CFM56-5B3/3B1, and CFM56-5B4/3B1
2012-02-04		Rolls-Royce plc	Engine: RB211-Trent 553-61, RB211-Trent 553A2-61, RB211-Trent 556-61, RB211-Trent 556A2-61, RB211-Trent 556B-61, RB211-Trent 556B2-61, RB211-Trent 560-61, and RB211-Trent 560A2-61 turbofan
2012-02-07	S 2011-02-07 S 2011-18-01	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B turbofan
2012-02-08		Aviation Communication & Surveillance Systems LLC	Appliance: See AD
2012-02-09		Boeing	737-100, -200, -200C, and -300 series
2012-02-11	S 2011-11-08	Rolls-Royce plc	Engine: RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan
2012-02-12		Bombardier Inc	DHC-8-400, -401, and -402
2012-03-51	E	Lockheed	P2V
<b>Biweekly 2012-04</b>			
74-08-09 R3	R	Transport Category Airplanes	See AD
2009-11-02	COR	CFM International S.A.	Engine: CFM56-2, CFM56-3, CFM56-5A, CFM56-5B, CFM56-5C, and CFM56-7B series
2012-02-14		Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2012-03-02		Boeing	767-200 and -300 series
2012-03-05		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2012-03-09		Boeing	747SP series
2012-03-10		Airbus	A340-642
2012-03-51		Lockheed	P2V
2012-04-01	S 2003-16-18	Rolls-Royce plc	Engine: RB211-Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17, and 875-17 turbofan
2012-04-05	S 2007-12-07	General Electric Company	Engine: CF6-80C2B1F, CF6-80C2B1F1, CF6-80C2B1F2, CF6-80C2B2F, CF6-80C2B3F, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, and CF6-80C2B8F turbofan
<b>Biweekly 2012-05</b>			
2012-02-15	S 2007-03-01	Boeing	757-200, -200PF, -200CB, and -300 series
2012-02-17		Boeing	757-200, -200PF, -200CB, and -300 series
2012-02-18		Dassault	MYSTERE-FALCON 50
2012-03-03		Fokker	F.27 Mark 050, F.28 Mark 0070 and 0100
2012-03-08	S 2006-14-05	Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2012-03-12		GE	Engine: CF6-80C2 turbofan

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2012-04-02		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); and CL-600-2D24 (Regional Jet Series 900)
2012-04-04		Pratt & Whitney Division	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan
2012-04-06		328 Support Services GmbH	328-100
2012-04-07		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2012-04-08		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, -315; DHC-8-400, -401, and -402
2012-04-09		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SP, and 747SR series
2012-04-12		Bombardier	CL-600-2B16 (CL -604 Variant)
2012-04-13	S 2011-09-07	Rolls-Royce plc	Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, -524H2-T-19; RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61 556B2-61, 560-61, 560A2-61; RB211-Trent 768-60, 772-60, 772B-60; RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan
2012-04-14		Rolls-Royce plc	Engine: RB211-Trent 800 turbofan
<b>Biweekly 2012-06</b>			
2012-02-01		Pratt & Whitney	Engine: PW2037, PW2037(M), and PW2040 turbofan
2012-04-11	S 97-22-13	Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-04-15	S 2007-05-17	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 series turbofan
2012-05-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2012-05-04		Boeing	767-200, -300, -300F, and -400ER series
2012-05-05		Bombardier	CL-215-1A10, CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2012-05-07		Bombardier	DHC-8-102, -103, and -106
2012-05-08		Embraer	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD
2012-06-01		Cessna	560XL
2012-06-02		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-06-04		Bombardier	DHC-8-400, -401, and -402
2012-06-05		Bombardier	DHC-8-400, -401, and -402
2012-06-07	S 2010-17-02	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and -642
2012-06-08		Airbus	A340-211, -212, -311, and -312
2012-06-14		Pratt & Whitney	Engine: JT9D-7R4G2 and -7R4H1 turbofan
2012-06-17		Rolls-Royce Deutschland Ltd	Engine: TAY 611-8 engines, and TAY 611-8C
2012-06-18		Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan

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<b>Biweekly 2012-07</b>			
2012-04-11	COR S 97-22-13 S 2002-10-06	Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-05-02		Boeing	737-600, -700, -700C, -800, and -900 series
2012-05-06	S 95-20-04 R1	Lockheed Martin	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2012-06-03		Bombardier	BD-100-1A10 (Challenger 300)
2012-06-06		Boeing	757-200, -200PF, -200CB, and -300 series
2012-06-10	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-541 and -642
2012-06-11		Airbus	A321-131, -211, -212, and -231
2012-06-12		Airbus	A340-642
2012-06-21		Dassault Aviation	Mystere-Falcon 900
2012-06-22		Airbus	A340-541 and -642
2012-06-23	S 2011-08-07	Rolls-Royce plc	Engine: RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan
2012-06-25	S 2007-23-01	Goodrich	Appliance: See Ad
2012-07-02		Airbus	A340-541 and -642
2012-07-03	S 2009-21-06	328 Support Services GmbH	328-100 and -300
<b>Biweekly 2012-08</b>			
2012-02-16	S 2007-15-10	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2012-03-04	S 2008-01-05	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-04-14	COR	Rolls-Royce plc	RB211-Trent 800 turbofan engines
2012-06-09		Lockheed Martin Corporation	382, 382B, 382E, 382F, and 382G
2012-06-19		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-06-20		Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-07-04		Cessna	680
2012-07-05		Fokker Services B.V.	F.27 Mark 050
2012-07-06		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-07-07		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
<b>Biweekly 2012-09</b>			
2012-06-02	COR	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F; and A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-07-08	S 2010-11-13	Embraer	ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU; and ERJ 170-200 LR, -200 SU, and -200 STD
2012-08-02		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; and A340-211, -212, -213, -311, -312, -313, -541, and -642
2012-08-03		Airbus	A300 B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; and A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-08-04		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-08-05		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000)
2012-08-07	S 2011-23-06	Sicma Aero Seat	Passenger seat assemblies
2012-08-08		Learjet	45
2012-08-09		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-08-10		Bombardier	CL-600-2B16 (CL-604 Variant)
2012-08-11		Bombardier	DHC-8-400, -401, and -402

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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2012-08-12		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-08-13		Boeing	777-200 and -300
2012-08-14		Boeing	767-200, -300, -300F, and -400ER series
2012-08-15		Bombardier	CL-600-2B16 (CL-604 Variant)
2012-08-16		Learjet	60
2012-08-17		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-09-01		Cessna	560XL
2012-09-02		Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203
2012-09-03		Saab	SAAB 2000



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**CORRECTION:** Federal Register Volume 77, Number 78 (Monday, April 23, 2012); Page 24137.

**2012-06-02 Airbus:** Amendment 39-16983, Docket No. FAA-2011-1324; Directorate Identifier 2011-NM-104-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 25, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; and A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; certificated in any category; all certificated models, all manufacturer serial numbers.

**(d) Subject**

Air Transport Association (ATA) of America Code 52: Doors.

**(e) Reason**

This AD was prompted by a report of a crack in the selector valve pipe of the forward cargo door located in the avionics bay opposite the line replaceable unit racking. We are issuing this AD to prevent cracking in the selector valve pipe of the forward cargo door which could impact the 90 VU avionics line replaceable unit, and could result in multiple computer failures, affecting flight safety.

**(f) Compliance**

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

**(g) Replacement**

Except as provided by paragraph (h) of this AD: Within 30 months or 6,000 flight hours after the effective date of this AD, whichever occurs first, replace the aluminum high pressure pipe having part number (P/N) A5231006100300 with a new pipe made of corrosion resistant stainless steel and having P/N A5231007000600, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-52-6065, Revision 01, dated July 5, 2010 (for A300-600 series airplanes); or A310-52-2067, Revision 01, dated July 5, 2010 (for A310 series airplanes).

**(h) Exception**

Any airplane that has incorporated Airbus Modification 12464 in production has the new P/N A5231007000600 installed and is therefore compliant with the requirements of paragraph (g) of this AD. If the high pressure pipe has been replaced with P/N A5231006100300 in service after delivery of the airplane, replace the high pressure pipe in accordance with paragraph (g) of this AD within the times specified in paragraph (g) of this AD.

**(i) Parts Installation**

As of the effective date of this AD, no person may install an aluminum high pressure pipe having P/N A5231006100300, on any airplane.

**(j) Credit for Previous Actions**

This paragraph gives credit for the replacement required by paragraph (g) of this AD, if the replacement was done before the effective date of this AD using Airbus Service Bulletin A300-52-6065, dated July 9, 2002 (for A300-600 series airplanes); or A310-52-2067, dated July 9, 2002 (for A310 series airplanes).

**(k) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

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

**(l) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2011-0085, dated May 12, 2011 (corrected May 31, 2011); Airbus Mandatory Service Bulletin A300-52-6065, Revision 01, dated July 5, 2010; and Airbus Mandatory Service Bulletin A310-52-2067, Revision 01, dated July 5, 2010; for related information.

**(m) Material Incorporated by Reference**

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

(i) Airbus Mandatory Service Bulletin A300-52-6065, Revision 01, dated July 5, 2010.

(ii) Airbus Mandatory Service Bulletin A310-52-2067, Revision 01, dated July 5, 2010.

(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; email: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); Internet <http://www.airbus.com>.

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

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

Issued in Renton, Washington, on March 8, 2012.

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



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**2012-07-08 Empresa Brasileira de Aeronautica S.A. (EMBRAER):** Amendment 39-17014.  
Docket No. FAA-2011-1325; Directorate Identifier 2010-NM-250-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 29, 2012.

**(b) Affected ADs**

This AD supersedes AD 2010-11-13, Amendment 39-16318 (75 FR 30284, June 1, 2010).

**(c) Applicability**

(1) This AD applies to all Empresa Brasileira de Aeronautica S.A. (EMBRAER) ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU airplanes; and ERJ 170-200 LR, -200 SU, and -200 STD airplanes; certificated in any category.

(2) This AD requires revisions to certain operator maintenance documents to include new actions (e.g., inspections). Compliance with these actions 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 actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (k) 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) 25.1529-1A ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/list/AC%2025.1529-1A/\\$FILE/AC%2025.1529-1A.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/list/AC%2025.1529-1A/$FILE/AC%2025.1529-1A.pdf)).

**(d) Subject**

Air Transport Association (ATA) of America Code 53: Fuselage; 57: Wings.

**(e) Reason**

This AD was prompted by cracks found in certain structural components during full scale fatigue testing of the airplane. Analysis of these cracks resulted in manufacturer modifications of the airworthiness limitations section (ALS) of EMBRAER 170 Maintenance Review Board Report (MRBR), which include new inspections tasks, or modification of the current tasks and their respective thresholds and intervals. We are issuing this AD to detect and correct fatigue cracking which could result in the loss of structural integrity of the airplane.

**(f) Compliance**

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

**(g) Restatement of Requirements of AD 2010-11-13, Amendment 39-16318 (75 FR 30284, June 1, 2010): Actions**

(1) Within 90 days after July 6, 2010 (the effective date of AD 2010-11-13, Amendment 39-16318 (75 FR 30284, June 1, 2010)), revise the ALS of the Instructions for Continued Airworthiness (ICA) to incorporate the inspection tasks identified in the EMBRAER temporary revisions (TRs) to Appendix A–Part 2 of the EMBRAER 170 MRBR MRB-1621 listed in table 1 of this AD.

(2) The initial compliance times for the tasks start from the applicable threshold times specified in the temporary revisions (TRs) for the corresponding tasks of the maintenance review board report or within 500 flight cycles after July 6, 2010, whichever occurs later. For certain tasks, the compliance times depend on the pre-modification and post-modification status of the actions specified in the associated service bulletin, as specified in the "Applicability" column of the applicable TRs identified in table 1 of this AD.

(3) The threshold values stated in the TRs referenced in table 1 of this AD are total flight cycles on the airplane since the date of issuance of the original Brazilian airworthiness certificate or the date of issuance of the original Brazilian export certificate of airworthiness.

**Table 1–Inspection Tasks**

<b>TR</b>	<b>Date</b>	<b>Subject</b>	<b>Task No.</b>
TR 4–1	October 15, 2007	Ram air turbine compartment, support structure and cutout structure—internal.	53–10–012–0002
			53–10–012–0003
		Nose landing gear wheel well metallic structure	53–10–021–0005
			53–10–021–0006
TR 4–3	December 6, 2007	Wing stub spar 3 side fitting—internal	57–01–012–001
		Wing upper skin panels—external	57–10–010–0002
		Fixed trailing edge lower skin panel—external	57–50–002–0002
		Fixed trailing edge rib 4A—external	57–50–005–0003
		Fixed trailing edge rib 6—internal	57–50–005–0004
TR 4–4	January 18, 2008	Wing stub main box lower—internal	57–01–002–003

**(h) No Alternative Inspections for Paragraph (g) of This AD**

Except as required by paragraph (i) of this AD, after accomplishing the actions specified in paragraph (g) of this AD, no alternative inspections or inspection intervals may be used unless the inspection or inspection interval is approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the Agência Nacional de Aviação Civil (ANAC) (or its delegated agent); or unless the inspection or interval is approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (k)(1) of this AD.

**(i) New Requirements of This AD: Revising the Maintenance Program**

(1) Within 60 days after the effective date of this AD: Revise the maintenance program to incorporate the new or revised tasks specified in Part 2–Airworthiness Limitation Inspection (ALI)–

Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR MRB-1621, Revision 7, dated November 11, 2010; and EMBRAER Temporary Revision (TR) 7-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR MRB-1621, Revision 7; with the initial compliance times and intervals specified in these documents.

(2) The initial compliance times for the tasks start from the date of issuance of the original Brazilian airworthiness certificate or the date of issuance of the original Brazilian export certificate of airworthiness of the applicable airplane at the applicable time specified in the tasks, or within 600 flight cycles after revising the maintenance program, whichever occurs later. For certain tasks, the compliance times depend on the pre-modification and post-modification status of the actions specified in the associated service bulletin, as specified in the "Applicability" column of Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR MRB-1621, Revision 7, dated November 11, 2010; and EMBRAER Temporary Revision 7-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations of the EMBRAER 170 MRBR MRB-1621, Revision 7.

(3) For tasks identified in the documents identified in paragraph (i)(1) of this AD, doing the initial task required by this paragraph terminates the requirements of paragraph (g) of this AD for that task.

**(j) No Alternative Actions Intervals, and/or Critical Design Configuration Control Limitations (CDCCLs)**

After accomplishing the revisions required by paragraph (i) of this AD, no alternative actions (e.g., inspections), intervals, and/or CDCCLs may be used other than those specified in Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR MRB-1621, Revision 7, dated November 11, 2010; and EMBRAER Temporary Revision 7-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR MRB-1621, Revision 7, unless the actions, intervals, and/or CDCCLs are approved as an AMOC in accordance with the procedures specified in paragraph (k)(1) of this AD.

**(k) Other FAA AD Provisions**

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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Cindy Ashforth, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone 425-227-2768; fax 425-227-1320. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

**(l) Related Information**

Refer to MCAI Brazilian Airworthiness Directive 2011-04-01, dated May 5, 2011; and Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR MRB-1621, Revision 7, dated November 11, 2010; and EMBRAER Temporary Revision 7-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR MRB-1621, Revision 7; for related information.

**(m) Material Incorporated by Reference**

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

(2) The following service information was approved for IBR on May 29, 2012.

(i) Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR MRB-1621, Revision 7, dated November 11, 2010.

\*Only the title page of this document specifies the revision level of the document.

(ii) EMBRAER Temporary Revision 7-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations of the EMBRAER 170 MRBR MRB-1621, Revision 7.

(3) The following service information was approved for IBR on July 6, 2010 (75 FR 30284, June 1, 2010):

(i) EMBRAER Temporary Revision 4-1, dated October 15, 2007, to Appendix A-Part 2 of the EMBRAER 170 Maintenance Review Board Report MRB-1621.

(ii) EMBRAER Temporary Revision 4-3, dated December 6, 2007, to Appendix A–Part 2 of the EMBRAER 170 Maintenance Review Board Report MRB-1621.

(iii) EMBRAER Temporary Revision 4-4, dated January 18, 2008, to Appendix A- Part 2 of the EMBRAER 170 Maintenance Review Board Report MRB-1621.

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

(5) 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.

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

Issued in Renton, Washington, on March 29, 2012.

Kalene C. Yanamura,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-02 Airbus:** Amendment 39-17018. Docket No. FAA-2011-1323; Directorate Identifier 2010-NM-212-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 31, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes; certificated in any category; all serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a report that during the evaluation of engine failures at take-off on Airbus flight simulators, it has been shown that with flight control primary computer (FCPC) 1 inoperative, in worst case scenario when FCPC2 and FCPC3 resets occur during rotation at take off, a transient loss of elevator control associated with a temporary incorrect flight control law reconfiguration could occur. We are issuing this AD to prevent movement of the elevators to zero position, which could result in inducing a pitch down movement instead of a pitch up movement needed for lift off, resulting in loss of controllability of the airplane.

**(f) Compliance**

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

**(g) Airplane Flight Manual (AFM) Revision for Certain Airplanes**

For airplanes identified in paragraph (c) of this AD, except for airplanes identified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD: Within 30 days after the effective date of this AD, revise the Limitations section of the applicable AFM to include the following statement. This may be done by inserting a copy of this AD into the AFM.

Dispatch with the FCPC "PRIM 1" inoperative is prohibited.

Note 1 to paragraph (g) of this AD: When a statement identical to that in paragraph (g) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

(1) A330-223F and -243F airplanes.

(2) A330-200 and -300 series airplanes, and A340-200 and -300 series airplanes, on which Airbus modification 44385 has been embodied either in production or in service by Airbus Service Bulletin A330-27-3159 or Airbus Service Bulletin A340-27-4158; and on which Airbus modification 44431 has been embodied either in production or in service by Airbus Service Bulletin A330-24-3011 or Airbus Service Bulletin A340-24-4019.

(3) A340-500 and -600 series airplanes on which Airbus modification 57698 has been embodied either in production or in service by Airbus Service Bulletin A340-27-5046.

(4) This dispatch restriction applies primarily to A330-200 and -300 series airplanes, and A340-200 and -300 series airplanes, which have embodied Airbus Service Bulletin A330-27-3040 or Airbus Service Bulletin A340-27-4046 in service.

#### **(h) AFM Revision for Certain Other Airplanes**

(1) For A330-200 and -300 series airplanes, and A340-200 and -300 series airplanes, on which Airbus modification 44385 has been embodied either in production or in service by Airbus Service Bulletin A330-27-3159 or Airbus Service Bulletin A340-27-4158; and Airbus modification 44431 has been embodied either in production or in service by Airbus Service Bulletin A330-24-3011 or Airbus Service Bulletin A340-24-4019: Within 30 days after the effective date of this AD, revise the Limitations section of the applicable AFM to include the following statement. This may be done by inserting a copy of this AD into the AFM.

Dispatch with the FCPC "PRIM 1" inoperative is allowed provided that the operational test of the FCPC3 second electrical power supply is successfully performed, in accordance with the instructions of Airbus AOT A330-27A3158, or AOT A340-27A4157, as applicable, before the first flight of the MMEL interval.

If the test is not successful, repair in accordance with the instructions of Airbus AOT A330-27A3158 or AOT A340-27A4157, as applicable, before dispatch with FCPC "PRIM 1" inoperative.

Note 2 to paragraph (h)(1) of this AD: When a statement identical to that in paragraph (h)(1) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

(2) A330-223F and -243F airplanes are not affected by paragraph (h) of this AD.

#### **(i) AFM Revision for A330-223F and A330-243F Airplanes**

For A330-223F and A330-243F airplanes: Within 30 days after the effective date of this AD, revise the Limitations section of the AFM to include the following statement. This may be done by inserting a copy of this AD into the AFM.

Dispatch with the FCPC "PRIM 1" inoperative is allowed provided that the operational test of the FCPC3 second electrical power supply is successfully performed, in accordance with the instructions of Airbus AOT A330-27A3158, before the first flight of the MMEL interval.

If the test is not successful, repair in accordance with the instructions of Airbus AOT A330-27A3158, before dispatch with FCPC "PRIM 1" inoperative.

Note 3 to paragraph (i) of this AD: When a statement identical to that in paragraph (i) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

#### **(j) Other FAA AD Provisions**

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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: 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. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

#### **(k) Related Information**

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2010-0109, dated June 28, 2010, for related information.

#### **(l) Material Incorporated by Reference**

None.

Issued in Renton, Washington, on April 5, 2012.  
Ali Bahrami,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-03 Airbus:** Amendment 39-17019. Docket No. FAA-2011-1225; Directorate Identifier 2010-NM-269-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 29, 2012.

**(b) Affected ADs**

This AD affects AD 2007-03-18, Amendment 39-14929 (72 FR 5919, February 8, 2007); and AD 2008-17-02, Amendment 39-15640 (73 FR 47032, August 13, 2008).

**(c) Applicability**

This AD applies to airplanes, certified in any category, as specified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Airbus A300 B4-2C, B4-103, and B4-203 airplanes; all serial numbers; except airplanes where the main landing gear (MLG) rib 5 forward lugs of the left-hand (LH) and right-hand (RH) wings have been repaired by installation of oversized interference fit bushes specified in Airbus Repair Instruction R57240221, or those where the LH and RH wings have had Airbus Mandatory Service Bulletin A300-57-0249 embodied in service.

(2) Airbus A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Airbus A300 B4-605R and B4-622R airplanes; Airbus A300 F4-605R and F4-622R airplanes; and Airbus A300 C4-605R Variant F airplanes; all serial numbers; except airplanes where the MLG rib 5 forward lugs of the LH and RH wing have been repaired by installation of oversized interference fit bushes specified in Airbus Repair Instruction R57240221, or those where the LH and RH wing have had Airbus Service Bulletin A300-57-6106 embodied in service.

(3) Airbus A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; all serial numbers; except airplanes where the MLG rib 5 forward lugs of the LH and RH wing have been repaired by installation of oversized interference fit bushes specified in Airbus Repair Instruction R57249121, or those where the LH and RH wing have had Airbus Mandatory Service Bulletin A310-57-2090 embodied in service.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of cracking in the forward lug wing of the aft bearing at rib 5 of the main landing gear (MLG). We are issuing this AD to prevent cracking of the forward lug wing of the aft bearing at rib 5 of the MLG, which could adversely affect the structural integrity of the MLG attachment, and could result in the collapse of the MLG.

**(f) Compliance**

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

**(g) Installation**

Within 30 months after the effective date of this AD, install new bushes with increased interference fit in the gear rib 5 aft bearing forward lug on the RH and LH wing, in accordance with the Accomplishment Instructions of the applicable service bulletin specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD; except as specified in paragraph (h) of this AD.

(1) Airbus Mandatory Service Bulletin A300-57-0249, Revision 03, dated January 18, 2012 (for A300 B4-2C, B4-103, and B4-203 airplanes).

(2) Airbus Mandatory Service Bulletin A300-57-6106, Revision 03, dated January 26, 2012 (for A300-600 series airplanes).

(3) Airbus Mandatory Service Bulletin A310-57-2090, Revision 03, dated January 23, 2012 (for A310 series airplanes).

**(h) Exception**

If one wing had rib 5 forward lugs of the MLG repaired by installing oversized interference fit bushes as specified in Airbus Repair Instruction R57240221 or Airbus Repair Instruction R57249121, as applicable to the airplane model, then installing new bushes with increased interference fit in the aft bearing forward lug of the gear rib, as specified in paragraph (g) of this AD, is required for the opposite wing only.

**(i) Terminating Action for Certain Inspections**

Installation of new bushes, as specified in paragraph (g) of this AD, is terminating action for the repetitive inspections required by AD 2007-03-18, Amendment 39-14929 (72 FR 5919, February 8, 2007); and AD 2008-17-02, Amendment 39-15640 (73 FR 47032, dated August 13, 2008).

**(j) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using an applicable service bulletin specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD.

(1) Airbus Service Bulletin A300-57-0249, dated May 22, 2007; Airbus Service Bulletin A300-57-0249, Revision 01, dated December 19, 2007; or Airbus Mandatory Service Bulletin A300-57-0249, Revision 02, dated June 18, 2010 (for A300 B4-2C, B4-103, and B4-203 airplanes).

(2) Airbus Service Bulletin A300-57-6106, May 22, 2007; Airbus Service Bulletin A300-57-6106, Revision 01, January 28, 2008; or Airbus Service Bulletin A300-57-6106, Revision 02, dated June 18, 2010 (for A300-600 series airplanes).

(3) Airbus Service Bulletin A310-57-2090, dated May 22, 2007; Airbus Service Bulletin A310-57-2090, Revision 01, dated December 19, 2007; or Airbus Service Bulletin A310-57-2090, Revision 02, dated June 18, 2010 (for A310 series airplanes).

**(k) Other FAA AD Provisions**

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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Information may be emailed to: 9-ANM-16-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

### **(l) Related Information**

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2010-0251, dated November 29, 2010, and the service information specified in paragraphs (l)(1) through (l)(3) this AD, for related information.

- (1) Airbus Mandatory Service Bulletin A300-57-0249, Revision 03, dated January 18, 2012.
- (2) Airbus Mandatory Service Bulletin A300-57-6106, Revision 03, dated January 26, 2012.
- (3) Airbus Mandatory Service Bulletin A310-57-2090, Revision 03, dated January 23, 2012.

### **(m) Material Incorporated by Reference**

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

- (i) Airbus Mandatory Service Bulletin A300-57-0249, Revision 03, dated January 18, 2012.
- (ii) Airbus Mandatory Service Bulletin A300-57-6106, Revision 03, dated January 26, 2012.
- (iii) Airbus Mandatory Service Bulletin A310-57-2090, Revision 03, dated January 23, 2012.

(2) For Airbus 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; email 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.

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

Issued in Renton, Washington, on April 5, 2012.

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



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**2012-08-04 Bombardier, Inc.:** Amendment 39-17021. Docket No. FAA-2011-1224; Directorate Identifier 2011-NM-175-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 29, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Bombardier, Inc. CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, serial numbers 7305 through 7990 inclusive, and 8000 through 8109 inclusive.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of the air driven generator (ADG) failing to power essential buses during functional tests, due to the low threshold setting of the circuit protection on the ADG's generator control unit (GCU) preventing the ADG from supplying power to the essential buses. We are issuing this AD to prevent loss of power from the ADG to the essential buses which, in the event of an emergency, could prevent continued safe flight.

**(f) Compliance**

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

**(g) Actions**

Within 24 months after the effective date of this AD, remove the ADG GCU, Bombardier part number (P/N) 604-90800-7 (Hamilton Sundstrand P/N 761341A), and install a new or serviceable ADG GCU, Bombardier P/N 604-90800-27 (Hamilton Sundstrand P/N 761341B), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-24-130, dated April 27, 2011.

**(h) Parts Installation**

As of the effective date of this AD, no person may install an ADG GCU, Bombardier P/N 604-90800-7 (Hamilton Sundstrand P/N 761341A) on any airplane.

**(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to Attn: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 10, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

**(j) Related Information**

Refer to MCAI Canadian Airworthiness Directive CF-2011-26, dated July 25, 2011; and Bombardier Service Bulletin 601R-24-130, dated April 27, 2011; for related information.

**(k) Material Incorporated by Reference**

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

(i) Bombardier Service Bulletin 601R-24-130, dated April 27, 2011.

(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; email [thd.crj@aero.bombardier.com](mailto:thd.crj@aero.bombardier.com); Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on April 6, 2012.

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



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**2012-08-05 Bombardier, Inc.:** Amendment 39-17022. Docket No. FAA-2011-1228; Directorate Identifier 2011-NM-176-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 29, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

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

(1) Bombardier, Inc. CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10003 through 10319 inclusive.

(2) Bombardier, Inc. CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15260 inclusive.

(3) Bombardier, Inc. CL-600-2E25 (Regional Jet Series 1000) airplanes, serial numbers 19001 through 19012 inclusive.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of the air driven generator (ADG) failing to power essential buses during functional tests, due to the low threshold setting of the circuit protection on the ADG's generator control unit (GCU) preventing the ADG from supplying power to the essential buses. We are issuing this AD to prevent loss of power from the ADG to the essential buses which, in the event of an emergency, could prevent continued safe flight.

**(f) Compliance**

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

**(g) Actions**

Within 10,000 flight hours or 60 months after the effective date of this AD, whichever occurs first, remove the ADG GCU, Bombardier part number (P/N) 604-90800-7 (Hamilton Sundstrand P/N 761341A) and install a new or serviceable ADG GCU, Bombardier P/N 604-90800-27 (Hamilton

Sundstrand P/N 761341B), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-24-031, dated May 30, 2011.

#### **(h) Parts Installation**

As of the effective date of this AD, no person may install an ADG GCU, Bombardier P/N 604-90800-7 (Hamilton Sundstrand P/N 761341A) on any airplane.

#### **(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to Attn: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

#### **(j) Related Information**

Refer to MCAI Canadian Airworthiness Directive CF-2011-27, dated July 25, 2011; and Bombardier Service Bulletin 670BA-24-031, dated May 30, 2011; for related information.

#### **(k) Material Incorporated by Reference**

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

(i) Bombardier Service Bulletin 670BA-24-031, dated May 30, 2011.

(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; email [thd.crj@aero.bombardier.com](mailto:thd.crj@aero.bombardier.com); Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on April 6, 2012.

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



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**2012-08-07 Sicma Aero Seat:** Amendment 39-17024. Docket No. FAA-2012-0334; Directorate Identifier 2012-NM-001-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 9, 2012.

**(b) Affected ADs**

This AD supersedes AD 2011-23-06, Amendment 39-16857 (76 FR 68304, November 4, 2011).

**(c) Applicability**

(1) This AD applies to Sicma Aero Seat 9401, 9402, 9404, 9405, 9406, 9407, 9408, and 9409 series passenger seat assemblies, all part numbers, except front row and aft facing seats, and those modified to "Amendment B" standard. These passenger seat assemblies are installed on, but not limited to, ATR-GIE Avions de Transport Régional ATR42-200, -300, -320, and -500 airplanes and ATR72-101, -201, -102, -202, -211, -212, and -212A airplanes.

(2) This AD applies to Sicma Aero Seat passenger seat assemblies as installed on any airplane, regardless of whether the airplane has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance (AMOC) according to paragraph (1)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of cracked central and lateral spreaders on passenger seats assemblies. We are issuing this AD to detect and correct cracking of the central and lateral spreaders, which could lead to further cracking of the seat spreaders, causing injury to passengers or crew members during heavy turbulence in flight or in the event of an emergency landing.

**(f) Compliance**

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

**(g) Retained Repetitive Inspections, Repair, and Replacement**

This paragraph restates the actions required by paragraph (g) of AD 2011-23-06, Amendment 39-16857 (76 FR 68304, November 4, 2011). For Sicma Aero Seat 9401, 9402, 9404, 9406, 9407, 9408, and 9409 series passenger seat assemblies: Within 6 months after November 21, 2011 (the effective date of AD 2011-23-06), perform a detailed inspection for cracking of the central and lateral spreaders of the affected seats, in accordance with paragraph 2/A1., "Checking procedures of lateral and central spreaders," of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 94-25-013, Issue 4, dated February 12, 2008.

(1) If no cracking is found on any central spreader, repeat the detailed inspection thereafter at intervals not to exceed 550 flight hours until the replacement specified in paragraph (i) of this AD is done.

(2) If no cracking or only cracks that are shorter than 8 millimeters (mm) (0.315 inch) are found on any lateral spreader, repeat the detailed inspection thereafter at intervals not to exceed 550 flight hours until the replacement specified in paragraph (i) of this AD is done.

(3) If all cracks found on any central spreader are shorter than 8 mm (0.315 inch), before further flight, repair the affected spreader, in accordance with paragraphs 2/A through C2. of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 94-25-011, Revision 3, dated June 30, 2008. Within 550 flight hours after doing the repair, do the detailed inspection specified in paragraph (g) of this AD, and repeat the inspection thereafter at intervals not to exceed 550 flight hours until the replacement specified in paragraph (i) of this AD is done.

(4) If one or more cracks are found that are 8 mm (0.315 inch) or longer on any lateral or central spreader, before further flight, replace the affected spreader, in accordance with paragraphs 2/A through D2. of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 94-25-012, Revision 1, dated June 26, 2008.

**(h) New Requirements: Repetitive Inspections, Repair, and Replacement for 9405 Series Passenger Seat Assemblies**

For Sicma Aero Seat 9405 series passenger seat assemblies: Within 6 months after the effective date of this AD, perform a detailed inspection for cracking of the central and lateral spreaders of the affected seats, in accordance with paragraph 2/A1., "Checking procedures of lateral and central spreaders," of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 94-25-013, Issue 4, dated February 12, 2008.

(1) If no cracking is found on any central spreader, repeat the detailed inspection thereafter at intervals not to exceed 550 flight hours until the replacement specified in paragraph (i) of this AD is done.

(2) If no cracking or only cracks that are shorter than 8 mm (0.315 inch) are found on any lateral spreader, repeat the detailed inspection thereafter at intervals not to exceed 550 flight hours until the replacement specified in paragraph (i) of this AD is done.

(3) If all cracks found on any central spreader are shorter than 8 mm (0.315 inch), before further flight, repair the affected spreader, in accordance with paragraphs 2/A through C2. of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 94-25-011, Revision 3, dated June 30, 2008. Within 550 flight hours after doing the repair, do the detailed inspection specified in paragraph (h) of this AD, and repeat the inspection thereafter at intervals not to exceed 550 flight hours until the replacement specified in paragraph (i) of this AD is done.

(4) If one or more cracks are found that are 8 mm (0.315 inch) or longer on any lateral or central spreader, before further flight, replace the affected spreader, in accordance with paragraphs 2/A through D2. of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 94-25-012, Revision 1, dated June 26, 2008.

**(i) Optional Terminating Action**

Replacing all central and lateral spreaders on an affected seat assembly (modifying to "Amendment B" standard), in accordance with paragraphs 2/A through D2. of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 94-25-012, Revision 1, dated June 26, 2008, terminates the inspections required by this AD for that seat assembly.

**(j) Credit for Previous Actions**

This paragraph provides credit for the actions required by this AD, if the actions were performed before the effective date of this AD using Sicma Aero Seat Service Bulletin 94-25-011, Issue 2, dated November 6, 2007; and Sicma Aero Seat Service Bulletin 94-25-012, dated September 25, 2007.

**(k) Parts Installation**

As of 6 months after the effective date of this AD, no person may install any passenger seat assembly identified in paragraph (c) of this AD, on any airplane, unless it has been modified to "Amendment B" standard in accordance with the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 94-25-012, Revision 1, dated June 26, 2008.

**(l) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Boston Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Jeffrey Lee, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7161; fax (781) 238-7170; email: jeffrey.lee@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

**(m) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency AD 2008-0097, dated May 20, 2008; and the service information identified in paragraphs (m)(1), (m)(2), and (m)(3) of this AD; for related information.

(1) Sicma Aero Seat Service Bulletin 94-25-011, Revision 3, dated June 30, 2008.

(2) Sicma Aero Seat Service Bulletin 94-25-012, Revision 1, dated June 26, 2008.

(3) Sicma Aero Seat Service Bulletin 94-25-013, Issue 4, dated February 12, 2008.

**(n) Contact Information**

Contact Jeffrey Lee, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7161; fax (781) 238-7170; email: jeffrey.lee@faa.gov, for more information about this AD.

**(o) Material Incorporated by Reference**

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. If you accomplish the optional actions specified by this AD, you must use the service information specified in paragraph (o)(1)(ii) of this AD to perform those actions, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51 on November 21, 2011 (76 FR 68304, November 4, 2011):

(i) Sicma Aero Seat Service Bulletin 94-25-011, Revision 3, dated June 30, 2008.

(ii) Sicma Aero Seat Service Bulletin 94-25-012, Revision 1, dated June 26, 2008.

(iii) Sicma Aero Seat Service Bulletin 94-25-013, Issue 4, dated February 12, 2008.

(2) For service information identified in this AD, contact Sicma Aero Seat, 7 Rue Lucien Coupet, 36100 ISSOUDUN, France, telephone: +33 (0) 2 54 03 39 39; fax: +33 (0) 2 54 03 39 00; email: Customerservices.sas@zodiacaerospace.com; Internet <http://www.sicma.zodiacaerospace.com>.

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

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

Issued in Renton, Washington, on April 9, 2012.

John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-08 Learjet Inc.:** Amendment 39-17025; Docket No. FAA-2011-1069; Directorate Identifier 2011-NM-025-AD.

**(a) Effective Date**

This AD is effective May 29, 2012.

**(b) Affected ADs**

None

**(c) Applicability**

(1) This AD applies to all Learjet Inc., 45 airplanes, certificated in any category.

(2) This AD requires revisions to certain operator maintenance documents to include new actions (e.g. inspections). Compliance with these actions is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these actions, 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 (i) of this AD. The request should include a description of changes to the required actions that will ensure the continued operational safety of the airplane. The FAA has provided guidance for this determination in FAA Advisory Circular (AC) 25.1529-1A, dated November 20, 2007. [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/list/AC%2025.1529-1A/\\$FILE/AC%2025.1529-1A.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/list/AC%2025.1529-1A/$FILE/AC%2025.1529-1A.pdf).

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 05, Periodic Inspections.

**(e) Unsafe Condition**

This AD was prompted by changes to the Airworthiness Limitations Section (ALS) of the maintenance manual (MM), which adds life-limits, revises life-limits, or adds inspections not previously identified. We are issuing this AD to limit exposure of flight critical components to corrosion, cracking, or failure due to life-limits, which if not corrected, could result in loss of roll control, fatigue cracking, or loss of structural components.

**(f) Compliance**

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

**(g) Maintenance Program Revision**

Within 90 days after the effective date of this AD, revise the maintenance program by incorporating the applicable inspection reference number (IRN) tasks identified in table 1 of this AD, as specified in Chapter 04, Airworthiness Limitations, of the Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011; or Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011; as applicable. The initial task compliance time is within 90 days after the effective date of this AD, or the applicable initial compliance time specified in table 1 of this AD, whichever is later.

Note 1 to paragraph (g) of this AD: IRN R2710041 shown in table 1 of this AD is identified as IRN N2710041 in prior revisions of Bombardier Learjet 45 Maintenance Manual MM-104, and Bombardier Learjet 40 Maintenance Manual MM-105.

**Table 1–IRN Task Revision**

–	IRN # –	Initial Compliance Time –	Chapter 04 of these Documents –
40, 45	R2710041	Within 10 years after the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness, or within 10 years after the most recent replacement, whichever occurs later	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011; or Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011; as applicable
40, 45	Q5510091	Within 600 flight hours after the most recent inspection done in accordance with IRN # Q5510091	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011; or Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011; as applicable
40, 45	Q5530011	Before the accumulation of 9,600 total flight hours	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011; or Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011; as applicable
40, 45	P3220007	Within 48 months after the most recent inspection done in accordance with IRN # P3220007	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011; or Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011; as applicable
40, 45	P3220146	Before the accumulation of 4,800 total landings	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011; or Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011; as applicable

40, 45	N3220012, N3220023, N3220035, N3220036, and N3220037	Before the accumulation of 10,000 total landings on the component	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011; or Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011; as applicable
40, 45	N3220103, N3220104, and N3220106	Before the accumulation of 17,000 total landings on the component	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011; or Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011; as applicable
45	N5710147, N5710171, and N5710173	Before the accumulation of 6,500 total flight hours	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011
45	N5710175	Before the accumulation of 6,900 total flight hours	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011
45	N5710177	Before the accumulation of 7,000 total flight hours	Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011

#### **(h) No Alternative Intervals**

After accomplishing the revisions required by paragraph (g) of this AD, no alternative IRN task or IRN task interval may be used unless the IRN task or IRN task interval is approved as an AMOC in accordance with the procedures specified in paragraph (i)(1) of this AD.

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

(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

#### **(j) Related Information**

For more information about this AD, William Griffith, Aerospace Engineer, Airframe Branch, ACE-118W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; phone: 316-946-4116; fax: 316-946-4107; email: William.E.Griffith@faa.gov.

**(k) Material Incorporated by Reference**

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

(i) Chapter 04, Airworthiness Limitations, of the Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011. Only the title page and record of revisions pages of this document specify the revision level of the document.

(ii) Chapter 04, Airworthiness Limitations, of the Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011. Only the title page and record of revisions pages of this document specify the revision level of the document.

(2) For service information identified in this AD, contact Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942; telephone 316-946-2000; fax 316-946-2220; email [ac.ict@aero.bombardier.com](mailto:ac.ict@aero.bombardier.com); Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on April 9, 2012.

John Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-09 The Boeing Company:** Amendment 39-17026; Docket No. FAA-2011-0644; Directorate Identifier 2010-NM-265-AD.

**(a) Effective Date**

This AD is effective May 29, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company 777-200, -200LR, -300, -300ER, and 777F series airplanes, certificated in any category, as identified in Boeing Service Bulletin 777-57A0087, Revision 1, dated August 24, 2011.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57: Wings.

**(e) Unsafe Condition**

This AD was prompted by reports of cracks found in the web pockets of the wing center section (WCS) spanwise beams. We are issuing this AD to detect and correct cracking in the WCS spanwise beams, which could result in reduced structural integrity of the wings.

**(f) Compliance**

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

**(g) Repetitive Inspections**

At the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD, do a detailed inspection and a high frequency eddy current inspection for cracks of the web pockets of the WCS spanwise beams numbers 1, 2, and 3; and a detailed inspection for cracks of any previously installed repairs; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-57A0087, Revision 1, dated August 24, 2011. Repeat the inspections thereafter at intervals not to exceed 8,000 flight cycles.

(1) Before the accumulation of 8,000 total flight cycles.

(2) Within 6,000 flight cycles, or 1,125 days, after the effective date of this AD, whichever occurs first.

### **(h) Corrective Actions**

If any cracking is found during any inspection required by paragraph (g) of this AD, before further flight, repair the crack, including related investigative actions and all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-57A0087, Revision 1, dated August 24, 2011; except where Boeing Service Bulletin 777-57A0087, Revision 1, dated August 24, 2011, specifies to contact Boeing for repair instructions, before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

### **(i) Credit for Actions Previous Actions**

This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 777-57A0087, dated November 11, 2010.

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

(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

(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 the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

### **(k) Related Information**

For more information about this AD, contact James Sutherland, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office

(ACO), 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6533; fax: 425-917-6590; email: James.Sutherland@faa.gov.

### **(l) Material Incorporated by Reference**

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

(i) Boeing Service Bulletin 777-57A0087, Revision 1, dated August 24, 2011.

(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; email me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

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

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

Issued in Renton, Washington, on April 11, 2012.

John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-10 Bombardier, Inc.:** Amendment 39-17027. Docket No. FAA-2011-1223; Directorate Identifier 2011-NM-173-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 29, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Bombardier, Inc. CL-600-2B16 (CL-604 Variant) airplanes, certificated in any category, serial numbers 5408 through 5665 inclusive, and 5701 through 5856 inclusive.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of the air driven generator (ADG) failing to power essential buses during functional tests, due to the low threshold setting of the circuit protection on the ADG's generator control unit (GCU) preventing the ADG from supplying power to the essential buses. We are issuing this AD to prevent loss of power from the ADG to the essential buses which, in the event of an emergency, could prevent continued safe flight.

**(f) Compliance**

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

**(g) Actions**

Within 36 months after the effective date of this AD, remove the ADG GCU, Bombardier part number (P/N) 604-90800-7 (Hamilton Sundstrand P/N 761341A), and install a new or serviceable ADG GCU Bombardier P/N 604-90800-27 (Hamilton Sundstrand P/N 761341B), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 605-24-003, dated April 25, 2011 (for airplane serial numbers 5701 through 5856); or Bombardier Service Bulletin 604-24-023, dated April 25, 2011 (for airplane serial numbers 5408 through 5665).

Note 1 to paragraph (g) of this AD: Bombardier Service Bulletins 605-24-003 and 604-24-023, both dated April 25, 2011, refer to Hamilton Sundstrand Service Bulletin ERPS10G-24-1, dated

February 9, 2011, as an additional source of guidance for modifying and testing the ADG GCU with new printed wiring assemblies, and re-identifying the GCU using a new part number.

**(h) Parts Installation**

As of the effective date of this AD, no person may install an ADG GCU, Bombardier P/N 604-90800-7 (Hamilton Sundstrand P/N 761341A), on any airplane.

**(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 10, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

**(j) Related Information**

Refer to MCAI Canadian Airworthiness Directive CF-2011-25, dated July 25, 2011; Bombardier Service Bulletin 605-24-003, dated April 25, 2011; and Bombardier Service Bulletin 604-24-023, dated April 25, 2011; for related information.

**(k) Material Incorporated by Reference**

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

(i) Bombardier Service Bulletin 605-24-003, dated April 25, 2011.

(ii) Bombardier Service Bulletin 604-24-023, dated April 25, 2011.

(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; email [thd.crj@aero.bombardier.com](mailto:thd.crj@aero.bombardier.com); Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on April 10, 2012.  
John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-11 Bombardier, Inc.:** Amendment 39-17028. Docket No. FAA-2012-0036; Directorate Identifier 2011-NM-142-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 29, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Bombardier, Inc. DHC-8-400, -401, and -402 airplanes; certificated in any category; serial numbers 4001 and subsequent.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by test reports that showed that failure of a retract port flexible hose of a main landing gear (MLG) retraction actuator could cause excessive hydraulic fluid leakage. We are issuing this AD to detect and correct defects and damage of the retract port flexible hose which could lead to an undamped extension of the MLG and could result in MLG structural failure, leading to an unsafe asymmetric landing configuration.

**(f) Compliance**

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

**(g) Actions**

Within 600 flight hours after the effective date of this AD, do a detailed inspection for defects and damage of the retract port flexible hose of the left and right MLG retraction actuators, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-32-89, dated March 22, 2011. Repeat the inspection thereafter at intervals not to exceed 600 flight hours. If any defect or damage is found, before further flight, replace the retract port flexible hose with a new or serviceable retract port flexible hose in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-32-89, dated March 22, 2011.

## **(h) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to Attn: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

## **(i) Related Information**

Refer to MCAI Canadian Airworthiness Directive CF-2011-14, dated June 17, 2011; and Bombardier Service Bulletin 84-32-89, dated March 22, 2011; for related information.

## **(j) Material Incorporated by Reference**

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

(i) Bombardier Service Bulletin 84-32-89, dated March 22, 2011.

(2) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email [thd.qseries@aero.bombardier.com](mailto: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.

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

Issued in Renton, Washington, on April 11, 2012.

John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-12 Airbus:** Amendment 39-17029. Docket No. FAA-2012-0033; Directorate Identifier 2011-NM-086-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 31, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes, certificated in any category, all serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a report of an electrical arc and hydraulic haze in the wheel bay of the left-hand main landing gear (MLG) possibly resulting from chafing between the hydraulic high pressure hose and electrical wiring of the green electrical motor pump (EMP). We are issuing this AD to detect and correct chafing of hydraulic pressure hoses and electrical wiring of the green EMP, which in combination with a system failure, could cause an uncontrolled and undetected fire in the MLG bay.

**(f) Compliance**

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

**(g) Installing Placard and Revising Airplane Flight Manual (AFM)**

For all airplanes, as of the effective date of this AD, the in-flight use of green EMPs is prohibited. Before the next flight, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Install in the cockpit on the hydraulic power overhead panel 427VU, a locally manufactured self-adhesive placard temporarily prohibiting the in-flight use of the green EMPs, in accordance with the instructions in Airbus All Operators Telex A310-29A2101, Revision 01, dated April 12, 2011 (for airplanes equipped with EATON (formerly VICKERS) hydraulic EMPs); or Airbus All Operators Telex A310-29A2102, dated April 12, 2011 (for airplanes equipped with PARKER (formerly ABEX) hydraulic EMPs).

(2) Revise the Limitations section of the applicable AFM to prohibit the in-flight use of the green EMPs. This may be accomplished by inserting a copy of this AD into the Limitations section of the AFM.

#### **(h) Inspecting for Damage and Chafing**

Within 500 flight hours or 4 months after the effective date of this AD, whichever occurs first, do a one-time general visual inspection for correct condition (i.e., no damage and no chafing) and correct installation of the hydraulic pressure hoses, electrical conduits, feeder cables, and associated clamping devices at frame 54, as well as the electrical conduits and feeder cables underneath the clamps (including removal of the concerned clamps), in accordance with the instructions in Airbus All Operators Telex A310-29A2101, Revision 01, dated April 12, 2011 (for airplanes equipped with EATON (formerly VICKERS) hydraulic EMPs); or Airbus All Operators Telex A310-29A2102, dated April 12, 2011 (for airplanes equipped with PARKER (formerly ABEX) hydraulic EMPs). If any incorrect installation is found, before further flight, install the affected parts correctly, in accordance with Airbus All Operators Telex A310-29A2101, Revision 01, dated April 12, 2011 (for airplanes equipped with EATON (formerly VICKERS) hydraulic EMPs); or Airbus All Operators Telex A310-29A2102, dated April 12, 2011 (for airplanes equipped with PARKER (formerly ABEX) hydraulic EMPs).

(1) If any damage or chafing marks are found during the inspection required by paragraph (h) of this AD, before further flight, replace or repair the affected parts (hydraulic pressure hoses, electrical conduits, feeder cables, clamps, and spacer, if installed), in accordance with the instructions in Airbus All Operators Telex A310-29A2101, Revision 01, dated April 12, 2011 (for airplanes equipped with EATON (formerly VICKERS) hydraulic EMPs); or Airbus All Operators Telex A310-29A2102, dated April 12, 2011 (for airplanes equipped with PARKER (formerly ABEX) hydraulic EMPs).

(2) Before further flight after compliance with the requirements of paragraph (h) of this AD, as applicable, remove the placard required by paragraph (g)(1) of this AD; and remove the revision of the Limitations section of the AFM, as required by paragraph (g)(2) of this AD; from the airplane and the AFM, respectively.

#### **(i) Other FAA AD Provisions**

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

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

**(j) Related Information**

Refer to MCAI EASA Airworthiness Directive 2011-0071, dated April 18, 2011; Airbus All Operators Telex A310-29A2101, Revision 01, dated April 12, 2011; and Airbus All Operators Telex A310-29A2102, dated April 12, 2011; for related information.

**(k) Material Incorporated by Reference**

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

(i) Airbus All Operators Telex A310-29A2101, Revision 01, dated April 12, 2011. The document number, revision level, and issue date of this document is specified only on the first page of the document.

(ii) Airbus All Operators Telex A310-29A2102, dated April 12, 2011. The document number, revision level, and issue date of this document is specified only on the first page of the document.

(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; email: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); Internet <http://www.airbus.com>.

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

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

Issued in Renton, Washington, on April 12, 2012.

John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-13 The Boeing Company:** Amendment 39-17030; Docket No. FAA-2011-1165; Directorate Identifier 2011-NM-002-AD.

**(a) Effective Date**

This AD is effective May 29, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

The Boeing Company 777-200 and -300 series airplanes, certificated in any category, as identified in Boeing Service Bulletin 777-55A0014, Revision 1, dated April 1, 2010.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55: Stabilizers.

**(e) Unsafe Condition**

This AD was prompted by reports of two failures of the single-tabbed bracket on the rudder. We are issuing this AD to prevent failure of the bonding jumper bracket, which could result in loss of lightning protection ground path, which could lead to increased lightning-induced currents and subsequent damage to composite structures, hydraulic tubes, and actuator control electronics. In the event of a lightning strike, loss of lightning ground protection could result in the loss of control of the airplane.

**(f) Compliance**

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

**(g) Replacement**

Within 48 months after the effective date of this AD, replace certain single-tabbed bonding brackets in the airplane empennage with two-tabbed bonding brackets, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-55A0014, Revision 1, dated April 1, 2010.

**(h) Concurrent Requirements**

For airplanes identified in Boeing Service Bulletin 777-55A0010, Revision 1, dated April 17, 2001: Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD,

install new bonding jumpers, and do resistance measurements of the modified installation to verify resistance is within the limits specified in the Accomplishment Instructions of Boeing Service Bulletin 777-55A0010, Revision 1, dated April 17, 2001. Do the actions in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-55A0010, Revision 1, dated April 17, 2001.

**(i) Credit for Previous Actions**

(1) This paragraph provides credit for replacing certain single-tabbed bonding brackets with two-tabbed bonding brackets, as required by paragraph (g) of this AD, if the replacement was performed before the effective date of this AD using Boeing Alert Service Bulletin 777-55A0014, dated May 8, 2008.

(2) This paragraph provides credit for installing new bonding jumpers, and doing resistance measurements of the modified installation that verify the resistance is within the specified limits, as required by paragraph (h) of this AD, if the installation and measurements are performed before the effective date of this AD using Boeing Alert Service Bulletin 777-55A0010, dated October 26, 2000.

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

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

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

**(k) Related Information**

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

**(l) Material Incorporated by Reference**

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

(i) Boeing Service Bulletin 777-55A0010, Revision 1, dated April 17, 2001.

(ii) Boeing Service Bulletin 777-55A0014, Revision 1, dated April 1, 2010.

(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; email me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

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

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

Issued in Renton, Washington, on April 12, 2012.

John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-14 The Boeing Company:** Amendment 39-17031; Docket No. FAA-2010-0277; Directorate Identifier 2009-NM-217-AD.

**(a) Effective Date**

This AD is effective May 31, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company 767-200, -300, -300F, and -400ER series airplanes; certificated in any category; as identified in Boeing Alert Service Bulletin 767-57A0117, Revision 1, dated March 2, 2011.

Note 1 to paragraph (c) of this AD: Supplemental Type Certificate (STC) ST01920SE ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/082838ee177dbf62862576a4005cdfc0/\\$FILE/ST01920SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/082838ee177dbf62862576a4005cdfc0/$FILE/ST01920SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01920SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17. For all other AMOC requests, the operator must request approval for an AMOC according to paragraph (j) of this AD.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

**(e) Unsafe Condition**

This AD was prompted by reports of cracking in the upper wing skin at the fastener holes common to the pitch load fittings of the inboard and outboard front spar. We are issuing this AD to detect and correct fatigue cracking in the upper surface of the upper wing skin at the fastener holes common to the pitch load fittings of the inboard and outboard front spar, which could result in the loss of the strut-to-wing upper link load path and possible separation of a strut and engine from the airplane during flight.

**(f) Compliance**

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

**(g) Initial and Repetitive Inspections**

Except as provided by paragraph (h) of this AD, at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-57A0117, Revision 1, dated March 2, 2011: Do detailed and ultrasonic inspections, or do an open-hole high-frequency eddy current inspection, as applicable, to detect cracking in the upper surface of the upper wing skin at the fastener holes common to the pitch load fittings of the inboard and outboard front spar; and do all applicable corrective actions; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-57A0117, Revision 1, dated March 2, 2011, except as required by paragraph (h) of this AD. Do all applicable corrective actions before further flight. Repeat the applicable inspections thereafter at intervals not to exceed the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-57A0117, Revision 1, dated March 2, 2011.

**(h) Exceptions to the Service Bulletin**

(1) If any cracking is found during any inspection required by this AD, and Boeing Alert Service Bulletin 767-57A0117, Revision 1, dated March 2, 2011, specifies to contact Boeing for additional instructions: Before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(2) Where Boeing Alert Service Bulletin 767-57A0117, Revision 1, dated March 2, 2011, specifies a compliance time after the date of the original issue of Boeing Alert Service Bulletin 767-57A0117, dated October 1, 2009: This AD requires compliance within the specified compliance time after the effective date of this AD.

**(i) Credit for Previous Actions**

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 767-57A0117, dated October 1, 2009.

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

(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

(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 the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle Aircraft Certification Office (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.

**(k) Related Information**

For more information about this AD, contact Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW.,

Renton, Washington 98057-3356; phone: 425-917-6577; fax: 425-917-6590; email: [berhane.alazar@faa.gov](mailto:berhane.alazar@faa.gov). Or, email information to [9-ANM-Seattle-ACO-AMOC-Requests@faa.gov](mailto:9-ANM-Seattle-ACO-AMOC-Requests@faa.gov).

**(I) Material Incorporated by Reference**

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

(i) Boeing Alert Service Bulletin 767-57A0117, Revision 1, dated March 2, 2011.

(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; email [me.boecom@boeing.com](mailto:me.boecom@boeing.com); Internet <https://www.myboeingfleet.com>.

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

(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/cfr/ibr\\_locations.html](http://www.archives.gov/federal-register/cfr/ibr_locations.html).

Issued in Renton, Washington, on April 11, 2012.

John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-15 Bombardier, Inc.:** Amendment 39-17032. Docket No. FAA-2011-1095; Directorate Identifier 2010-NM-241-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 29, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Bombardier, Inc. CL-600-2B16 (CL-604 Variant) airplanes, certificated in any category, serial numbers 5701 through 5752 inclusive, 5754 through 5775 inclusive, 5777, 5779 through 5781 inclusive, 5783 through 5790 inclusive, 5792, 5794 through 5796 inclusive, 5798, 5801, and 5804.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by multiple reports of short circuit events during pre-delivery inspections and test flights, one of which resulted in smoke in the cockpit. We are issuing this AD to prevent arcing, damage to adjacent structure, smoke in the cockpit, or loss of system redundancies.

**(f) Compliance**

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

**(g) Inspections, Bus Bar Actions, and Corrective Actions**

For airplanes having serial numbers 5701 through 5752 inclusive, 5754 through 5775 inclusive, 5777, 5780 through 5781 inclusive, 5783 through 5790 inclusive, 5792, 5794 through 5796 inclusive, 5798, 5801, and 5804: Within 800 flight hours after the effective date of this AD, do the actions in paragraphs (g)(1), (g)(2), and (g)(3) of this AD, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 605-24-004, dated January 18, 2010.

(1) Do a detailed inspection in circuit breaker panel (CBP) CBP-1 for loose lugs and for crimped lugs that have any of the conditions specified in step 2.B.(9)(d) of Bombardier Service Bulletin 605-24-004, dated January 18, 2010. Before further flight, replace all loose lugs and all crimped lugs in CBP-1 that have any of the conditions specified in Step 2.B.(9)(d) of Bombardier Service Bulletin 605-24-004, dated January 18, 2010.

(2) Relocate or replace the CBP-1 bus bars as applicable.

(3) Do a general visual inspection for foreign object damage (FOD). If any FOD is found: Before further flight, remove the FOD.

#### **(h) Inspections and Corrective Actions**

For airplanes having serial numbers 5701 through 5752 inclusive, 5754 through 5756 inclusive, 5758 through 5775 inclusive, 5779, 5781, 5788, 5789, 5792, 5795, 5798, 5801, and 5804: Within 800 flight hours after the effective date of this AD, do the actions in paragraph (h)(1) and (h)(2) of this AD, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 605-24-002, dated December 7, 2009.

(1) Do a detailed inspection for loose lugs and for crimped lugs that have any of the conditions specified in step 2.B.(2)(d) of Bombardier Service Bulletin 605-24-002, dated December 7, 2009, in CBP-2, CBP-3, CBP-4, junction box (JB) JB17, and JB18. Before further flight, replace all loose lugs and all crimped lugs that have any of the conditions specified in step 2.B.(2)(d) of Bombardier Service Bulletin 605-24-002, dated December 7, 2009, in CBP-2, CBP-3, CBP-4, JB17, and JB18.

(2) Do a general visual inspection for FOD. If any FOD is found: Before further flight, remove the FOD.

#### **(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office, ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7300; fax (516) 794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

#### **(j) Related Information**

Refer to MCAI Canadian Airworthiness Directive CF-2010-25, dated August 3, 2010; Bombardier Service Bulletin 605-24-002, dated December 7, 2009; and Bombardier Service Bulletin 605-24-004, dated January 18, 2010; for related information.

#### **(k) Material Incorporated by Reference**

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

(i) Bombardier Service Bulletin 605-24-002, dated December 7, 2009.

(ii) Bombardier Service Bulletin 605-24-004, dated January 18, 2010.

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

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

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

Issued in Renton, Washington, on April 13, 2012.

John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-16 Learjet Inc.:** Amendment 39-17033; Docket No. FAA-2011-1258; Directorate Identifier 2011-NM-184-AD.

**(a) Effective Date**

This AD is effective May 29, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Learjet Inc. 60 airplanes, certificated in any category, serial numbers 60-002 through 60-366 inclusive.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2620, Extinguishing system.

**(e) Unsafe Condition**

This AD was prompted by two incidents of swapped fire extinguishing wires, which could cause the extinguishing agent of the fire extinguishing container to be delivered to the wrong engine in the event of an engine fire, and a consequent uncontrolled fire. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

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

**(g) Inspection and Corrective Actions**

At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD: Inspect the electrical leads routed to the fire extinguishing containers for proper identification and missing labels, and to ensure the electrical leads are connected to the correct squibs, as specified in Bombardier Service Bulletin 60-26-4, dated May 2, 2011. Do the inspection in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 60-26-4, dated May 2, 2011. If any misidentification is found, or if any label is missing, or if the electrical leads are not connected to the correct squibs, as specified in Bombardier Service Bulletin 60-26-4, dated May 2, 2011: Before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 60-26-4, dated May 2, 2011.

(1) For airplanes equipped with an APU: Within 300 flight hours after the effective date of this AD, or at the next auxiliary power unit (APU) removal, whichever occurs first.

(2) For airplanes not equipped with an APU: Within 300 flight hours after the effective date of this AD.

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

(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

**(i) Related Information**

For more information about this AD, contact James Galstad, Aerospace Engineer, Mechanical Systems and Propulsion Branch, ACE-116W, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; phone: 316-946-4135; fax: 316-946-4107; email: james.galstad@faa.gov.

**(j) Material Incorporated by Reference**

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

(i) Bombardier Service Bulletin 60-26-4, dated May 2, 2011.

(2) For service information identified in this AD, contact Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942; telephone 316-946-2000; fax 316-946-2220; email ac.ict@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.

(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/cfr/ibr-locations.html>.

Issued in Renton, Washington, on April 13, 2012.

John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-08-17 The Boeing Company:** Amendment 39-17034; Docket No. FAA-2012-0110; Directorate Identifier 2011-NM-148-AD.

**(a) Effective Date**

This AD is effective May 31, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

(1) This AD applies to The Boeing Company 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued before September 26, 2011, equipped with analog transient suppression devices (ATSDs) installed in accordance with Supplemental Type Certificate ST00146BO. [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/2399C433BB10CF1085256CCB00601A12?OpenDocument&Highlight=st00146bo](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/2399C433BB10CF1085256CCB00601A12?OpenDocument&Highlight=st00146bo)

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

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2841, Fuel Quantity Indicator.

**(e) Unsafe Condition**

This AD was prompted by multiple reports of corrosion on ATSDs. We are issuing this AD to detect and correct corrosion on ATSDs, which could result in the loss of high voltage transient protection (e.g., lightning protection) in the fuel tanks and consequent fuel tank explosion and loss of the airplane.

**(f) Compliance**

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

**(g) Maintenance Program Revision**

Within 3 months after the effective date of this AD, revise the maintenance program to incorporate the limitations specified in Goodrich Principal Instructions for Continued Airworthiness Manual for the Analog Transient Suppression Device Installation Applicable to Boeing 737-100 through -500 Airplanes Supplemental Type Certificate–ST00146BO, Document T3044-0010-0101, Revision D, dated September 26, 2011. The initial compliance time for accomplishing each task is at the applicable time specified in Goodrich Principal Instructions for Continued Airworthiness Manual for the Analog Transient Suppression Device Installation Applicable to Boeing 737-100 through -500 Airplanes Supplemental Type Certificate–ST00146BO, Document T3044-0010-0101, Revision D, dated September 26, 2011, or within 18 months after the effective date of this AD, whichever occurs later.

Note 1 to paragraph (g) of this AD: Components that have been identified as airworthy or installed on the affected airplanes before the revision of the maintenance program, as required by paragraph (g) of this AD, do not need to be reworked in accordance with the CDCCLs. However, once the maintenance program has been revised, paragraph (g) of this AD requires that future maintenance actions on these components must follow the CDCCLs.

**(h) No Alternative Actions Intervals, and/or Critical Design Configuration Control Limitations**

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections), intervals, and/or CDCCLs may be used other than those specified in Goodrich Principal Instructions for Continued Airworthiness Manual for the Analog Transient Suppression Device Installation Applicable to Boeing 737-100 through -500 Airplanes Supplemental Type Certificate–ST00146BO, Document

T3044-0010-0101, Revision D, dated September 26, 2011, unless the actions, intervals, and/or CDCCLs are approved as an AMOC in accordance with the procedures specified in paragraph (i) of this AD.

**(i) Alternative Methods of Compliance**

(1) The Manager, Boston Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

**(j) Related Information**

For more information about this AD, contact Marc Ronell, Aerospace Engineer, Engine and Propeller Directorate, ANE-150, FAA, New England Aircraft Certification Office, 12 New England Executive Park, Burlington, Massachusetts 01803; phone: 781-238-7776; fax: 781-238-7170; email: marc.ronell@faa.gov.

**(k) Material Incorporated by Reference**

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

(i) Goodrich Principal Instructions for Continued Airworthiness Manual for the Analog Transient Suppression Device Installation Applicable to Boeing 737-100 through -500 Airplanes Supplemental Type Certificate–ST00146BO, Document T3044-0010-0101, Revision D, dated September 26, 2011.

(2) For service information identified in this AD, Goodrich Corporation, Sensors and Integrated Systems, 100 Panton Road, Vergennes, Vermont 05491; phone: 802-877-4580; fax: 802-877-4444; email: les.blades@goodrich.com; Internet: <http://www.goodrich.com/TechPubs>.

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

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

Issued in Renton, Washington, on April 13, 2012.

John P. Piccola,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-09-01 Cessna Aircraft Company:** Amendment 39-17036; Docket No. FAA-2011-1413; Directorate Identifier 2011-NM-062-AD.

**(a) Effective Date**

This AD is effective June 7, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Cessna Aircraft Company 560XL airplanes; certificated in any category; having serial numbers 5002 through 5372 inclusive, 5501 through 5830 inclusive, 6001 through 6055 inclusive, 6057 through 6066 inclusive, 6069 through 6071 inclusive, and 6073 through 6077 inclusive.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 32, Landing Gear.

**(e) Unsafe Condition**

This AD was prompted by reports of wheel inserts becoming loose and damaging brake assemblies on 560XL airplanes. We are issuing this AD to prevent brake failure, which could result in an airplane not being able to stop on the runway.

**(f) Compliance**

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

**(g) Inspection, Corrective Action, and Replacement**

Within 1 year after the effective date of this AD, or during the next tire change accomplished after the effective date of this AD, whichever occurs first: Do the actions specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD on both main wheels, in accordance with the Accomplishment Instructions of Cessna Service Bulletin SB560XL-32-41, Revision 1, dated May 5, 2011, including Supplemental Data, dated February 25, 2011. Do all applicable repairs and replacements before further flight.

(1) Do a general visual inspection of the torque lug and surrounding components (wheel base, side rim, lock ring) for damage (such as corrosion, cracks, dents, bent areas, damaged or missing paint or primer, or wear on the metal), and of the bearing cup for corrosion, turned cup, or clearance that exceeds limits, and all applicable repairs.

(2) Measure the torque lugs for width and replace screws and inserts with new, improved screws and inserts.

(3) Re-identify the wheel assembly.

Note 1 to paragraph (g) of this AD: Cessna Service Bulletin SB560XL-32-41, Revision 1, dated May 5, 2011, including Supplemental Data, dated February 25, 2011, refers to Goodrich Service Bulletin 3-1571-32-7, dated February 25, 2011, as an additional source of guidance on inspecting and repairing the torque lugs, surrounding components, and bearing cup, and re-identifying the wheel assemblies.

#### **(h) Definition**

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

#### **(i) Parts Installation**

As of the effective date of this AD, no person may install, on any airplane, a wheel assembly having P/N 3-1571-3 or 3-1571-4, unless it has been inspected, measured, and re-identified, in accordance with paragraph (g) of this AD, and all applicable repairs or replacements have been done.

#### **(j) Credit for Previous Actions**

This paragraph provides credit for actions, as required by paragraph (g) of this AD, if those actions were done before the effective date of this AD in accordance with Cessna Service Bulletin SB560XL-32-41, dated February 25, 2011.

#### **(k) No Reporting Required**

Although Cessna Service Bulletin SB560XL-32-41, Revision 1, dated May 5, 2011, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

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

(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

#### **(m) Related Information**

For more information about this AD, contact contact David Fairback, Aerospace Engineer, Mechanical Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification

Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, KS 67209; phone: 316-946-4154; fax: 316-946-4107; email: david.fairback@faa.gov.

**(n) Material Incorporated by Reference**

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise.

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

(i) Cessna Service Bulletin SB560XL-32-41, Revision 1, dated May 5, 2011, including Supplemental Data, dated February 25, 2011.

(3) For Cessna service information identified in this AD, contact Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277; telephone 316-517-6215; fax 316-517-5802; email [citationpubs@cessna.textron.com](mailto:citationpubs@cessna.textron.com); Internet <https://www.cessnasupport.com/newlogin.html>.

(4) For Goodrich service information identified in this AD, contact Goodrich Corporation, Aircraft Wheels & Brakes, P.O. Box 340, Troy, Ohio 45373-3872; telephone 937-440-2130; fax 937-440-2055; email [WBPubs-Admin@goodrich.com](mailto:WBPubs-Admin@goodrich.com); Internet <http://www.goodrich.com/TechPubs>.

(5) 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.

(6) 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/cfr/ibr-locations.html>.

Issued in Renton, Washington, on April 24, 2012.

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



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**2012-09-02 Airbus:** Amendment 39-17037. Docket No. FAA-2012-0041; Directorate Identifier 2011-NM-167-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective June 7, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Airbus A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes, certificated in any category.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by analysis that in a specific failure case of the upper primary attachment of the trimmable horizontal stabilizer actuator (THSA), the THSA upper secondary attachment engaged because it could only withstand the loads for a limited period of time. We are issuing this AD to prevent failure of the secondary load path, which could result in loss of control of the airplane.

**(f) Compliance**

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

**(g) Actions**

Within 30 months after the effective date of this AD, install 3 retention plates for the gimbal bearings on the THSA upper primary attachment, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-27-0204, dated March 11, 2011.

**(h) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending

information directly to the International Branch, send it to Attn: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

#### **(i) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2011-0112, dated June 15, 2011; and Airbus Mandatory Service Bulletin A300-27-0204, dated March 11, 2011; for related information.

#### **(j) Material Incorporated by Reference**

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

(i) Airbus Mandatory Service Bulletin A300-27-0204, dated March 11, 2011.

(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; email 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.

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

Issued in Renton, Washington, on April 23, 2012.

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



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**2012-09-03 Saab AB, Saab Aerosystems:** Amendment 39-17038. Docket No. FAA-2011-1410; Directorate Identifier 2011-NM-033-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective June 7, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Saab AB, Saab Aerosystems SAAB 2000 airplanes, certificated in any category; all serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of hydraulic accumulator failure. We are issuing this AD to prevent failure of hydraulic accumulators, which may result in damage to the airplane and injury to occupants.

**(f) Compliance**

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

**(g) Actions**

Within 12 months after the effective date of this AD, replace all hydraulic accumulators having part number (P/N) 08 8423 030 1, with stainless steel hydraulic accumulators having P/N 40800-2050, and do the structural modifications in the nose landing gear bay, in accordance with the Accomplishment Instructions of Saab Service Bulletin 2000-29-024, Revision 01, dated November 5, 2010.

**(h) Parts Installation**

After replacing hydraulic accumulators having P/N 08 8423 030 1 with hydraulic accumulators having P/N 40800-2050, and doing the structural modifications in the nose landing gear bay, as required by paragraph (g) of this AD, no person may install any hydraulic accumulator having P/N 08 8423 030 1 on any airplane.

**(i) Credit for Previous Actions**

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Saab Service Bulletin 2000-29-024, dated November 18, 2009.

**(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

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

**(k) Related Information**

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2011-0004, dated January 17, 2011; and Saab Service Bulletin 2000-29-024, Revision 01, dated November 5, 2010; for related information.

**(l) Material Incorporated by Reference**

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

(i) Saab Service Bulletin 2000-29-024, Revision 01, dated November 5, 2010. (2) For service information identified in this AD, contact Saab AB, Saab Aerosystems, SE-581 88, Linköping, Sweden; telephone +46 13 18 5591; fax +46 13 18 4874; email [saab2000.techsupport@saabgroup.com](mailto:saab2000.techsupport@saabgroup.com); Internet <http://www.saabgroup.com>.

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

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

Issued in Renton, Washington, on April 23, 2012.  
Michael Kaszycki,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.