FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2009-12

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
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2009-01

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

Biweekly 2009-02

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

Biweekly 2009-03

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

Biweekly 2009-04

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2009-05

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

Biweekly 2009-06

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

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AD No.	Information	Manufacturer	Applicability

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Biweekly 2009-07

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

Biweekly 2009-08

2009-04-18		Pratt & Whitney	Engine: JT9D-7, -7A, -7AH, -7H, -7F, and -7J
2009-07-04		McDonnell Douglas	Rotorcraft: MD-90-30
2009-07-05		ATR-GIE Avions de Transport Régional	ATR72-101, -102, -201, -202, -211, -212, and -212A
2009-07-06			
2009-07-07		McDonnell Douglas	717-200
2009-07-10		General Electric Company	Engine: CF6-80A, CF6-80A1, CF6-80A2, and CF6-80A3
2009-07-11	S 2004-22-05	Boeing	737-300, -400, -500
2009-07-12		General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1
2009-08-01	S 2007-07-12	Honeywell, Inc	Navigation computer
2009-08-02		McDonnell Douglas	See AD
2009-08-04		Hawker Beechcraft Corp.	BH.125 series 600A airplanes and Model HS.125 series 700A
2009-08-51	E		

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Biweekly 2009-09

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

Biweekly 2009-10

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

Biweekly 2009-11

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

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Biweekly 2009-12

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

2009-11-07 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-15917. Docket No. FAA-2009-0478; Directorate Identifier 2009-NM-133-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 12, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all BAE Systems (Operations) Limited Model HS 748 series 2A and series 2B 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:

> Resulting from the assessment of fuel tank wiring installations required by SFAR 88 (Special Federal Aviation Regulation) and equivalent JAA/EASA (Joint Aviation Authorities/European Aviation Safety Agency) policy, BAE Systems (Operations) Limited has revised the HS.748 Aircraft Maintenance Manual (AMM), now at Revision 19, to introduce Chapter 05-10-00 "Critical Design Configuration Control Limitations (CDCCL)–Fuel System". The CDCCLs provide instructions to retain critical ignition source prevention features during configuration changes that may be caused by modification, repair or maintenance actions.
>
> The CDCCLs have been identified as requirements for continued airworthiness to address the risk of fuel vapour ignition sources remaining undetected. This condition, if not corrected, could result in a fuel tank explosion and consequent loss of the aircraft.
>
> * * * * *

The required action is revising the maintenance program to include the CDCCL data.

Actions and Compliance

(f) Unless already done, within 3 months after the effective date of this AD, revise the maintenance program to incorporate the CDCCL information specified in Subsection 05-10-00, "Critical Design Configuration Control Limitations (CDCCL)–Fuel System," of BAE Systems (Operations) Limited HS 748 Aircraft Maintenance Manual (AMM), Revision 19, dated January 15, 2008. Thereafter, no alternative CDCCL may be used unless approved as an alternative method of compliance in accordance with the procedures specified in paragraph (g)(1) of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: 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.

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

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

Related Information

(h) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2008-0125, dated July 2, 2008, and Subsection 05-10-00, "Critical Design Configuration Control Limitations (CDCCL)–Fuel system," Revision 19, dated January 15, 2008, of BAE Systems (Operations) Limited HS 748 AMM, for related information.

Material Incorporated by Reference

(i) You must use Subsection 05-10-00, "Critical Design Configuration Control Limitations (CDCCL)–Fuel System," of BAE Systems (Operations) Limited HS 748 AMM, Revision 19, dated

January 15, 2008, to do the actions required by this AD, unless the AD specifies otherwise. BAE Systems (Operations) Limited HS 748 AMM, Revision 19, dated January 15, 2008, contains the following effective pages:

List of Effective Pages:			
Page Title/Description	**Page Number(s)**	**Revision Number**	**Date Shown on Page(s)**
AMM Title Page	1	19	January 15, 2008
Chapter 05 List of Effective Pages			
	1–2	*	January 15, 2008
Subsection 05-10-00			
	1-2	*	January 15, 2008

* Not shown.

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

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

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

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

Issued in Renton, Washington, on May 15, 2009.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2009-11-08 Airbus: Amendment 39-15918. Docket No. FAA-2009-0479; Directorate Identifier 2009-NM-006-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 12, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330-202, -223, -243, -301, -322 and -342 airplanes; certificated in any category; serial numbers 0177, 0181, 0183, 0184, 0188, 0189, 0191, 0195, 0198, 0200, 0203, 0205, 0206, 0209, 0211, 0219, 0222, 0223, 0224, 0226, 0229, 0230, 0231, 0232, 0234, 0238, 0240, 0241, 0244, 0247, 0248, 0249, 0250, 0251, 0253, 0254, and 0255.

Subject

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

Reason

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

> During the A330 and A340 aircraft fatigue test, cracks appeared on the right and left sides between the crossing area of the keel angle fitting and the front spar of the Centre Wing Box (CWB). Several modifications have been introduced in the fleet in the area of frame [FR] 40 keel angle assembly in order to prevent these cracks. However the new design has caused interference between one fastener and the keel angle which was corrected by further local reprofiling of the keel angle horizontal flange. Analysis shows that without an inspection of this reprofiled area, the structural integrity of the area is impacted, which constitutes an unsafe condition.
>
> In order to maintain the structural integrity of the aircraft, this Airworthiness Directive (AD) requires a repetitive special detailed inspection [high frequency eddy current to detect cracking] on the horizontal flange of the keel beam in the area of first fastener hole aft of FR40 and in case of cracks to repair accordingly.

Actions and Compliance

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

(1) Within 90 days after the effective date of this AD, or at the applicable time specified in paragraph (f)(1)(i) or (f)(1)(ii) of this AD, whichever occurs later, perform a special detailed (high frequency eddy current) inspection to detect cracking of the keel beam fitting horizontal flange edge at FR40 on the left-hand and right-hand sides of the fuselage, in accordance with the instructions of Airbus Mandatory Service Bulletin A330-53-3151, Revision 01, dated September 25, 2008.

(i) For Model A330-301, -322, and -342 airplanes: Before accumulating 14,500 total flight cycles or 37,000 total flight hours from the first flight of the airplane, whichever occurs first.

(ii) For Model A330-202, -223, and -243 airplanes: Before accumulating 14,100 total flight cycles or 70,600 total flight hours from the first flight of the airplane, whichever occurs first.

(2) If no crack is detected during the inspection required by paragraph (f)(1) of this AD, repeat the inspection specified in paragraph (f)(1) of this AD thereafter at intervals not to exceed the times specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD, as applicable.

(i) For Model A330-301, -322, and -342 airplanes: 6,230 flight cycles or 15,900 flight hours, whichever occurs first.

(ii) For Model A330-202, -223, and -243 airplanes: 6,060 flight cycles or 30,300 flight hours, whichever occurs first.

(3) If any crack is found during any inspection required by this AD, before further flight, contact Airbus and follow their corrective actions.

(4) Airplanes that have already been inspected prior to the effective date of this AD in accordance with the instructions of Airbus Service Bulletin A330-53-3151, dated December 6, 2005, are compliant with the requirements of paragraph (f)(1) of this AD (initial inspection). However, after the effective date of this AD, the repetitive inspections must be continued in accordance with the instructions of Airbus Mandatory Service Bulletin A330-53-3151, Revision 01, dated September 25, 2008, as specified in paragraph (f)(1) of this AD.

(5) At the applicable time specified in paragraph (f)(5)(i) or (f)(5)(ii) of this AD, submit a report of the results (both positive and negative) of the inspection required by paragraph (f)(1) of this AD, in accordance with Airbus Mandatory Service Bulletin A330-53-3151, Revision 01, dated September 25, 2008. Send the report to Airbus SAS–Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; Attention SEDCC1 Technical Data and Documentation Services, fax +33 5 61 93 28 06, e-mail sb.reporting@airbus.com.

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

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

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, 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 appropriate principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

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

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

Related Information

(h) Refer to (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2008-0213, dated December 8, 2008; and Airbus Mandatory Service Bulletin A330-53-3151, Revision 01, dated September 25, 2008; for related information.

Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A330-53-3151, Revision 01, including Appendix 1, dated September 25, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on May 15, 2009.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2009-11-09 Airbus: Amendment 39-15919. Docket No. FAA-2009-0486; Directorate Identifier 2009-NM-064-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 12, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A310-203, A310-204, A310-221, A310-222, A310-304, A310-322, A310-324, and A310-325 airplanes; and Airbus Model A300 B4-601, A300 B4-603, A300 B4-605R, A300 B4-620, A300 B4-622, A300 B4-622R, A300 C4-605R Variant F, A300 F4-605R and A300 F4-622R airplanes; certificated in any category; all serial numbers having SOGERMA 2510112 series pilot electrical seats or SOGERMA 2510113 series co-pilot electrical seats installed.

Subject

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

Reason

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

> An A300-600 operator reported a recent event which occurred during the take-off roll, where a SOGERMA co-pilot seat slid back uncommanded to the end position. The seat horizontal movement actuator was replaced on the affected co-pilot seat. At the following take-off roll the same event occurred, the co-pilot seat sliding back uncommanded again. Further to these events, the inspection carried out on the two removed actuators ARTUS Part Number (P/N) RT19H4FX, revealed that the clutch was broken inside the shaft, thus unlocking the seat horizontal movement.
>
> An unwanted movement of pilot or co-pilot seat in the horizontal direction is considered as potentially unsafe, especially during the take-off phase when the speed of the aeroplane is greater than 100 knots and until landing gear retraction.

For the reasons described above and pending the development of a permanent solution, this AD requires the deactivation of the electrical powered SOGERMA pilot seats 2510112 series and co-pilot seats 2510113 series.

In addition, this AD provides two (optional) interim solutions in order to restore a partial seat electrical adjustment (vertical only) or a full seat electrical adjustment (vertical and horizontal) by accomplishment of intermediate actions.

Uncommanded movement of the pilot and co-pilot seats during takeoff or landing could interfere with the operation of the airplane and, as a result, could cause consequent loss of control of the airplane.

Actions and Compliance

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

(1) Within 15 days after the effective date of this AD: Deactivate the electrical supply of SOGERMA 2510112 series pilot seats and SOGERMA 2510113 series co-pilot seats, in accordance with the instructions of Airbus All Operators Telex (AOT) A310-25A2203, Revision 02, dated March 2, 2009; or AOT A300-25A6215, Revision 02, dated March 2, 2009; as applicable.

(2) For optional intermediate action for restoration of the electrical adjustment of the vertical seat movement only: Deactivating the electrical powered horizontal movement of SOGERMA 2510112 series pilot seats or SOGERMA 2510113 series co-pilot seats, in accordance with the instructions of EADS SOGERMA Alert Service Bulletin A2510112-25-764, Revision 1, dated February 17, 2009, allows restoration of the vertical adjustment only.

(3) For optional intermediate action for restoration of the electrical adjustment of the vertical seat and horizontal seat movement: Inspecting the position of switch 'S4' and the related shim of SOGERMA 2510112 series pilot seats or SOGERMA 2510113 series co-pilot seats, in accordance with EADS SOGERMA Inspection Service Bulletin 2510112-25-807, dated February 20, 2009, allows reactivation of both horizontal and vertical electrical movements, provided the measurement results of the inspection are within the acceptable value indicated in the service bulletin, and provided that the inspection is repeated thereafter at intervals not to exceed 2 months. If the measurement result of any inspection is not within the acceptable value indicated in the EADS SOGERMA Inspection Service Bulletin 2510112-25-807, dated February 20, 2009, the horizontal movement must be deactivated before further flight.

(4) At the applicable time specified in paragraph (f)(4)(i) or (f)(4)(ii) of this AD: Submit a report of the findings for the first inspection done in accordance with paragraph (f)(3) of this AD to Airbus SAS–EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. The report must include a detailed fleet inspection report, including measurement values, and pin and serial numbers for each seat.

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

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

(5) Modifications made prior to the effective date of this AD in accordance with EADS SOGERMA Alert Service Bulletin A2510112-25-764, dated December 19, 2008, are considered acceptable for compliance with the applicable action specified in this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: None.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: 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.

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

Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2009-0084, dated April 9, 2009; and the service information listed in Table 1 of this AD for related information.

Table 1–Related Service Information

Document	Revision Level	Date
Airbus All Operators Telex A300-25A6215	02	March 2, 2009
Airbus All Operators Telex A310-25A2203	02	March 2, 2009
EADS SOGERMA Alert Service Bulletin A2510112-25-764	1	February 17, 2009
EADS SOGERMA Inspection Service Bulletin 2510112-25-807	([1])	February 20, 2009

[1] Original.

Material Incorporated by Reference

(i) You must use Airbus All Operators Telex A310-25A2203, Revision 02, dated March 2, 2009; or Airbus All Operators Telex A300-25A6215, Revision 02, dated March 2, 2009; as applicable; to do the actions required by this AD, unless the AD specifies otherwise. If you do the optional actions specified by this AD, you must use EADS SOGERMA Inspection Service Bulletin 2510112-25-807,

dated February 20, 2009; or EADS SOGERMA Alert Service Bulletin A2510112-25-764, Revision 1, dated February 17, 2009; as applicable; to perform those actions, 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–EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail: account.airworth-eas@airbus.com; Internet http://www.airbus.com.

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

(4) You may also review copies of the service information 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 May 15, 2009.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2009-11-11 McDonnell Douglas: Amendment 39-15921. Docket No. FAA-2009-0213; Directorate Identifier 2008-NM-224-AD.

Effective Date

(a) This airworthiness directive (AD) is effective July 7, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to McDonnell Douglas Model MD-90-30 airplanes, certificated in any category, excluding fuselage number 2159.

Subject

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

Unsafe Condition

(e) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent possible damage to the fuel level float or pressure switch wires. Such damage could become a potential ignition source inside the fuel tank, and, when combined 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.

Installation

(g) Within 5 years after the effective date of this AD, do the actions specified in paragraph (g)(1) or (g)(2) of this AD, as applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin MD90-28-012, dated November 19, 2008 ("the service bulletin").

(1) For Group 1 airplanes identified in the service bulletin, install fuel level float switch in-line fuses and wire protection in the left and right wing forward spars and center fuel tank forward spar, right side.

(2) For Group 2 airplanes identified in the service bulletin, install fuel level float switch in-line fuses and wire protection in the left and right wing forward spars, center fuel tank forward spar, right side, and forward auxiliary fuel tank, right side; and install a fuel pressure switch in-line fuse and wire protection in the center fuel tank forward spar, left side.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Los Angeles 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: Samuel Lee, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5262; fax (562) 627-5210.

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

Material Incorporated by Reference

(i) You must use Boeing Service Bulletin MD90-28-012, dated November 19, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; telephone 206-544-5000, extension 2; fax 206-766-5683; e-mail dse.boecom@boeing.com; Internet https://www.myboeingfleet.com.

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

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

Issued in Renton, Washington, on May 20, 2009.
Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

FAA
Aircraft Certification Service

AIRWORTHINESS DIRECTIVE

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

2009-11-13 Learjet: Amendment 39-15923. Docket No. FAA-2009-0498; Directorate Identifier 2009-NM-065-AD.

Effective Date

(a) This airworthiness directive (AD) is effective June 17, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Learjet Model 45 airplanes, certificated in any category, serial numbers 45-002 through 45-4000 inclusive.

Subject

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

Unsafe Condition

(e) This AD results from reports of chafed hydraulic tubes in the left-hand engine. The Federal Aviation Administration is issuing this AD to detect and correct chafed hydraulic tubes in the left-hand engine and consequent hydraulic tube failure and uncontrolled loss of flammable fluid within the engine cowling, which could result in a fire in the engine nacelle and loss of control 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.

Repetitive Inspections: Case Drain Tube

(g) For airplanes having serial numbers identified in Table 1 of this AD: Within 50 flight hours after the effective date of this AD, do a detailed inspection for chafing and other damage of the case drain tube from the hydraulic pump case installed on the left-hand engine, in accordance with the applicable service bulletin identified in Table 1 of this AD. If any damage is found, before further flight, reposition or replace the tube, as applicable, in accordance with the Accomplishment

Instructions of the service bulletin identified in Table 1 of this AD, as applicable. Repeat the inspection thereafter at intervals not to exceed 150 flight hours.

Table 1 – Service bulletins for inspections

For –	Use –
Serial numbers 45-005 through 45-313 inclusive (commonly referred to as “M45” airplanes)	Bombardier Alert Service Bulletin A45-29-15, dated December 26, 2006.
Serial numbers 45-2001 through 45-2063 inclusive (commonly referred to as “M40” airplanes)	Bombardier Alert Service Bulletin A40-29-03, dated December 26, 2006.

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

Repetitive Inspections: Nacelle Tubing

(h) Within 50 flight hours after the effective date of this AD, do a detailed inspection for discrepancies of the left engine's nacelle tubing, in accordance with the applicable temporary revision (TR) identified in Table 2 of this AD. Discrepancies include damaged tubing, and inadequate clearance between any unsupported section of the tube or other tubing and surrounding components. If any discrepancy is found, before further flight, adjust the tubing and clamping or replace the tubing, as applicable, in accordance with the applicable TR identified in Table 2 of this AD. Repeat the inspection thereafter at intervals not to exceed 150 flight hours.

Table 2 – TRs for inspections

For –	Use –
Serial numbers 45-2001 through 45-4000 inclusive (commonly referred to as “M40” airplanes)	Learjet 40 TR 71-1, dated April 28, 2009, to the Learjet 40 Maintenance Manual MM-105.
Serial numbers 45-002 through 45-2000 inclusive (commonly referred to as “M45” airplanes)	Learjet 45 TR 71-1, dated April 28, 2009, to the Learjet 45 Maintenance Manual MM-104.

Concurrent Inspections: Fluid Leakage

(i) Concurrently with each inspection required by paragraph (h) of this AD, do a detailed inspection for evidence of engine oil, hydraulic fluid, or fuel leakage within the left engine accessory compartment, in accordance with the applicable maintenance manual section identified in Table 3 of this AD. If there is evidence of leakage: Before further flight, remove each plumbing clamp within the inspection areas specified in paragraphs (g) and (h) of this AD, and clean and remove all evidence of fluid leakage.

Table 3 – Maintenance manual sections for inspections

For –	Use –
Serial numbers 45-002 through 45-2000 inclusive (commonly referred to as "M45" airplanes)	Section 71-00-00, "Powerplant – Maintenance Practices," Revision 3, dated April 10, 1998, and Section 71-00-01, "Engine – Maintenance Practices," Revision 44, dated April 28, 2008, to the Learjet 45 Maintenance Manual MM-104
Serial numbers 45-2001 through 45-4000 inclusive (commonly referred to as "M40" airplanes)	Section 71-00-01, "Engine – Maintenance Practices," Revision 8, dated December 25, 2006, to the Learjet 40 Maintenance Manual MM-105

Additional Corrective Action for Fluid Leakage and Inadequate Clearance

(j) If evidence of fluid leakage was found during any inspection required by paragraph (i) of this AD, or, if inadequate clearance was found during any action required by paragraph (g) or (h) of this AD: Before further flight, replace each clamp associated with the fluid leakage or inadequate clearance with a new clamp, in accordance with the applicable maintenance manual identified in Table 3 of this AD.

Parts Installation

(k) As of the effective date of this AD, no person may re-install, on any airplane, any plumbing clamp that has been removed in accordance with the requirements of this AD.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Wichita Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: James P. Galstad, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4135; fax (316) 946-4107.

(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

(m) You must use the service information contained in Table 4 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

Table 4 – Material incorporated by reference

Document	Revision	Date
Bombardier Alert Service Bulletin A40-29-03	Original	December 26, 2006
Bombardier Alert Service Bulletin A45-29-15	Original	December 26, 2006
Learjet 40 Temporary Revision 71-1 to the Learjet Maintenance Manual MM-105	Original	April 28, 2009
Learjet 45 Temporary Revision 71-1 to the Learjet Maintenance Manual MM-104	Original	April 28, 2009
Section 71-00-00 of the Learjet 45 Maintenance Manual MM-104	Revision 47	March 30, 2009
Section 71-00-01 of the Learjet 40 Maintenance Manual MM-105	Revision 15	March 30, 2009
Section 71-00-01 of the Learjet 45 Maintenance Manual MM-104	Revision 47	March 30, 2009

Learjet 40 Maintenance Manual MM-105, Revision 15, dated March 30, 2009, has the following effective pages:

List of Effective Pages:			
Page Title/ Description	**Page Number(s)**	**Revision Number**	**Date Shown on Page(s)**
Maintenance Manual Title Page	None shown	15	March 30, 2009
Maintenance Manual Revision Highlights	1–2	None Shown*	March 30, 2009
Record of Revisions	1	None Shown*	March 30, 2009
Chapter 71 List of Effective Pages	1	None Shown*	March 30, 2009
Section 71-00-01	201–223	None Shown*	December 25, 2006

(*Only the Maintenance Manual Title Page and Record of Revisions of Learjet 40 Maintenance Manual MM-104 have revision level information. These pages do not have this information.) Learjet 45 Maintenance Manual MM-104, Revision 47, dated March 30, 2009, has the following effective pages:

List of Effective Pages:			
Page Title/ Description	**Page Number(s)**	**Revision Number**	**Date Shown on Page(s)**
Maintenance Manual Title Page	None Shown	47	March 30, 2009
Maintenance Manual Revision Highlights	1–3	None Shown*	March 30, 2009
Record of Revisions	1–2	None Shown*	March 30, 2009
Chapter 71 List of Effective Pages	1	None Shown*	March 30, 2009
Section 71-00-00	201	None Shown*	April 10, 1998
Section 71-00-01	201–223	None Shown*	April 28, 2008

(*Only the Maintenance Manual Title Page and Record of Revisions of Learjet 45 Maintenance Manual MM-104 have revision level information. These pages do not have this information.)

(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 Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942; telephone 316-946-2000; fax 316-946-2220; e-mail 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 or 425-227-1152.

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

Issued in Renton, Washington, on May 20, 2009.
Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.