



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2010-25

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

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

LARGE AIRCRAFT

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

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

Biweekly 2010-01

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

Biweekly 2010-02

2008-10-06 R1		Boeing	747-400, -400D, and -400F
2008-10-10 R1		Boeing	737-600, -700, -700C, -800, and -900
2009-26-06		Honeywell International Inc	Engine: ALF502L and ALF502R series, and LF507-1F and LF507-1H
2009-26-09	S 2007-05-16	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1
2010-01-01	S 2006-05-02	Boeing	747-200F, 747-200C, 747-400, 747-400D, and 747-400F
2010-01-04	S 2009-24-11	General Electric Company	Engine: CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1
2010-01-03		Fire Fighting Enterprises Limited	See AD
2010-01-05		CFM International, S.A	Engine: See AD
2010-01-06		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2010-01-07		Airbus	A340-211, -212, -213, -311, -312, -313, -541, and -642
2010-01-08		Boeing	737-600, -700, and -800
2010-01-09		Boeing	737-300, -400, and -500
2010-01-11		Fokker Services B.V.	F.28 Mark 0070 and Mark 0100
2010-01-12		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
2010-02-02		Dassault	Falcon 7X
2010-02-03		Airbus	A340-211, -212, -213, -311, -312, and -313
2010-02-04		Boeing	737-600, -700, -700C, -800, -900, and -900ER

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-03			
2009-21-10 R1		AVOX Systems and B/E Aerospace	Appliance: Oxygen cylinder assemblies
2009-26-13		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, 340-211, -212, -213, -311, -312, and -313
2010-01-02	S 2005-15-08	Boeing	747-100B SUD, -200B, -300, -400, and -400D
2010-01-10	S 2007-01-15	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2010-02-06		Sicma Aero Seat	Appliance: 90xx and 92xx series passenger seats
2010-02-09		Airbus	A318
2010-02-10		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 series airplanes; Model A340-211, -212, -213, -311, -312, -313 series airplanes; and Model A340-541 and -642
2010-02-11		BAE Systems	BAe 146-100A, -200A, and -300A series airplanes; and BAE SYSTEMS (Operations) Limited Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2010-02-12		Fokker Services B.V	F.28 Mark 0070 and 0100
Biweekly 2010-04			
2010-03-05		Boeing	747-200C and -200F
2010-03-07		Embraer	EMB-135BJ, EMB-135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2010-03-08	S 2003-03-02	Boeing	767-200, -300 and -300F
2010-04-01		Dassault Aviation	Falcon 900EX
2010-04-02		Airbus	A310-221, -222, -322, -324, and -325 airplanes, and Model A300 B4-620, B4-622, B4-622R, and F4-622R
2010-04-03		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
Biweekly 2010-05			
2009-06-05 R1		Bombardier, Inc	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A & CL-601-3R), CL-600-2B16 (CL-604)
2010-04-04		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705)
2010-04-08		Embraer	ERJ 190-100 LR, -100 IGW, -100 STD, -200 STD, -200 LR, and -200 IGW
2010-04-09		Airbus	A330-201, -202, -203, -223, and -243, A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313
2010-04-10	S 2009-10-07	Airbus	A380-841, -842, and -861
2010-04-13		Airbus	A310-203, A310-221, and A310-222, A300 F4-605R and A300 F4-622R
2010-04-16		SICLI	Appliance: Portable fire extinguishers
2010-05-01		ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500 airplanes; and Model ATR72-101, -201, -102, -202, -211, -212, and -212A
2010-05-04		McDonnell Douglas Corporation	MD-90-30
2010-05-05	S 2007-15-08	BAE Systems	ATP
2010-05-06		Airbus	A340-541 and -642
2010-05-07		Airbus	A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-06			
2009-22-05	S 2008-23-16	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2010-04-09	COR	Airbus	A330-201, -202, -203, -223, and -243, A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313
2010-04-12		Bombardier, Inc.	DHC-8-101, DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, DHC-8-202, DHC-8-301, DHC-8-311, and DHC-8-315
2010-05-03		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
2010-05-09		Dowty Propellers	Propeller: R354/4-123-F/13, R354/4-123-F/20, R375/4-123-F/21, R389/4-123-F/25, R389/4-123-F/26, and R390/4-123-F/27
2010-05-11		Boeing	747-100, 747-200B, 747-300, and 747SR
2010-05-12		Bombardier, Inc	DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, and DHC-8-202
2010-05-13	S 2006-07-12	Boeing	737-100, -200, -200C, -300, -400, and -500
2010-05-14		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2010-06-01		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232
2010-06-04		Airbus	See AD
2010-06-05		Airbus	See AD
2010-06-51	E	Boeing	737-600, -700, -700C, -800, -900, and -900ER
Biweekly 2010-07			
97-17-04 R1	R	Pratt & Whitney	Engine: JT8D-209, -217, -217C, and -219
2010-05-13	COR, S 2006-07-12	Boeing	737-100, -200, -200C, -300, -400, and -500
2010-06-09		Boeing	777-200, -200LR, -300, -300ER, and 777F
2010-06-13		Learjet	45
2010-06-15		General Electric Company	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50C2F, CF6-50C2R, CF6-50E, CF6-50E1, and CF6-50E2, 767-200, -300, -300F, and -400ER
2010-06-16		Boeing	767-200, -300, -300F, and -400ER
2010-06-18		International Aero Engines	Engine: V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5
2010-07-04		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; Model ERJ 170-200 LR, -200 SU, and -200 STD airplanes; Model ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW
Biweekly 2010-08			
2010-06-10		Boeing	767-200, -300, and -300F
2010-06-14		Rolls-Royce plc	Engine: RB211-Trent 875-17, Trent 877-17, Trent 884-17, Trent 884B-17, Trent 892-17, Trent 892B-17, and Trent 895-17
2010-06-17		Boeing	757-200, -200CB, -200PF, and -300
2010-06-51		Boeing	737-600, -700, -700C, -800, -900, and -900ER
2010-07-01	S 2009-24-05	Rolls-Royce plc	See AD
2010-07-02	S 2006-22-05	Honeywell, Inc.	Appliance: Honeywell Primus II RNZ-850()/-851()
2010-07-03	S 2006-08-02	Boeing	747-200C and -200F
2010-07-06		Bombardier, Inc.	BD-100-1A10 (Challenger 300)
2010-07-08		Kelly Aerospace Energy Systems, LLC	Appliance: Kelly Aerospace Energy Systems
2010-07-09	S 2007-02-05	Rolls-Royce plc	Engine: RB211-Trent 768-60, RB211-Trent 772-60, and RB211-Trent 772B-60
2010-07-10		Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-20

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-09			
2010-08-02		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, -200 SU, ERJ 190-100 STD, -100 LR, -100 IGW, -100 ECJ, -200 STD, -200 LR, and -200 IGW
2010-08-03 2010-08-05	S 2009-04-11	Bombardier, Inc. Airbus	CL-600-2B19 (Regional Jet Series 100 & 440) A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-311, -312, and -313
2010-08-06		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW
2010-08-07		Airbus	A340-541 and -642
2010-08-08		Airbus	A330-243, -341, -342, and -343
2010-09-08		General Electric Company	Engine: CJ610 series turbojet and CF700
Biweekly 2010-10			
2002-23-20	COR	Dassault Aviation	900EX, Mystere Falcon 900
2010-01-04	COR, S 2009-24-11	General Electric Company	Engine: CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1
2010-06-04	COR	Airbus	A300 B2-1C, A300 B2-203, A300 B2K-3C, A300 B4-103, A300 B4-203, and A300 B4-2C, A310-203, A310-204, A310-221, A310-222, A310-304, A310-322, A310-324, and A310-325, A300 B4-601, A300 B4-603, A300 B4-605R, A300 B4-620, A300 B4-622, and A300 B4-622R
2010-09-02		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2010-09-03		Boeing	747-200B
2010-09-04		Honeywell International Inc.	Appliance: Primus EPIC and Primus APEX flight management systems (FMS)
2010-09-05	S 2010-06-51	Boeing	737-600, -700, -700C, -800, -900, and -900ER
2010-09-06		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and Model CL-600-2D24 (Regional Jet Series 900)
2010-09-07		Bombardier, Inc.	DHC-8-400, -401, and -402
2010-09-10	S 2003-04-21 R!	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2010-09-11	S 93-01-11	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A series airplanes, and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2010-09-12		McDonnell Douglas Corporation	Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2010-09-14	S 2009-01-01	CFM International, S.A.	Engine: CFM56-5B1/P, -5B2/P, -5B3/P, -5B3/P1, -5B4/P, -5B5/P, -5B6/P, -5B7/P, -5B8/P, -5B9/P, -5B1/2P, -5B2/2P, -5B3/2P, -5B3/2P1, -5B4/2P, -5B4/P1, -5B6/2P, -5B4/2P1, and -5B9/2P
2010-10-04		Bombardier, Inc.	DHC-8-400, -401, and -402

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-11			
2009-26-09	COR	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1
2010-10-05	S 94-12-04	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747SR, and 747SP
2010-10-07		Empresa Brasileira de Aeronautica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 ECJ, -100 LR, -100 IGW, -100 STD, -200 STD, -200 LR, and -200 IGW
2010-10-08		Airbus	A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232
2010-10-11		Empresa Brasileira de Aeronautica S.A.	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2010-10-13		BAE Systems	BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2010-10-18		Bombardier, Inc.	BD-100-1A10 (Challenger 300)
2010-10-19	S 2010-02-03	Airbus	A340-211, -212, -213, -311, -312, and -313
2010-10-20		McDonnell Douglas	DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, and DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2010-10-21		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2010-10-22	S 2005-23-12	BAE Systems	BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2010-10-23	S 70-16-02	Dowty Propellers	Propeller: R175/4-30-4/13; R175/4-30-4/13e; R184/4-30-4/50; R193/4-30-4/50; R193/4-30-4/61; R193/4-30-4/64; R193/4-30-4/65; R193/4-30-4/66; R.209/4-40-4.5/2; R212/4-30-4/22; R.245/4-40-4.5/13; R257/4-30-4/60; and R.259/4-40-4.5/17
2010-10-24		Dassault Aviation	FALCON 2000 and FALCON 2000EX
2010-10-25		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Airbus Model A340-311, -312, and -313
2010-10-26	S 2007-14-02	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2010-11-02	S 2007-03-05	Gulfstream Aerospace LP	100 airplanes; and Model Astra SPX and 1125 Westwind
2010-11-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; and Model A310-203, -204, -221, -222, -304, -322, -324, and -325
Biweekly 2010-12			
2006-09-11	COR	Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; Model A321-111, -112, and -131 airplanes; and Model A321-211 and -231
2010-11-01		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes, certificated in any category, all serial numbers, except Model EMB-145LR
2010-11-12	S 99-25-14	McDonnell Douglas	MD-11 and MD-11F
2010-11-13		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
2010-11-14		Embraer	ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-13			
2010-10-17	S 97-25-02, 2000-02-05, 2006-15-07, 2006-17-01	Mitsubishi Heavy Industries, Ltd.	See AD
2010-11-11		Learjet Inc	60
2010-12-03		CFM International	Engine: CFM56-3 and -3B
2010-12-05	S 2009-06-18	Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702)
2010-12-06		Bombardier, Inc	DHC-8-400, DHC-8-401, and DHC-8-402
2010-12-07		Embraer	EMB-135ER, -135KE, -135KL, and -135LR airplanes; and EMBRAER Model EMB-145, -145ER, -145MR, -145LR, - 145XR, -145MP, and -145EP
2010-12-08		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R airplanes; Model C4-605R Variant F airplanes; and Model A310-203, -204, -221, -222, -304, -322, -324, and -325
2010-12-09		Honeywell International	Appliance: APU
2010-12-10	S 2010-06-15	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50C2-F, CF6-50C2-R, CF6-50E, CF6-50E1, and CF6-50E2
Biweekly 2010-14			
2008-01-01		The Boeing Company	737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes; 747-400 series airplanes; 757-200 and -300 series airplanes; 767-200, -300, and -400ER series airplanes; 777-200 series airplanes
2009-15-16		McDonnell Douglas Corporation	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, and DC-9-15F, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC- 9-34, DC-9-34F, and DC-9-32F (C-9A, C-9B), DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30 airplanes
2010-13-02		Fokker Services B.V.	F.27 Mark 500 and 600 airplanes
2010-13-03		The Boeing Company	777-200LR and -300ER series airplanes
2010-13-04		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402 series airplanes
2010-13-05	COR	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700 & 701); CL-600-2D15 (Regional Jet Series 705) and Model CL-600-2D24 (Regional Jet Series 900) airplanes
2010-13-06		McDonnell Douglas Corporation	DC-10-10, DC-10-10F, and MD-10-10F airplanes
2010-13-09		CFM International, S.A	CFM56-5, -5B, and -7B series turbofan engines
2010-13-11		Fokker Services B.V.	F.28 Mark 0070 and Mark 0100 airplanes
2010-13-12		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747- 200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes
2010-14-01		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747- 200F, 747-300, 747-400, 747-400F, 747SR, and 747SP series airplanes
2010-14-02		Bombardier, Inc.	CL-600-2B16 (CL-604 Variant) airplanes
2010-14-03	S 2009-06-17	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2010-14-04		Airbus	A330-243, -341, -342, and -343 airplanes; and A340-541 and -642 airplanes
2010-14-05		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604) airplanes
2010-14-06	S 2008-06-24	The Boeing Company	737-200, -300, -400, and -500 series airplanes
2010-14-07	S 2006-05-06	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747- 200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes
2010-14-08		The Boeing Company	747-400, 747-400D, and 747-400F series airplanes
2010-14-09		The Boeing Company	747-100B, 747-200B, 747-200F, 747-300, 747-400, 747-400F, and 747SP series airplanes
2010-14-10	S 94-17-01	The Boeing Company	747-100, 747-200B, and 747-200F series airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-15			
2010-10-06	S 2007-18-04	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2010-14-11		Bombardier, Inc	DHC-8-400, -401, and -402
2010-14-13		Boeing	777-200, -200LR, -300, and -300ER
2010-14-16	S 2008-17-06	Bombardier, Inc	DHC-8-400, -401, and -402
2010-14-17		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747SR, and 747SP
2010-14-19		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
2010-14-20		McCauley Propeller Systems	Propeller: 4HFR34C653/L106FA
2010-15-01		Boeing	757-200, -200CB, -200PF, 757-300, 767-200, -300, -300F, 767-400ER, 777-200 and -300
Biweekly 2010-16			
2010-14-14	S 2007-16-09	Embraer	Model ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 STD, and -200 SU, ERJ 190-100 ECJ, -100 LR, -100 IGW, -100 STD airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW
2010-14-18	S 2005-19-23	Boeing	767-200, -300, and -300F
2010-15-02		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 series airplanes, A340-211, -212, -213, -311, -312, and -313 series airplanes, and A340-541 and -642
2010-15-08	S 2003-24-08	Boeing	737-100, -200, -200C, -300, -400, and -500
Biweekly 2010-17			
2009-15-16 R1	R	McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, and DC-9-15F airplanes, Model DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, and DC-9-32F (C-9A, C-9B) airplanes, Model DC-9-81 (MD-81) airplanes, Model DC-9-82 (MD-82) airplanes, Model DC-9-83 (MD-83) airplanes, Model DC-9-87 (MD-87) airplanes, Model MD-88 airplanes, and Model MD-90-30
2010-14-19	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, A340-211, -212, -213, -311, -312, -313, -541, and -642, A340-311, -312, -313, -541, and -642
2010-16-01	S 2008-13-14	Embraer	EMB-135ER, -135KE, -135KL, and -135LR airplanes, and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2010-16-02		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2010-16-03		McDonnell Douglas	MD-11 and MD-11F
2010-16-04		Boeing	767-200, -300 and -300F
2010-16-05		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
2010-16-06		Boeing	737-300, -400, and -500, 737-600, -700, and -800
2010-16-07		Rolls-Royce plc	Engine: RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84
2010-16-09		BAE Systems	BAe 146-100A and -200A
2010-16-10		BAE Systems	BAe 146-100A, -200A, and -300A airplanes, and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2010-16-12		Boeing	777-200LR and -300ER
2010-16-13		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 Model A310-203, -204, -221, -222, -304, -322, -324, and -325

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-18			
2010-16-11		McDonnell Douglas Corporation	MD-90-30
2010-17-01		Pratt & Whitney Canada Corp	Engine: PW617F-E
2010-17-02		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 A340-211, -212, -213, -311, -312, -313, A340-541 and -642
2010-17-03		Boeing	767-300
2010-17-04		Airbus	A380-841, -842, and -861
2010-17-05		Boeing	737-600, -700, -700C, -800, and -900
2010-17-07		Airbus	A330-223, -321, -322, and -323
2010-17-10		Rolls-Royce plc	Engine: RB211-22B series and RB211-524B4-D-02, RB211-524D4-19, RB211-524D4-39, RB211-524D4-B-19, RB211-524D4-B-39, RB211-524D4X-19, and RB211-524D4X-B-19
2010-17-11		Dowty Propellers	Propeller: R408/6-123-F/17
2010-17-12	S 2009-22-01	Rolls-Royce Deutschland Ltd & Co KG	Engine: Tay 650-15, Tay 651-54
2010-17-13		Rolls-Royce plc	Engine: RB211-524C2-19 and RB211-524C2-B-19
2010-17-17		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2010-17-19	S 2010-09-05	Boeing	737-600, -700, -700C, -800, -900, and -900ER
2010-18-01		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU, ERJ 170-200 LR, -200 SU, and -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2010-18-03		Dassault	Falcon 7X
2010-18-04		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 LR, -100 IGW, -100 STD, -200 STD, -200 LR, and -200 IGW
2010-18-07		Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-111, -211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2010-18-09		Pratt & Whitney Canada	PW530A, PW545A, and PW545B
Biweekly 2010-19			
2010-17-14		Boeing	737-100 and -200
2010-18-08	S 2009-10-10	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702)
2010-18-10		BAE Systems	BAe 146-100A, -200A, and -300A series airplanes and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2010-18-11		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702); Model CL-600-2D15 (Regional Jet Series 705); and Model CL-600-2D24 (Regional Jet Series 900)
Biweekly 2010-20			
2010-18-13		Pratt & Whitney	PW4052, PW4056, PW4060, PW4062, PW4062A, PW4074, PW4077, PW4077D, PW4084D, PW4090, PW4090-3, PW4152, PW4156A, PW4158, PW4164, PW4168, PW4168A, PW4460, and PW4462
2010-19-01	S 2009-08-51	Rolls-Royce Corporation	Engine: AE 3007A
2010-19-02		Bombardier	DHC-8-201, -202, -301, -311, and -315
2010-19-03		Boeing	737-700(IGW)
2010-19-04		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2010-20-04		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2010-20-11		Rolls-Royce plc	Engine: RB211 Trent 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-21			
2009-19-06		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747SP, and 747SR series
2010-20-03		Bombardier	CL-600-2B16 (CL-604 Variant)
2010-20-07		International Aero Engines AG	Engine: AG (IAE) V2500-A1, IAE V2525-D5, V2528-D5, IAE V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5
2010-20-08	S 2001-16-02	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR series
2010-20-09		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440); CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705) and Model CL-600-2D24 (Regional Jet Series 900)
2010-20-10	S 2006-23-05	Cessna	750
2010-20-12		Boeing	747-400, 747-400D, and 747-400F series
2010-20-13		McDonnell Douglas	DC-10-30, DC-10-30F, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, and MD-10-30F
2010-20-14		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11 and MD-11F
2010-20-15		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)
2010-20-16		Airbus	A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, B4-203; 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
2010-20-17	S 2004-22-08	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2010-20-19		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2010-20-22		Rolls-Royce Deutschland	Tay 620-15, Tay 650-15, and Tay 651-54
2010-21-02		Bombardier	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -315, DHC-8-400, -401, -402
2010-21-03	S 2008-09-04	McDonnell Douglas	DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43; DC-8-51, DC-8-52, DC-8-53, DC-8-55; DC-8F-54, DC-8F-55; DC-8-61, DC-8-62, DC-8-63; DC-8-61F, DC-8-62F, DC-8-63F; DC-8-71, DC-8-72, DC-8-73; DC-8-71F, DC-8-72F, and DC-8-73F
2010-21-04	S 90-15-06 S 94-12-09	Boeing	747-100, 747-200B, and 747-200F series
2010-21-05	S 2008-13-02	BAE Systems	4101
2010-21-06		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R; A300 C4-605R Variant F; A300 F4-605R and F4-622R
2010-21-17		Pratt & Whitney	JT8D-9, -9A, -11, -15, -17, and -17R

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-22			
2010-21-10		BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A airplanes, and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2010-21-11		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2010-21-12		Fokker Services B.V.	F.28 Mark 0070 and 0100
2010-21-13		McDonnell Douglas Corporation	DC-10-10, DC-10-10F, DC-10-30, DC-10-30F (KDC-10), DC-10-40, and DC-10-40F
2010-21-15		Empresa Brasileira de Aeronautica S.A. (EMBRAER)	EMB-500
2010-21-16	S 2009-07-04	McDonnell Douglas Corporation	MD-90-30
2010-21-19		Learjet Inc	45
2010-22-01	S 2009-20-09	The Boeing Company	767-200, -300, and -300F series
2010-22-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
Biweekly 2010-23			
2010-17-12R1		Rolls-Royce Deutschland	Engine: Tay 650-15, Tay 651-54
2010-22-03	S 2006-09-05	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2010-22-04	S 2008-18-10	McDonnell Douglas	MD-90-30
2010-22-05		Fokker Services	F.28 Mark 0070 and 0100
2010-22-06		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2010-23-03		Boeing	757-200, 200CB, -200PF, -300 series, 767-200, -300, -300F, and -400ER series
2010-23-04		Bombardier	DHC-8-400, -401, and -402
2010-23-05	S 2008-09-22	EADS CASA	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295
2010-23-06	S 2005-24-08	McCauley Propeller	Propeller: B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, and C5JFR36C1104/L114HCA-0
2010-23-07		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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2010-24			
2010-23-08		Bombardier	BD-700-1A10 and BD-700-1A11
2010-23-10	S 2004-23-11	McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2010-23-11		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)
2010-23-12		Airbus	A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343, A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642
2010-23-13		Boeing	757-200, -200PF, -200CB, and -300 series
2010-23-14		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2010-23-15		Boeing	777-200, -200LR, -300, and -300ER series
2010-23-18		Airbus	A380-841, -842, and -861
2010-23-19		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)
2010-23-20		General Electric Company	Engine: GE CT7-9C and -9C3
2010-23-21		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
Biweekly 2010-25			
2010-23-26	S 2006-12-13	Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-2, B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R
2010-23-27		Airbus	A340-541 and A340-642
2010-24-01		Boeing	737-900ER series
2010-24-02		Dassault Aviation	FALCON 7X
2010-24-05		Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-24-08		Dassault Aviation	MYSTERE-FALCON 50
2010-24-09		Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, PW4650, PW4164, PW4168, PW4168A, PW4164C, PW4164C/B, PW4170, PW4168A-1D, PW4168-1D, PW4164-1D, PW4164C-1D, PW4164C/B-1D, PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090-3, PW4090D, and PW4098
2010-24-11		Boeing	737-600, -700, -700C, -800, and -900 series



2010-23-26 Airbus: Amendment 39-16516. Docket No. FAA-2009-1067; Directorate Identifier 2009-NM-071-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 5, 2011.

Affected ADs

- (b) This AD supersedes AD 2006-12-13, Amendment 39-14639.

Applicability

(c) This AD applies to the airplanes, certificated in any category, identified in paragraphs (c)(1) and (c)(2) of this AD; except airplanes on which Airbus Modification 11912 or 11932 has been installed.

- (1) Airbus Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.
(2) Airbus Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes.

Subject

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

Reason

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

Following the occurrence of cracks on the MLG [main landing gear] rib 5 RH [right-hand] and LH [left-hand] attachment fitting lower flanges, DGAC [Direction Générale de l'Aviation Civile] France AD 2003-318(B) [parallel to part of FAA AD 2006-12-13] was issued to require repetitive inspections and, as terminating action, the embodiment of Airbus Service Bulletins (SB) A300-57-0235 and A300-57-6088 * * *.

Subsequently, new cases of cracks were discovered during scheduled maintenance checks by operators of A300B4 and A300-600 type aeroplanes on which the terminating action SB's were embodied. This condition, if not corrected, could affect the structural integrity of those aeroplanes.

To address and correct this condition, Airbus developed an inspection programme for aeroplanes modified in accordance with SB A300-57-0235 or A300-57-6088. This inspection programme was required to be implemented by DGAC France AD F-2005-113, original issue and later revision 1 [parallel to part of FAA AD 2006-12-13].

A new EASA [European Aviation Safety Agency] AD 2008-0111, superseding DGAC France AD F-2005-113R1, was issued to reduce the applicability. For aeroplanes already compliant with DGAC France AD F-2005-113R1, no further action was required.

Since EASA AD 2008-0111 issuance, Airbus reviewed the inspection programmes of SB A300-57A0246 and SB A300-57A6101 to introduce repetitive inspections including a new inspection technique for holes 47 and 54 and to reduce inspections threshold and intervals from 700 Flight Cycles (FC) to 400 FC until a revised terminating action is made available.

For the reasons stated above, AD 2009-0081 superseded EASA AD 2008-0111 and required operators to comply with the new inspection programme introduced in Revisions 3 of Airbus SB A300-57A0246 and Airbus SB A300-57A6101.

This AD is revised to introduce an optional terminating action which consists of spot-facing the sensitive holes of the MLG Rib 5 (LH and RH) bottom flanges.

Required actions include contacting Airbus for repair instructions, if necessary, and doing the repair.

Restatement of Requirements of AD 2000-05-07

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

Repetitive Inspections

(g) Perform a detailed inspection and a high-frequency eddy current (HFEC) inspection to detect cracks in Gear Rib 5 of the main landing gear (MLG) attachment fittings at the lower flange, in accordance with the Accomplishment Instructions of any applicable service bulletin listed in Table 1 and Table 2 of this AD, at the time specified in paragraph (g)(1) or (g)(2) of this AD. After April 12, 2000 (the effective date of AD 2000-05-07, Amendment 39-11616), only the service bulletins listed in Table 2 of this AD may be used. Repeat the inspections thereafter at intervals not to exceed 1,500 flight cycles, until the actions specified in paragraph (i), (j), or (l) of this AD are accomplished.

Table 1 – Revision 01 of Service Bulletins

Model –	Airbus Service Bulletin –	Revision Level –	Dated –
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes	A300-57-6087	01	March 11, 1998
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes	A300-57-0234	01	March 11, 1998

Table 2 – Other Revisions of Service Bulletins

Model –	Airbus Service Bulletin –	Revision Level –	Dated –
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes	A300-57A6087	02, including Appendix 01	June 24, 1999
		03, including Appendix 01	May 19, 2000
		04, including Appendix 01	February 19, 2002
		05, including Appendix 01	March 10, 2008
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes	A300-57A0234	02	June 24, 1999
		03, including Appendix 01	September 2, 1999
		04, including Appendix 01	May 19, 2000
		05, including Appendix 01	February 19, 2002

(1) For airplanes that have accumulated 20,000 or more total flight cycles as of March 9, 1998 (the effective date of AD 98-03-06, Amendment 39-10298): Inspect within 500 flight cycles after March 9, 1998.

(2) For airplanes that have accumulated less than 20,000 total flight cycles as of March 9, 1998: Inspect prior to the accumulation of 18,000 total flight cycles, or within 1,500 flight cycles after March 9, 1998, whichever occurs later.

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

Note 2: Accomplishment of the initial detailed and HFEC inspections prior to April 12, 2000, in accordance with Airbus Service Bulletin A300-57A0234 or A300-57A6087, both dated August 5, 1997, as applicable, is considered acceptable for compliance with the initial inspections required by paragraph (g) of this AD.

Repair for Any Crack Found During Inspections Required by Paragraph (g) of This AD

(h) If any crack is detected during any inspection required by paragraph (g) of this AD, prior to further flight, accomplish the requirements of paragraph (h)(1) or (h)(2) of this AD, as applicable.

(1) If a crack is detected at one hole only, and the crack does not extend out of the spotface of the hole, repair in accordance with the Accomplishment Instructions of the applicable service bulletin in Table 2 of this AD.

(2) If a crack is detected at more than one hole, or if any crack at any hole extends out of the spotface of the hole, repair in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (EASA) (or its delegated agent).

Terminating Modification for Repetitive Inspections Required by Paragraphs (g) and (j) of This AD

(i) Except as required by paragraph (l) of this AD, prior to the accumulation of 21,000 total flight cycles, or within 2 years after October 20, 1999 (the effective date of AD 99-19-26, amendment 39-11313), whichever occurs later: Modify Gear Rib 5 of the MLG attachment fittings at the lower flange in accordance with the Accomplishment Instructions of the applicable service bulletin in Table 3 of this AD. After July 18, 2006 (the effective date of AD 2006-12-13), only Revision 04 of Airbus Service Bulletin A300-57-6088, and Revisions 04 and 05 of Airbus Service Bulletin A300-57-0235 may be used. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of paragraphs (g) and (j) of this AD.

Table 3 – Service Bulletins for Terminating Modification

Model –	Airbus Service Bulletin –	Revision Level –	Dated –
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes	A300-57-6088	01, including Appendix 01	February 1, 1999
		02	September 5, 2002
		04	December 3, 2003
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes	A300-57-0235	01, including Appendix 01	February 1, 1999
		03	September 5, 2002
		04	March 13, 2003
		05	December 3, 2003

Note 3: Accomplishment of the modification required by paragraph (i) of this AD prior to April 12, 2000, in accordance with Airbus Service Bulletin A300-57-6088 or A300-57-0235, both dated August 5, 1998; as applicable; is acceptable for compliance with the requirements of that paragraph.

Restatement of Requirements of AD 2006-12-13

Additional Repetitive Inspections

(j) For airplanes on which the modification specified in paragraph (i) or (l) of this AD has not been done before July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639), perform a detailed and an HFEC inspection to detect cracks of the lower flange of Gear Rib 5 of the MLG at holes 43, 47, 48, 49, 50, 52, and 54, in accordance with the applicable service bulletin listed in Table 4 of this AD. Perform the inspections at the applicable time specified in paragraph (j)(1), (j)(2), (j)(3), or (j)(4) of this AD. Repeat the inspections thereafter at intervals not to exceed 700 flight cycles until the terminating modification required by paragraph (l) of this AD is accomplished. Accomplishment of the inspections per paragraph (j) of this AD terminates the inspection requirements of paragraph (g) of this AD.

Table 4 – Service Bulletins for Repetitive Inspections

Model –	Airbus Service Bulletin –	Revision Level –	Dated –
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes	A300-57A6087	04, including Appendix 01 05, including Appendix 01	February 19, 2002 March 10, 2008
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes	A300-57A0234	05, including Appendix 01	February 19, 2002

(1) For Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; and Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes that have accumulated 18,000 or more total flight cycles as of July 18, 2006: Within 700 flight cycles after July 18, 2006.

(2) For Model A300 B2-1C, B2K-3C, and B2-203 airplanes that have accumulated less than 18,000 total flight cycles as of July 18, 2006: Prior to the accumulation of 18,000 total flight cycles, or within 700 flight cycles after July 18, 2006, whichever occurs later.

(3) For Model A300 B4-2C, B4-103, and B4-203 airplanes that have accumulated less than 18,000 total flight cycles as of July 18, 2006: Prior to the accumulation of 14,500 total flight cycles, or within 700 flight cycles after July 18, 2006, whichever occurs later.

(4) For Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes that have accumulated less than 18,000 total flight cycles as of July 18, 2006: Prior to the accumulation of 11,600 total flight cycles, or within 700 flight cycles after July 18, 2006, whichever occurs later.

Crack Repair

(k) If any crack is detected during any inspection required by paragraph (j) of this AD, prior to further flight, accomplish the requirements of paragraphs (k)(1) and (k)(2) of this AD, as applicable.

(1) If a crack is detected at only one hole, and the crack does not extend out of the spotface of the hole, repair in accordance with Airbus Service Bulletin A300-57A0234, Revision 05, including Appendix 01, dated February 19, 2002 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); or A300-57A6087, Revision 04, including Appendix 01, dated February 19, 2002; or A300-57A6087, Revision 05, dated March 10, 2008 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes); as applicable.

(2) If a crack is detected at more than one hole, or if any crack at any hole extends out of the spotface of the hole, repair in accordance with a method approved by the Manager, International Branch, ANM-116, or the EASA (or its delegated agent).

Terminating Modification for Repetitive Inspections Required by Paragraphs (g) and (j) of This AD for Certain Airplanes

(l) For airplanes on which the terminating modification in paragraph (i) of this AD has not been accomplished before July 18, 2006: At the earlier of the times specified in paragraphs (l)(1) and (l)(2) of this AD, modify Gear Rib 5 of the MLG attachment fittings at the lower flange. Except as

provided by paragraph (m) of this AD, do the modification in accordance with the applicable service bulletin in Table 5 of this AD. This action terminates the repetitive inspections requirements of paragraphs (g) and (j) of this AD.

(1) Prior to the accumulation of 21,000 total flight cycles, or within 2 years after October 20, 1999, whichever is later.

(2) Within 16 months after July 18, 2006.

Table 5 – Service Bulletins for Terminating Modification

Model –	Airbus Service Bulletin –	Revision Level –	Dated –
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes	A300-57-6088	04	December 3, 2003
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes	A300-57-0235	04	March 13, 2003
		05	December 3, 2003

(m) Where the applicable service bulletin specified in paragraph (l) of this AD specifies to contact Airbus for modification instructions; or if there is a previously installed repair at any of the affected fastener holes; or if a crack is found when accomplishing the modification: Prior to further flight, modify in accordance with a method approved by the Manager, International Branch, ANM-116, or the EASA (or its delegated agent).

Actions Accomplished per Previous Issues of Service Bulletins

(n) Actions accomplished before July 18, 2006, in accordance with the service bulletins listed in Table 6 of this AD, are considered acceptable for compliance with the corresponding action specified in paragraphs (g) through (m) of this AD.

Table 6 – Previous Issues of Service Bulletins

Airbus Service Bulletin –	Revision Level –	Dated –
A300-57-0235	02, including Appendix 01	September 27, 1999
	03	September 5, 2002
A300-57-6088	02	September 5, 2000
	03	March 13, 2003

No Reporting

(o) Although the service bulletins identified in Tables 1, 2, 3, 4, 5, and 6 of this AD specify to submit certain information to the manufacturer, this AD does not include such a requirement.

New Requirements of This AD:

Actions and Compliance

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

(1) At the applicable time specified in paragraph (p)(2) of this AD, perform a detailed inspection for cracking at the locations specified in paragraphs (p)(1)(i), (p)(1)(ii), and (p)(1)(iii) of this AD, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, dated March 11, 2009; or Revision 04, dated September 9, 2009; or Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, dated March 11, 2009; or Revision 04, dated September 9, 2009; as applicable.

(i) The bottom flange and vertical web in the area between the wing rear spar/gear rib 5 attachment and the forward reaction-rod pick-up lug.

(ii) On the inboard side, around the fastener holes at locations 43, 47 to 50, 52, and 54.

(iii) On the outboard side, the lower flange, the vertical web and around the fastener holes at locations 43, 47 to 50, 52 and 54.

(2) Do the inspection required by paragraph (p)(1) of this AD at the later of the times in paragraphs (p)(2)(i) and (p)(2)(ii) of this AD.

(i) Within 400 flight cycles after the accomplishment of the actions required by paragraph (i) or (l) of this AD, as applicable.

(ii) Within 400 flight cycles or 4 months after the effective date of this AD, whichever occurs first.

(3) If no cracking is detected during the inspection required by paragraph (p)(1) of this AD, before further flight, perform a fluorescent penetrant inspection (FPI) at holes location 47 and 54, in the right-hand and left-hand MLG rib 5 attachment fitting lower flange, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, dated March 11, 2009; or Revision 04, dated September 9, 2009; or Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, dated March 11, 2009; or Revision 04, dated September 9, 2009; as applicable.

(4) Thereafter, at intervals not to exceed 400 flight cycles, repeat the detailed and FPI inspections, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, dated March 11, 2009; or Revision 04, dated September 9, 2009; or Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, dated March 11, 2009; or Revision 04, dated September 9, 2009; as applicable.

(5) If any crack is detected during any of the inspections required by paragraphs (p)(1), (p)(3), and (p)(4) of this AD, and Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, dated March 11, 2009; or Revision 04, dated September 9, 2009; or Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, dated March 11, 2009; or Revision 04, dated September 9, 2009; recommends contacting Airbus for appropriate action: Before further flight, contact Airbus for a repair solution, and do the repair; or repair the cracking using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or EASA or its delegated agent.

(q) Spot-facing the sensitive holes on the bottom flange MLG ribs, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-0254, dated June 4, 2010, or Airbus Mandatory Service Bulletin A300-57-6110, dated June 7, 2010; as applicable; terminates the repetitive inspection requirements of paragraph (p)(4) of this AD.

FAA AD Differences

Note 4: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: 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. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(s) Refer to MCAI EASA Airworthiness Directive 2009-0081R1, dated July 30, 2010, and the service information specified in Table 7 of this AD, for related information.

Table 7 – Related Service Information

Airbus –	Revision –	Dated –
Mandatory Service Bulletin A300-57A0246	03, including Appendices 1 and 2	March 11, 2009
	04, including Appendices 1 and 2	September 9, 2009
Mandatory Service Bulletin A300-57-0254	0, including Appendix 1	June 4, 2010
Mandatory Service Bulletin A300-57A6101	03, including Appendixes 1 and 2	March 11, 2009
	04, including Appendices 1 and 2	September 9, 2009
Mandatory Service Bulletin A300-57-6110	0, including Appendix 1	June 7, 2010
Service Bulletin A300-57A0234	02	June 24, 1999
	03, including Appendix 01	September 2, 1999
	04, including Appendix 01	May 19, 2000
	05, including Appendix 01	February 19, 2002
Service Bulletin A300-57A6087	02, including Appendix 01	June 24, 1999
	03, including Appendix 01	May 19, 2000
	04, including Appendix 01	February 19, 2002
	05, including Appendix 01	March 10, 2008
Service Bulletin A300-57-0235	04	March 13, 2003
	05	December 3, 2003
Service Bulletin A300-57-6088	04	December 3, 2003

Material Incorporated by Reference

(t) You must use the service information specified in Table 8 of this AD to do the actions required by this AD, as applicable, unless the AD specifies otherwise.

Table 8 – All Material Incorporated by Reference

Airbus –	Revision –	Dated –
Mandatory Service Bulletin A300-57A0246	03, including Appendices 1 and 2	March 11, 2009
	04, including Appendices 1 and 2	September 9, 2009
Mandatory Service Bulletin A300-57-0254	0, including Appendix 1	June 4, 2010
Mandatory Service Bulletin A300-57A6101	03, including Appendices 1 and 2	March 11, 2009
	04, including Appendices 1 and 2	September 9, 2009
Mandatory Service Bulletin A300-57-6110	0, including Appendix 1	June 7, 2010
Service Bulletin A300-57A0234	02	June 24, 1999
	03, including Appendix 01	September 2, 1999
	04, including Appendix 01	May 19, 2000
	05, including Appendix 01	February 19, 2002
Service Bulletin A300-57A6087	02, including Appendix 01	June 24, 1999
	03, including Appendix 01	May 19, 2000
	04, including Appendix 01	February 19, 2002
	05, including Appendix 05	March 10, 2008
Service Bulletin A300-57-0235	04	March 13, 2003
	05	December 3, 2003
Service Bulletin A300-57-6088	04	December 3, 2003

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in Table 9 of this AD under 5 U.S.C. 552(a) and 1 CFR part 51.

Table 9 – New Material Incorporated by Reference

Airbus –	Revision –	Dated –
Mandatory Service Bulletin A300-57A0246	03, including Appendices 1 and 2	March 11, 2009
	04, including Appendices 1 and 2	September 9, 2009
Mandatory Service Bulletin A300-57-0254	Original	June 4, 2010
Mandatory Service Bulletin A300-57A6087	05, including Appendix 1	March 10, 2008
Mandatory Service Bulletin A300-57A6101	03, including Appendices 1 and 2	March 11, 2009
	04, including Appendices 1 and 2	September 9, 2009
Mandatory Service Bulletin A300-57-6110	0, including Appendix 1	June 7, 2010

(2) The Director of the Federal Register previously approved the incorporation by reference of the service information specified in Table 10 of this AD on July 18, 2006 (71 FR 33994, June 13, 2006).

Table 10 – Material Previously Incorporated by Reference in AD 2006-12-13

Airbus –	Revision –	Dated –
Service Bulletin A300-57A0234	04, including Appendix 01	May 19, 2000
	05, including Appendix 01	February 19, 2002
Service Bulletin A300-57A6087	03, including Appendix 01	May 19, 2000
	04, including Appendix 01	February 19, 2002
Service Bulletin A300-57-0235	04	March 13, 2003
	05	December 3, 2003
Service Bulletin A300-57-6088	04	December 3, 2003

(3) The Director of the Federal Register previously approved the incorporation by reference of the service information specified in Table 11 of this AD on April 12, 2000 (65 FR 12077, March 8, 2000).

Table 11 – Material Previously Incorporated by Reference in AD 2000-05-07

Airbus –	Revision –	Dated –
Service Bulletin A300-57A0234	02	June 24, 1999
	03, including Appendix 01	September 2, 1999
Service Bulletin A300-57A6087	02, including Appendix 01	June 24, 1999

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

(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/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on November 3, 2010.

Dionne Palermo,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2010-23-27 Airbus: Amendment 39-16517. Docket No. FAA-2010-1110; Directorate Identifier 2010-NM-052-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 9, 2010.

Affected ADs

(b) None.

Applicability

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

Subject

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

Reason

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

An A340-642 operator reported [fault messages "Main Fuel Pump 4" and "Eng 4 Stall/Surge"] * * * and finally the engine had an auto shutdown [along] with [fault message "Engine 4 Fail"] * * *.

* * * * *

Simultaneous loss of at least two Main Pumps along with other potential failures related to the in-service event may lead to a dual engine loss.

* * * * *

Compliance

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

Actions

(g) Within 13,500 flight hours after the effective date of this AD, modify the equipment and the wiring connected to the main and standby pumps in the left and right wing, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-28-5050, dated October 8, 2009.

FAA AD Differences

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

Other FAA AD Provisions

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

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

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

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

Related Information

(i) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0013, dated January 26, 2010; and Airbus Mandatory Service Bulletin A340-28-5050, dated October 8, 2009; for related information.

Material Incorporated by Reference

(j) You must use Airbus Mandatory Service Bulletin A340-28-5050, including Appendix 1, dated October 8, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on November 2, 2010.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

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

2010-24-01 The Boeing Company: Amendment 39-16519; Docket No. FAA-2010-0764; Directorate Identifier 2009-NM-260-AD.

Effective Date

(a) This AD is effective December 29, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company Model 737-900ER series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 737-57A1308, Revision 1, dated October 1, 2009.

Subject

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

Unsafe Condition

(e) This AD results from reports of cracks emanating from the keyway of the fuel tank access hole. The Federal Aviation Administration is issuing this AD to detect and correct such cracking, which could result in the loss of the lower wing skin load path and consequent structural failure of the wing.

Compliance

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

Inspection

(g) Before the accumulation of 7,500 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later, do a one-time general visual inspection for a keyway in the fuel tank access door cutouts 531BB and 631BB, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-57A1308, Revision 1, dated October 1, 2009 ("the service bulletin").

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity.

This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, 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."

(1) If both access door cutouts do not have a keyway, no further action is required by this AD.

(2) If any access door has a keyway, before the accumulation of 7,500 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later, do a high frequency eddy current (HFEC) inspection for cracking of the keyway, in accordance with the Accomplishment Instructions of the service bulletin.

(i) If no cracking is found during the HFEC inspection, before further flight, modify the profile of the keyway of the fuel tank access door cutout, in accordance with the Accomplishment Instructions of the service bulletin.

(ii) If any cracking is found and the crack is 0.030 inch or less in length, before further flight repair the keyway, in accordance with the Accomplishment Instructions of the service bulletin.

(iii) If any cracking is found and the crack is greater than 0.030 inch in length, before further flight, repair the crack using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

Alternative Methods of Compliance (AMOCs)

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

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by 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.

Related Information

(i) For more information about this AD, contact Nancy Marsh, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6440; fax (425) 917-6590; e-mail nancy.marsh@faa.gov.

Material Incorporated by Reference

(j) You must use the Boeing Alert Service Bulletin 737-57A1308, Revision 1, dated October 1, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on November 5, 2010.

Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2010-24-02 Dassault-Aviation: Amendment 39-16520. Docket No. FAA-2010-0760; Directorate Identifier 2010-NM-086-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective December 29, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Dassault-Aviation Model FALCON 7X airplanes, certificated in any category, all serial numbers, on which Dassault Modification M-OPT 5 has been incorporated, except those on which Dassault Modification M-OPT 511 has also been incorporated.

Subject

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

Reason

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

A design review has shown that the Lightning Sensor System (LSS) antenna which is optionally installed on certain Falcon 7X aeroplanes might, in the event of belly or gear-up landing, puncture the rear fuel tank, which could result in fuel leakage and post-landing fire.

Compliance

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

Actions

(g) Within 25 months after the effective date of this AD, install a shield plate on the rear fuel tank structure, in accordance with the Accomplishment Instructions of Dassault Mandatory Service Bulletin 7X-104, dated October 30, 2009.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

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

(3) Reporting Requirements: A Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave, SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(i) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0032, dated March 3, 2010; and Dassault Mandatory Service Bulletin 7X-104, dated October 30, 2009; for related information.

Material Incorporated by Reference

(j) You must use Dassault Mandatory Service Bulletin 7X-104, dated October 30, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on November 5, 2010.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2010-24-05 Pratt & Whitney Canada Corp. (Formerly Pratt & Whitney Canada, Inc.):
Amendment 39-16524. Docket No. FAA-2010-0829; Directorate Identifier 2010-NE-23-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 3, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Pratt & Whitney Canada Corp. (P&WC) PW305A and PW305B turboprop engines with certain impellers, part numbers (P/Ns) 30B2185, 30B2486, 30B2858-01, or 30B4565-01 installed. These engines are installed on, but not limited to, Hawker-Beech Corporation BAe.125 series 1000A, 1000B, and Hawker 1000 airplanes and Learjet Inc. Learjet 60 airplanes.

Reason

- (d) This AD results from:

As a result of a change in the low-cycle fatigue lifing methodology for the IMI 834 material, the recommended service life of certain PW305A and PW305B Impellers has been reduced, as published in the Airworthiness Limitations (AWL) section of Engine Maintenance Manual (EMM).

The in-service life of impellers P/N 30B2185, 30B2486 and 30B2858-01 has been reduced from 12,000 to 7,000 cycles; and of P/N 30B4565-01 from 8,500 to 7,000 cycles.

We are issuing this AD to prevent failure of the impeller, which could result in an uncontained event and possible damage to the airplane.

Actions and Compliance

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

(f) Within 30 days from the effective date of this AD, update AWL section of your PW305 EMM P/N 30B1402, to incorporate Pratt & Whitney Canada Corp. Temporary Revision (TR) AL-8, dated January 20, 2010, for compliance with the revised in-service limits for the affected Impellers, installed on PW305A and PW305B engine.

FAA AD Differences

(g) None.

Other FAA AD Provisions

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

Alternative Methods of Compliance (AMOCs)

(i) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(j) Refer to MCAI Transport Canada Airworthiness Directive CF-2010-09, dated March 17, 2010, for related information.

(k) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; phone: (781) 238-7176; fax: (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(l) You must use Pratt & Whitney Canada Corp. Temporary Revision No. AL-8, dated January 20, 2010, to P&WC EMM P/N 30B1402 to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada J4G 1A1; telephone (800) 268-8000; fax (450) 647-2888; or go to: <http://www.pwc.ca>.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on November 10, 2010.

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



2010-24-08 Dassault Aviation: Amendment 39-16527. Docket No. FAA-2010-1155; Directorate Identifier 2010-NM-238-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 9, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to DASSAULT AVIATION Model MYSTERE-FALCON 50 airplanes, certificated in any category, all serial numbers.

Subject

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

Reason

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

On two occurrences on Mystère-Falcon 50 aeroplanes in service, it was detected that two pipes of the emergency brake system 2 located near the nose landing gear bearing were swapped.

The swapping of these two pipes implies that when the Left Hand (LH) brake pedal is depressed, the Right Hand (RH) brake unit is activated, and conversely, when the RH brake pedal is depressed, the LH brake unit is actuated. This constitutes an unsafe condition, which may go unnoticed as the condition is latent until the emergency brake system 2 is used. This condition, if not corrected,

* * * * *

Compliance

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

Actions

(g) Within 7 days after the effective date of this AD, do a general visual inspection for correct installation (as defined in Dassault Service Bulletin F50-515, dated October 12, 2010) of the

emergency brake system number 2, in accordance with the Accomplishment Instructions of Dassault Service Bulletin F50-515, dated October 12, 2010, except that work required by this AD can only be done by persons prescribed in 14 CFR 43.3 and 43.7.

(h) If the emergency brake system number 2 is found installed incorrectly during the inspection required by paragraph (g) of this AD: Before further flight, install the emergency brake system number 2 correctly, in accordance with the Accomplishment Instructions of Dassault Service Bulletin F50-515, dated October 12, 2010.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows:

(1) European Aviation Safety Agency (EASA) AD 2010-0208-E, dated October 12, 2010, has a compliance time of "before the next flight after the effective date of this AD." This AD requires that the actions be done within 7 days after the effective date of this AD.

(2) EASA AD 2010-0208-E, dated October 12, 2010, allows the flightcrew to inspect the emergency brake system number 2 specified in accordance with Dassault Service Bulletin F50-515, dated October 12, 2010. However, this AD requires the inspection to be performed by certificated maintenance personnel.

(3) EASA AD 2010-0208-E, dated October 12, 2010, requires painting the pipes end of the emergency brake system number 2 and related unions within 7 months after the effective date of that AD. This AD does not require painting the pipes end of the emergency brake system number 2 and related unions. We might consider additional rulemaking to require this action in the future.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

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

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

Related Information

(j) Refer to MCAI EASA AD 2010-0208-E, dated October 12, 2010; and Dassault Service Bulletin F50-515, dated October 12, 2010; for related information.

Material Incorporated by Reference

(k) You must use Dassault Service Bulletin F50-515, dated October 12, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington on November 15, 2010.

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



2010-24-09 Pratt & Whitney: Amendment 39-16528; FAA-2010-0725; Directorate Identifier 2010-NE-18-AD.

Effective Date

(a) This AD is effective December 28, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following Pratt & Whitney turbofan engines, with No. 3 bearing oil pressure tube, part number (P/N) 51J041-01, P/N 50J604-01, or P/N 50J924-01, installed:

PW4000-94" Engines

(1) PW4000-94" engines affected are PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650, including models with any dash number suffix.

PW4000-100" Engines

(2) PW4000-100" engines affected are PW4164, PW4168, PW4168A, PW4164C, PW4164C/B, PW4170, PW4168A-1D, PW4168-1D, PW4164-1D, PW4164C-1D, and PW4164C/B-1D, including models with any dash number suffix.

PW4000-112" Engines

(3) PW4000-112" engines affected are PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090-3, PW4090D, and PW4098, including models with any dash number suffix.

(4) These engines are installed on, but not limited to, Airbus A300, A310, and A330 series, Boeing MD-11, 747, 767, and 777 series, airplanes.

Unsafe Condition

(d) This AD results from one report of a repaired No. 3 bearing oil pressure tube that cracked and caused an engine in-flight shutdown, one report of a test cell event, and seven reports since 2007, of repaired No. 3 bearing oil pressure tubes found cracked that led to unscheduled engine removals. We are issuing this AD to prevent cracking of No. 3 bearing oil pressure tubes, which could result in internal oil fire, failure of the high-pressure turbine disks, uncontained engine failure, and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed the next time the No. 3 bearing oil pressure tube is in the piece-part condition after the effective date of this AD, unless the actions have already been done.

One-Time Visual Inspection of the No. 3 Bearing Oil Pressure Tube

(f) Perform a one-time visual inspection of the exterior of the No. 3 bearing oil pressure tube for cracks and evidence of being repaired.

(1) Remove the tube from service if any cracks are found.

(2) Remove the tube from service if found repaired, or if suspected that the tube was repaired.

(g) After the effective date of this AD, do not install any repaired No. 3 bearing oil pressure tube into any engine.

(h) Guidance on the No. 3 bearing oil pressure tube visual inspection can be found in:

(1) Pratt & Whitney Clean, Inspect, Repair Manual PN 51A357, 72-41-20 for PW4000-94" and PW4000-100" series engines; or

(2) Pratt & Whitney Clean, Inspect, Repair Manual PN 51A750, 72-41-20 for PW4000-112" series engines.

Definitions

(i) For the purpose of this AD, piece part condition means that the part is completely disassembled from the engine as specified in the disassembly instructions in the manufacturer's engine manual.

Alternative Methods of Compliance

(j) The Manager, Engine Certification Office, FAA, may approve alternative methods of compliance for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) For more information about this AD, contact James Gray, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7742; fax (781) 238-7199; e-mail: james.e.gray@faa.gov.

Material Incorporated by Reference

(l) None.

Issued in Burlington, Massachusetts, on November 16, 2010.
Robert G. Mann,
Acting Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2010-24-11 The Boeing Company: Amendment 39-16530. Docket No. FAA-2007-28348; Directorate Identifier 2007-NM-060-AD.

Effective Date

- (a) This AD becomes effective January 5, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, and -900 series airplanes, certificated in any category; as identified in Boeing Service Bulletin 737-57A1279, Revision 2, dated February 2, 2010.

Subject

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

Unsafe Condition

(e) This AD results from a design review of the fuel tank systems. The Federal Aviation Administration is issuing this AD to prevent arcing at certain fuel tank fasteners in the event of a lightning strike or fault current event, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

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

Fastener Sealant

(g) Within 60 months after the effective date of this AD: Seal the fasteners on the front and rear spars inside the main fuel tank and on the lower panel of the center fuel tank, as applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-57A1279, Revision 2, dated February 2, 2010.

Inspection and Corrective Action

(h) Within 60 months after the effective date of this AD: Perform a general visual inspection of the wire bundle support installation in the equipment cooling system bays to identify the type of clamp installed, and determine whether the Teflon sleeve is installed. Do these actions in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-57A1279, Revision 2, dated February 2, 2010. Do all applicable corrective actions before further flight in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-57A1279, Revision 2, dated February 2, 2010. Certain Model 737-800 and 737-900 airplanes may have an additional clamp location at stringer 10 that is required to perform the steps of Figures 6, 7, 10, and 11 of Boeing Service Bulletin 737-57A1279, Revision 2, dated February 2, 2010, in the environmental control systems (ECS) bay.

Actions Accomplished Previously

(i) Actions done before the effective date of this AD using the group assignments with the line numbers in the table in paragraph 1.A., "Effectivity," and in accordance with Boeing Alert Service Bulletin 737-57A1279, dated January 24, 2007; or Revision 1, dated September 25, 2008; are acceptable for compliance with the corresponding requirements of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Thorson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 917-6510; fax (425) 917-6508. Or, e-mail information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

Material Incorporated by Reference

(k) You must use Boeing Service Bulletin 737-57A1279, Revision 2, dated February 2, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington on November 18, 2010.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.