FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2010-22

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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 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

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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

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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	Prolpeller: 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,
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	Ewngine: 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		Airubs	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-20

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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	S 2009-04-11	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2010-08-05		Airbus	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

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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	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

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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		McDonell 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, DC10-40F, 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)

2010-21-10 BAE SYSTEMS (OPERATIONS) LIMITED: Amendment 39-16470. Docket No. FAA-2010-0642; Directorate Identifier 2007-NM-332-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 18, 2010.

Affected ADs

(b) None.

Applicability

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

Subject

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

Reason

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

* * * [F]uel leaks and failed fasteners [have been reported] in the region of the rear spar root joint attachment fitting at wing rib 2. * * *
* * * * *
The unsafe condition is stress corrosion failures in the region of the rear spar root joint attachment fitting at wing rib 2, which could lead to reduced structural integrity of the wing, and consequent reduced controllability of the airplane.

Compliance

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

Actions

(g) At the applicable time in paragraph (g)(1) or (g)(2) of this AD, do a general visual inspection to identify the type of bolt and nut at each location, in accordance with the Accomplishment Instructions of BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006.

(1) For airplanes on which neither Modification HCM01447A nor repair information leaflet (RIL) HC536H9156 (at any location) has been done as of the effective date of this AD, the

compliance time for the inspection is at the later of the times specified in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD.

(i) Within 12 months after the effective date of this AD, or within 2 years after the last inspection done in accordance with BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, whichever occurs later, without exceeding 4,000 flight cycles after the last inspection.

(ii) Within 250 flight cycles or 3 months after the effective date of this AD, whichever occurs first.

(2) For airplanes on which either Modification HCM01447A or RIL HC536H9156 (at any location) has been done as of the effective date of this AD, the compliance time for the inspection is at the latest of the times specified in paragraphs (g)(2)(i), (g)(2)(ii), and (g)(2)(iii) of this AD.

(i) Before the accumulation of 4,000 total flight cycles.

(ii) Within 4,000 flight cycles after all bolts are inspected and replaced in accordance with BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033.

(iii) Within 12 months after the effective date of this AD.

(h) At the applicable time in paragraph (g)(1) or (g)(2) of this AD, do detailed inspections of the bolt installation for proper nut installation, nut seating, and fuel seepage; a detailed inspection for gaps between the fitting and wing structure; if Hi-Loks are installed, measure the torque of the nuts to determine the specifications in the torque figures shown in Table 2. of the Accomplishment Instructions of BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006; and either an ultrasonic inspection for damaged bolts or a torque measurement of the tension bolts to determine the specifications in the torque figures shown in Table 3 of the Accomplishment Instructions of BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006. Do all actions in accordance with the Accomplishment Instructions of BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006.

(i) If, during any inspection required by paragraph (h) of this AD, any defect (e.g., evidence of fuel seepage, damaged bolts or low bolt torque, loose or rotating nuts, suspect integrity of the bolt/nut assembly, or gaps between the fitting and wing structure) is found, before further flight, do the actions specified in paragraphs (i)(1), (i)(2), (i)(3), (i)(4), and (i)(5) of this AD, in accordance with the Accomplishment Instructions of BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006.

(1) Do a detailed inspection of the sealant for cracks at and around all rear spar root joint attachment bolts.

(2) Do a detailed inspection of the bolt for damage or evidence of the nut being tightened to the end of the thread.

(3) Do a detailed inspection of the wear pattern on the seating surfaces of the bolt and nut to determine if the bolt and nut have been evenly seated on the structure.

(4) Do a detailed inspection of the bolt hole and surrounding area for damage.

(5) Do a detailed inspection to determine that the hole edge radius on the forward face of the rear spar meets the dimensions specified in Table 4 of the Accomplishment Instructions of BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006.

(j) If during any inspection required by paragraph (h) or (i) of this AD, any defects (e.g., evidence of fuel seepage, damaged bolts or low bolt torque, loose or rotating nuts, suspect integrity of the bolt/nut assembly, gaps between the fitting and wing structure, cracked sealant, bolt damage or evidence of the nut being tightened to the end of the thread, uneven seating of the bolt and nut, bolt hole and surrounding area damage, or hole edge radius out of dimensions specified in Table 4 of the Accomplishment Instructions of BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006), is found, before further flight, do all applicable correction actions, which include either replacing the bolt or repairing the defect, in accordance with the Accomplishment Instructions of BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006.

(k) Repeat the inspections in paragraph (h) of this AD thereafter, at the applicable time specified in Table 1 of this AD, for each individual location.

Table 1–Compliance Times for Repeat Inspections

If the location has -	Then repeat the inspection -
A Hi-Lok bolt	Within 4,000 flight cycles or 24 months, whichever occurs earlier, after doing the last inspection
A tension bolt that was not replaced during the inspections in paragraphs (h) and (i) of this AD and no defects were found	Within 8,000 flight cycles or 48 months, whichever occurs earlier, after doing the last inspection
A tension bolt that was replaced as required by paragraph (j) of this AD	Within 4,000 flight cycles or 24 months, whichever occurs earlier after doing the replacement
A tension bolt that was not replaced and any defects were repaired as required by paragraph (j) of this AD	Within 4,000 flight cycles or 24 months, whichever occurs earlier after doing the repair specified in paragraph (j) of this AD

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: Although BAE SYSTEMS (OPERATIONS) LIMITED Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006, allows additional time to rectify the defect for the corrective action depending on the condition, this AD requires rectifying the defect before further flight.

Other FAA AD Provisions

(l) 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: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(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

(m) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2007-0270 R1, dated November 7, 2007; and BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006; for related information.

Material Incorporated by Reference

(n) You must use BAE SYSTEMS (OPERATIONS) LIMITED Inspection Service Bulletin ISB.57-033, Revision 9, dated October 10, 2006; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact BAE SYSTEMS (OPERATIONS) LIMITED, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone +44 1292 675207; fax +44 1292 675704; e-mail RApublications@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.

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

Issued in Renton, Washington, on September 29, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-25469 Filed 10-13-10; 8:45 am]
BILLING CODE 4910-13-P

2010-21-11 Bombardier, Inc.: Amendment 39-16471. Docket No. FAA-2009-1229; Directorate Identifier 2009-NM-106-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 18, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7003 and subsequent; certificated in any category.

Subject

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

Reason

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

A specific batch of nose landing gear (NLG) and NLG door selector valves, part number (P/N) 601R75146-1 (Kaiser Fluid Technologies P/N 750006000), may have had their end caps incorrectly lock-wired and/or incorrectly torqued during assembly. This condition can lead to the end cap backing off, with consequent damage to a seal and internal leakage within the valve. Subsequently, if electrical power is transferred or removed from the aircraft before the NLG safety pin is installed, any pressure, including residual pressure, in the No. 3 hydraulic system can result in an uncommanded NLG retraction and/or uncommanded opening of the NLG doors. There have been six cases reported on CL[-]600-2B19 aircraft, one of which resulted in the collapse of the NLG at the departure gate.

This [Canadian] directive mandates [an inspection of the NLG and NLG selector valves to determine the serial number and marking of the part and] a check [to determine the torque value and correct lockwire installation] of the [affected] NLG and NLG door selector valves installed on all aircraft in the Applicability section * * *. Depending on the results, replacement, rework and/or additional identification of the valves may be required.

Actions and Compliance

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

(1) Within 1,600 flight hours or 18 months after the effective date of this AD, whichever occurs first: Do an inspection to determine the serial number and identification markings on the selector valve of the NLG and the door selector valve of the NLG, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-32-104, dated March 3, 2009. A review of airplane maintenance records is acceptable in lieu of this inspection if the serial number and identification

markings of the selector valve and the door selector valve can be conclusively determined from that review.

(2) For any airplane having either the selector valve of the NLG or the door selector valve of the NLG that have a serial number outside the range 0001 through 2126 inclusive, suffix ‘‘T" identification, or ‘‘SB750006000-1" marking, no further action is required for that valve.

(3) If, during any inspection required by paragraph (f)(1) of this AD, any selector valve of the NLG or any door selector valve of the NLG is found that does not have any serial number or identification marking specified in paragraph (f)(2) of this AD: Before further flight after doing the inspection required by paragraph (f)(1) of this AD, inspect to determine the torque value and correct lockwire installation of the valve, and modify (replace, rework, or re-identify) the valve, as applicable, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-32-104, dated March 3, 2009.

(4) For airplanes having part number (P/N) 601R75146-1 (Tactair P/N 750006000), serial number 001 thru 0767: Modification of the valve accomplished before the effective date of this AD in accordance with Bombardier Service Bulletin 601R-32-090, Revision B, dated December 12, 2006; and Bombardier Service Bulletin Revision C, dated March 3, 2009; are considered acceptable for compliance with the requirements of this AD for that valve.

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, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7300; fax (516) 794-5531. Before using any approved AMOC 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

(h) Refer to MCAI Canadian Airworthiness Directive CF-2009-19, dated April 29, 2009; and Bombardier Service Bulletin 601R-32-104, dated March 3, 2009; for related information.

Material Incorporated by Reference

(i) You must use Bombardier Service Bulletin 601R-32-104, dated March 3, 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 the service information under 5 U.S.C. 552(a) and 1 CFR part 51.

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

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

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

Issued in Renton, Washington, on September 29, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-25458 Filed 10-13-10; 8:45 am]
BILLING CODE 4910-13-P

2010-21-12 Fokker Services B.V.: Amendment 39-16472. Docket No. FAA-2010-0479; Directorate Identifier 2009-NM-220-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 18, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes, certificated in any category, all serial numbers, with any brake quick-disconnect (QD) coupling having part number (P/N) AE70690E, AE70691E, AE99111E, or AE99119E installed.

Subject

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

Reason

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

During 1995, several reports were received of brake QD couplings loosened and/or disconnected during operation. In a few cases, residual brake pressure was trapped in the affected brake, causing asymmetric braking and/or resulting in hot brakes. Loosened couplings may cause a hydraulic leak with the risk of a brake fire. Investigation revealed that the installation of the brake QD couplings must be done with care and that the locking teeth on the light alloy sleeve are prone to wear. The Fokker 70/100 Aircraft Maintenance Manual (AMM) has been revised to include additional information to ensure correct removal and installation of the couplings.

In 1997, Fokker Services issued SBF100-32-106, recommending the introduction of QD couplings with corrosion resistant steel (CRES) sleeves that would prevent excessive wear of the locking teeth on the light alloy sleeve. In response to more reported cases of loosened QD couplings resulting in brake problems, further improved QD couplings were introduced in 2001 through SBF100-32-127. These couplings increase the reliability of the brake system.

Recently, a brake fire was reported which was caused by a ruptured brake piston. The fire was quickly extinguished but caused damage to the paint and hydraulic/electrical harness and its components. Detailed investigation showed that a hydraulic lock must have been present close to the affected brake creating enough internal pressure to rupture the piston. The most probable scenario for the hydraulic lock is a loosened (not necessarily disconnected) brake QD coupling. Further investigation of the service experience files at Fokker Services showed that more brake fires have occurred on aeroplanes in a pre-mod SBF100-32-127 configuration.

In order to reduce the probability of a fluid fire as described in CS (certification specification) 25.863, additional action is deemed necessary.

For the reasons described above, this [European Aviation Safety Agency] AD requires repetitive [detailed] inspections [for wear] of the affected brake QD couplings and replacement of the QD couplings with improved units. Installation of the improved QD couplings terminates the repetitive inspections requirements.

The unsafe condition is loss of braking capability and possible brake fires, which could reduce the ability of the flightcrew to safely land the airplane.

Compliance

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

Actions

(g) Do the following actions.

(1) Within 6 months after the effective date of this AD, do a detailed inspection for wear of the brake QD couplings by measuring dimension ‘‘A," in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-156, Revision 1, dated June 29, 2009. Repeat the inspection thereafter at the applicable intervals specified in Table 1 of this AD, except as required by paragraph (g)(2) of this AD.

Table 1–Repetitive Inspection Intervals

If Dimension “A” is –	Repeat the inspection at intervals not to exceed –
Greater than or equal to 0.76 mm	6 months
Less than 0.76 mm but greater than or equal to 0.72 mm	3 months
Less than 0.72 mm but greater than or equal to 0.68 mm	30 days
Less than 0.68 mm but greater than or equal to 0.61 mm	7 days
Less than 0.61 mm but greater than 0.53 mm	24 hours

(2) If, during any inspection required by paragraph (g)(1) of this AD, dimension ‘‘A" on any brake QD coupling is less than or equal to 0.53 mm, before further flight, replace the affected brake QD coupling with an improved unit having P/N AE73059E or P/N AE73091E, as applicable, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-156, Revision 1, dated June 29, 2009.

(3) Within 24 months after the effective date of this AD, replace all remaining brake QD couplings having P/N AE70690E, P/N AE70691E, P/N AE99111E, and P/N AE99119E with improved units, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-156, Revision 1, dated June 29, 2009.

(4) Installation of brake QD couplings with an improved unit having P/N AE73059E or P/N AE73091E at all locations terminates the repetitive inspections required by paragraph (g)(1) of this AD.

(5) Replacing the brake QD couplings is also acceptable for compliance with the corresponding requirements of paragraphs (g)(1), (g)(2), and (g)(3) of this AD if done before the effective date of this AD, in accordance with any of the service bulletins specified in Table 2 of this AD:

Table 2–Fokker Credit Service Bulletins

Fokker Service Bulletins	Revision	Date
Fokker Performa Service Bulletin SBF100-32-127, including Appendix XIV, dated February 1, 2006	Original	July 20, 2001
Fokker Performa Service Bulletin SBF100-32-127, including Appendix XIV, dated February 1, 2006	1	March 6, 2009
Fokker Service Bulletin SBF100-32-156	Original	March 6, 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: 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 MCAI European Aviation Safety Agency Airworthiness Directive 2009-0176, dated August 6, 2009; and Fokker Service Bulletin SBF100-32-156, Revision 1, dated June 29, 2009; for related information.

Material Incorporated by Reference

(j) You must use Fokker Service Bulletin SBF100-32-156, Revision 1, dated June 29, 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 Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands; telephone +31 (0)252-627-350; fax +31 (0)252-627-211; e-mail technicalservices.fokkerservices@stork.com; Internet http://www.myfokkerfleetcom.

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

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

Issued in Renton, Washington, on September 29, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-25449 Filed 10-13-10; 8:45 am]
BILLING CODE 4910-13-P

2010-21-13 McDonnell Douglas Corporation: Amendment 39-16473; Docket No. FAA-2010-0672; Directorate Identifier 2010-NM-047-AD.

Effective Date

(a) This AD is effective November 18, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to McDonnell Douglas Corporation Model DC-10-10, DC-10-10F, DC-10-30, DC-10-30F (KDC-10), DC-10-40, and DC-10-40F airplanes, certificated in any category, as identified in Boeing Service Bulletin DC10-28-262, Revision 1, dated June 9, 2010.

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. The Federal Aviation Administration is issuing this AD to prevent lightning-induced transients to the fuel quantity indication system, which could cause voltage levels to go beyond original design levels between fuel tank probes and structure and become a potential ignition source at the fuel tank, 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.

Installation

(g) Within 60 months after the effective date of this AD, install a support bracket and coupler on the left and right wing-to-fuselage transition, and metallic overbraid on the left and right leading edge wire assembly, in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC10-28-262, Revision 1, dated June 9, 2010.

Installation According to Previous Issue of Service Bulletin

(h) Installing a support bracket and coupler on the left and right wing-to-fuselage transition, and metallic overbraid on the left and right leading edge wire assembly, is also acceptable for compliance with the requirements of paragraph (g) of this AD if done before the effective date of this AD in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC10-28-262, dated January 6, 2010.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Los Angeles 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: Samuel Lee, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles Aircraft Certification Office (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.

Related Information

(j) For more information about this AD, contact Samuel Lee, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5262; fax (562) 627-5210; e-mail samuel.lee@faa.gov.

Material Incorporated by Reference

(k) You must use Boeing Service Bulletin DC10-28-262, Revision 1, dated June 9, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Service Bulletin DC10-28-262, Revision 1, dated June 9, 2010, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 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.

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

Issued in Renton, Washington, on September 30, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-25442 Filed 10-13-10; 8:45 am]

BILLING CODE 4910-13-P

2010-21-15 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-16475; Docket No. FAA-2010-0754; Directorate Identifier 2010-CE-039-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 18, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model EMB-500 airplanes, serial numbers 50000005 through 50000134, 50000136, 50000137, and 50000139 through 50000165, certificated in any category.

Subject

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

Reason

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

It has been found that certain regions of the elevators, elevators trim tabs, and ailerons do not present drain holes to avoid water accumulation inside of these flight control surfaces. Internal water accumulation may lead to flight control surfaces unbalancing possibly reducing the flutter margins, which could result in loss of airplane control.

Since this condition may occur in other airplanes of the same type and affects flight safety, a corrective action is required. Thus, sufficient reason exists to request compliance with this AD in the indicated time limit.

The MCAI requires you to drill new drain holes in the elevators, elevators trim tabs, and ailerons surfaces.

Actions and Compliance

(f) Unless already done, within the next 24 calendar months after November 18, 2010 (the effective date of this AD), rework the elevators, elevators trim tabs, and ailerons surfaces by drilling additional drain holes in them following Empresa Brasileira de Aeronáutica S.A. (EMBRAER) Service Bulletin 500-57-0001, dated April 28, 2010.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards 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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (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

(h) Refer to MCAI Agência Nacional de Aviação Civil–Brazil (ANAC), AD No.: 2010-07-01, dated August 9, 2010; and Empresa Brasileira de Aeronáutica S.A. (EMBRAER) Service Bulletin 500-57-0001, dated April 28, 2010, for related information.

Material Incorporated by Reference

(i) You must use Empresa Brasileira de Aeronáutica S.A. (EMBRAER) Service Bulletin 500-57-0001, dated April 28, 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 EMBRAER Empresa Brasileira de Aeronáutica S.A., Phenom Maintenance Support, Av. Brig. Farina Lima, 2170, Sao Jose dos Campos–SP, CEP: 12227-901–PO Box: 38/2, BRASIL, telephone: ++55 12 3927-5383; fax: ++55 12 3927-2610; E-mail: reliability.executive@embraer.com.br; Internet: http://www.embraer.com.br.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD 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 Kansas City, Missouri, on September 30, 2010.
John R. Colomy,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 2010-25283 Filed 10-13-10; 8:45 am]
BILLING CODE 4910-13-P

2010-21-16 McDonnell Douglas Corporation: Amendment 39-16476; Docket No. FAA-2010-0554; Directorate Identifier 2010-NM-082-AD.

Effective Date

(a) This airworthiness directive (AD) is effective November 18, 2010.

Affected ADs

(b) This AD supersedes AD 2009-07-04, Amendment 39-15863.

Applicability

(c) This AD applies to McDonnell Douglas Corporation Model MD-90-30 airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin MD90-29A021, Revision 2, dated March 16, 2010.

Subject

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

Unsafe Condition

(e) This AD results from fuel system reviews conducted by the manufacturer, as well as reports of electrically shorted wires in the right wheel well and evidence of arcing on the auxiliary hydraulic pump power cables, which are routed within the tire burst area. The Federal Aviation Administration is issuing this AD to prevent electrically shorted wires or arcing at the auxiliary hydraulic pump power cables, which could result in a fire in the wheel well. We are also issuing this AD to reduce the potential of an ignition source adjacent to the fuel tanks, 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.

Replacement

(g) Within 18 months after the effective date of this AD, modify the auxiliary hydraulic power system, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-29A021, Revision 2, dated March 16, 2010. Do all applicable related investigative and corrective actions before further flight.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Los Angeles 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: Ken Sujishi, Aerospace Engineer, Cabin Safety/Mechanical and Environmental Systems Branch, ANM-150L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5353; 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.

Related Information

(i) For more information about this AD, contact Ken Sujishi, Aerospace Engineer, Cabin Safety/Mechanical and Environmental Systems Branch, ANM-150L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5353; fax (562) 627-5210; e-mail ken.sujishi@faa.gov.

Material Incorporated by Reference

(j) You must use the service information contained in Boeing Alert Service Bulletin MD90-29A021, Revision 2, dated March 16, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin MD90-29A021, Revision 2, dated March 16, 2010, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 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, 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 October 1, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-25440 Filed 10-13-10; 8:45 am]

BILLING CODE 4910-13-P

2010-21-19 Learjet Inc: Amendment 39-16479; Docket No. FAA-2010-0676; Directorate Identifier 2010-NM-095-AD.

Effective Date

(a) This AD is effective November 18, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Learjet Inc. Model 45 airplanes, certificated in any category; as identified in Bombardier Service Bulletins 40-26-05 and 45-26-9, both Revision 2, both dated May 4, 2009.

Subject

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

Unsafe Condition

(e) This AD results from a report of accidental discharge of a fire extinguisher container and damage to an aluminum discharge tube. Investigation revealed that following the discharge an inaccurate pressure indication, due to the indicator dial being incorrectly staked, showed that the container was fully charged. The Federal Aviation Administration is issuing this AD to prevent inaccurate pressure readings and subsequent damage to the discharge tubes during operation, which could result in failure of the fire extinguisher system and an uncontained fire in an emergency situation.

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.

Replacement, Check, Inspection, Corrective Action

(g) Within 12 months after the effective date of this AD: Replace the aluminum fire extinguisher discharge tubes with new, improved stainless steel tubes; check the fire extinguisher container for any serial number specified in Table 1 of Bombardier Service Bulletin 40-26-05 or 45-26-9, both Revision 2, both dated May 4, 2009, as applicable; replace any containers that have affected serial numbers, do a weight check of all containers, including the replacement container, if applicable; and inspect the pressure indicator on the containers for discrepancies; by doing all applicable actions in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 40-26-05 or 45-26-9, both Revision 2, both dated May 4, 2009; as applicable. If any discrepancy is found, replace the

container before further flight in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 40-26-05 or 45-26-9, both Revision 2, both dated May 4, 2009; as applicable.

(h) Actions done before the effective date of this AD in accordance with the applicable service information listed in Table 1 of this AD are acceptable for compliance with the corresponding requirements in paragraph (g) of this AD.

Table 1–Credit for Actions Accomplished in Accordance With Previous Service Information

Affected Serial Numbers –	Bombardier Service Bulletin –	Revision –	Dated –
For Model 45 airplanes having serial numbers 2001 through 2114, inclusive	40-26-05	Basic Issue	November 24, 2008
For Model 45 airplanes having serial numbers 2001 through 2114, inclusive	40-26-05	1	December 22, 2008
For Model 45 airplanes having serial numbers 006 through 383, inclusive	45-26-9	Basic Issue	November 24, 2008
For Model 45 airplanes having serial numbers 006 through 383, inclusive	45-26-9	1	December 22, 2008

Alternative Methods of Compliance (AMOCs)

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

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

Related Information

(j) For more information about this AD, contact James 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; e-mail james.galstad@faa.gov.

Material Incorporated by Reference

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

Table 2–Material Incorporated by Reference

Document	Revision	Date
Bombardier Service Bulletin 40-26-05	2	May 4, 2009
Bombardier Service Bulletin 45-26-9	2	May 4, 2009

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in Table 2 of this AD 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.

(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 October 5, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-25599 Filed 10-13-10; 8:45 am]

BILLING CODE 4910-13-P

2010-22-01 The Boeing Company: Amendment 39-16480; Docket No. FAA-2010-1036; Directorate Identifier 2009-NM-247-AD.

Effective Date

(a) This AD is effective November 4, 2010.

Affected ADs

(b) This AD supersedes AD 2009-20-09, Amendment 39-16032. Certain requirements of this AD terminate certain requirements of AD 2000-19-09, Amendment 39-11910, and AD 2004-16-12, Amendment 39-13768.

Applicability

(c) This AD applies to The Boeing Company Model 767-200, -300, and -300F series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 767-54A0074, Revision 1, dated April 24, 2008.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 54: Nacelles/Pylons.

Unsafe Condition

(e) This AD was prompted by two reports of cracked upper link fuse pins. We are issuing this AD to prevent fatigue cracking or corrosion of the upper link fuse pin, which could result in failure of the fuse pin and consequent reduced structural integrity of the nacelle strut and possible separation of the strut and engine from the airplane during flight.

Compliance

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

Restatement of Requirements of AD 2009-20-09, With Revised Credit Provisions in Paragraph (I) of This AD

Initial and Repetitive Inspections/Investigative and Corrective Actions

(g) Inspect the upper link fuse pin of the nacelle struts for fatigue cracking and corrosion at the applicable time specified in Table 1 of this AD. Do the applicable inspection by doing all the applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 767-54A0074, Revision 1, dated April 24, 2008; and do all applicable related investigative and corrective actions before further flight. Repeat the applicable inspection at intervals not to exceed

3,000 flight cycles or 24 months, whichever is first, until the requirements of paragraph (h) of this AD have been done.

Table 1 – Compliance Times

		At the later of:
Engine Type	**Initial inspection threshold**	**Grace period**
JT9D	14,000 total flight cycles	Within 3,000 flight cycles or 18 months after November 5, 2009 (the effective date of AD 2009-20–09), whichever is first
CF6-80A	24,000 total flight cycles	Within 3,000 flight cycles or 18 months after November 5, 2009, whichever is first
PW4000	8,000 total flight cycles	Within 3,000 flight cycles or 18 months after November 5, 2009, whichever is first
CF6-80C2	10,000 total flight cycles	Within 3,000 flight cycles or 18 months after November 5, 2009, whichever is first
RB211	24,000 total flight cycles	Within 3,000 flight cycles or 18 months after November 5, 2009, whichever is first

Note 1: The upper link inspections can be done with the pylon and/or engine in any position.

Note 2: In paragraph 3.B, Steps 4.b.(1)(a) and 4.b.(2)(b)(2){a{time} of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-54A0074, Revision 1, dated April 24, 2008, the procedures specify to apply two layers of Boeing Material Specification (BMS) 10-11 primer to the inside surface of the fuse pin if no crack indication is found. However, two layers of primer are only necessary to touch up bare areas on the fuse pin if no crack indication is found.

Terminating Action in AD 2000-19-09, Amendment 39-11910, and AD 2004-16-12, Amendment 39-13768

(h) Accomplishment of the modification specified in paragraph (h)(1) or (h)(2) of this AD, as applicable, terminates the inspections required by paragraph (g) of this AD.

(1) For Model 767 series airplanes powered by Rolls-Royce RB211 series engines, as identified in AD 2000-19-09: Modification of the nacelle strut and wing structure, as required by paragraphs (a) and (b) of AD 2000-19-09.

(2) For Model 767-200, -300, and -300F series airplanes powered by Pratt & Whitney and General Electric engines, as identified in AD 2004-16-12: Modification of the nacelle strut and wing structure, as required by paragraphs (a), (b), (d), and (e) of AD 2004-16-12.

Credit for Inspection Done Using Previous Service Information

(i) Inspection of the fuse pins before November 5, 2009, in accordance with Boeing Service Bulletin 767-54-0074, dated March 27, 1997, is acceptable for compliance with the inspections required by paragraph (g) of this AD, except that operator's equivalent procedures are not allowed.

New Requirements of This AD

Optional Terminating Action for Inspections

(j) Replacement of the fuse pins with new fuse pins (not serviceable fuse pins), in accordance with Boeing Service Bulletin 767-54-0074, dated March 27, 1997; or Boeing Alert Service Bulletin 767-54A0074, Revision 1, dated April 24, 2008; terminates the repetitive inspections of the fuse pins required by paragraph (g) of this AD.

Alternative Methods of Compliance (AMOCs)

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

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD. AMOCs that specified using new pins (not serviceable pins) approved previously in accordance with AD 2009-20-09, Amendment 39-16032, are approved as AMOCs for the corresponding provisions of paragraph (h) of this AD.

Related Information

(l) For more information about this AD, contact Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6577; fax (425) 917-6590.

Material Incorporated by Reference

(m) You must use Boeing Alert Service Bulletin 767-54A0074, Revision 1, dated April 24, 2008, to do the actions required by this AD, unless the AD specifies otherwise. If you accomplish the optional terminating actions specified in this AD, you must use Boeing Alert Service Bulletin 767-54A0074, Revision 1, dated April 24, 2008; or Boeing Service Bulletin 767-54-0074, dated March 27, 1997; to perform those actions, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Service Bulletin 767-54-0074, dated March 27, 1997, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The Director of the Federal Register previously approved the incorporation by reference of Boeing Alert Service Bulletin 767-54A0074, Revision 1, dated April 24, 2008, on November 5, 2009 (74 FR 50692, October 1, 2009).

(3) 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.

(4) 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.

(5) 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 October 6, 2010.

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

2010-22-02 Bombardier, Inc.: Amendment 39-16481. Docket No. FAA-2010-1037; Directorate Identifier 2010-NM-202-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 4, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, serial numbers 7003 and subsequent.

Subject

(d) Air Transport Association (ATA) of America Code 29 and 32: Hydraulic Power and Landing Gear, respectively.

Reason

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

> Seven cases of on-ground hydraulic accumulator screw cap/end cap failure have been experienced on CL-600-2B19 aeroplanes, resulting in the loss of the associated hydraulic system and high-energy impact damage to adjacent systems and structure. * * *
>
> * * * * *
>
> A detailed analysis of the calculated line of trajectory of a failed screw cap/end cap for each of the accumulators has been conducted, resulting in the identification of several areas where systems and/or structural components could potentially be damaged. Although all of the failures to date have occurred on the ground, an in-flight failure affecting such components could potentially have an adverse effect on the controllability of the aeroplane.
>
> * * * * *

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.

Airplane Flight Manual (AFM) Revision

(g) Within 30 days after the effective date of this AD, revise the Limitations section, Normal Procedures section, and Abnormal Procedures section of the AFM by incorporating Canadair Regional Jet Temporary Revision (TR) RJ/186-1, dated August 24, 2010, into the applicable section of Canadair Regional Jet AFM, CSP A-012. Thereafter, except as provided by paragraph(s) of this AD, no alternative actions specified in Canadair Regional Jet TR RJ/186-1, dated August 24, 2010, may be approved.

Note 1: The actions required by paragraph (g) of this AD may be done by inserting a copy of Canadair Regional Jet TR RJ/186-1, dated August 24, 2010, into the applicable section of the Canadair Regional Jet AFM, CSP A-012. When the TR has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the TR removed, provided that the relevant information in the general revision is identical to that in Canadair Regional Jet TR RJ/186-1, dated August 24, 2010.

Deactivation of the Hydraulic System No. 3 Accumulator

(h) Within 250 flight cycles after the effective date of this AD, deactivate the hydraulic system No. 3 accumulator, in accordance with Part A of the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-29-031, Revision A, dated March 26, 2009. Doing the removal of the hydraulic system No. 3 accumulator in paragraph (j) of this AD is an alternate method of compliance with the requirements of this paragraph. The actions in this paragraph apply to all accumulators in hydraulic system No. 3.

Removal of the Hydraulic System No. 2 Accumulator

(i) Within 500 flight cycles after the effective date of this AD, remove the hydraulic system No. 2 accumulator, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-29-032, Revision A, dated January 26, 2010. The actions in this paragraph apply to all accumulators in hydraulic system No. 2.

Optional Removal of the Hydraulic System No. 3 Accumulator

(j) Removal of the hydraulic system No. 3 accumulator, in accordance with Part B of the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-29-031, Revision A, dated March 26, 2009, is an alternate method of compliance with the requirements of paragraph (h) of this AD.

Initial and Repetitive Ultrasonic Inspection of Hydraulic System No. 1, Inboard Brake, and Outboard Brake Accumulators

(k) For hydraulic system No. 1, inboard brake, and outboard brake accumulators having P/N 601R75138-1 (08-60163-001 or 08-60163-002): At the applicable compliance times specified in paragraph (l) of this AD, do the inspections required by paragraphs (k)(1) and (k)(2) of this AD. Repeat the inspections for each accumulator having P/N 601R75138-1 (08-60163-001 or 08-60163-002) thereafter at intervals not to exceed 500 flight cycles until the replacement specified in this paragraph is done or the replacement specified in paragraph (m) of this AD is done. If any crack is found, before further flight, replace the accumulator with a new accumulator having part number (P/N) 601R75138-1 (08-60163-001 or 08-60163-002) and having the letter "T" after the serial number on the identification plate, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 1 or Table 2 of this AD.

(1) Do an ultrasonic inspection for cracks on each accumulator, in accordance with Part B of the Accomplishment Instructions of the applicable service bulletin identified in Table 1 of this AD.

Table 1 – Bombardier service information for accumulator inspection

Accumulator	Document	Revision	Date
Hydraulic System No. 1	Bombardier Alert Service Bulletin A601R-29-029, including Appendix A, dated October 18, 2007	B	May 11, 2010
Inboard and Outboard Brake	Bombardier Alert Service Bulletin A601R-32-103, including Appendix A, Revision A, dated October 18, 2007	D	May 11, 2010

(2) Do an ultrasonic inspection for cracks on the screw cap, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 2 of this AD.

Table 2 – Bombardier service information for screw cap inspection

Accumulator	Document	Revision	Date
Hydraulic System No. 1	Bombardier Service Bulletin 601R-29-033, including Appendix A, dated May 5, 2009	A	May 11, 2010
Inboard and Outboard Brake	Bombardier Service Bulletin 601R-32-106, including Appendix A	A	May 11, 2010

(l) For hydraulic system No. 1, inboard brake, and outboard brake accumulators having P/N 601R75138-1 (08-60163-001 or 08-60163-002): Do the inspections specified in paragraph (k) of this AD at the applicable time in paragraph (l)(1), (l)(2), and (l)(3) of this AD.

(1) For any accumulator not having the letter "T" after the serial number on the identification plate and with more than 4,500 flight cycles on the accumulator as of the effective date of this AD: Inspect within 500 flight cycles after the effective date of this AD.

(2) For any accumulator not having the letter "T" after the serial number on the identification plate and with 4,500 flight cycles or less on the accumulator as of the effective date of this AD: Inspect prior to the accumulation of 5,000 flight cycles on the accumulator.

(3) If it is not possible to determine the flight cycles accumulated for any accumulator not having the letter "T" after the serial number on the identification plate: Inspect within 500 flight cycles after the effective date of this AD.

Note 2: For any accumulator having P/N 601R75138-1 (08-60163-001 or 08-60163-002) and the letter "T" after the serial number on the identification plate, or if the accumulator P/N is not listed in paragraph (k) of this AD, the inspection specified in paragraph (k) of this AD is not required.

Optional Replacement of the Hydraulic System No. 1, Inboard Brake, and Outboard Brake Accumulators

(m) Replacing any hydraulic system No. 1, inboard brake, or outboard brake accumulator having P/N 601R75138-1 (08-60163-001 or 08-60163-002), with a new accumulator having P/N 601R75139-1 (11093-4), in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 3 of this AD, is a terminating action for the inspections in paragraph (k) of this AD for that accumulator.

Table 3 – Bombardier service information for accumulator replacement

Accumulator	Document	Revision	Date
Hydraulic System No. 1	Bombardier Service Bulletin 601R-29-035	Original	May 11, 2010
Inboard and Outboard Brake	Bombardier Service Bulletin 601R-32-107	A	June 17, 2010

Credit for Actions Accomplished in Accordance With Previous Service Information

(n) Deactivating the hydraulic system No. 3 accumulator before the effective date of this AD in accordance with Part A of the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-29-031, dated December 23, 2008, is acceptable for compliance with the requirements of paragraph (h) of this AD.

(o) Removing the hydraulic system No. 2 accumulator in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-29-032, dated November 12, 2009, before the effective date of this AD is acceptable for compliance with the requirements of paragraph (i) of this AD.

(p) Removing the hydraulic system No. 3 accumulator in accordance with Part B of the Accomplishment Instructions of Bombardier Service Bulletin A601R-29-031, dated December 23, 2008, before the effective date of this AD is acceptable for compliance with the requirements of paragraph (j) of this AD.

(q) An ultrasonic inspection for cracks done before the effective date of this AD in accordance with Part B of the Accomplishment Instructions of the applicable service bulletin identified in Table 4 of this AD, or the Accomplishment Instructions of the applicable service bulletin identified in Table 5 of this AD, is acceptable for compliance with the corresponding ultrasonic inspection required by paragraph (k) of this AD.

Table 4 – Bombardier credit service information for accumulator inspection

Document	Revision	Date
Bombardier Alert Service Bulletin A601R-29-029	Original	October 18, 2007
Bombardier Alert Service Bulletin A601R-29-029	A	November 12, 2009
Bombardier Alert Service Bulletin A601R-32-103	Original	November 21, 2006
Bombardier Alert Service Bulletin A601R-32-103	A	March 7, 2007
Bombardier Alert Service Bulletin A601R-32-103	B	October 18, 2007
Bombardier Alert Service Bulletin A601R-32-103	C	February 26, 2009

Table 5 – Bombardier credit service information for screw cap inspection

Document	Revision	Date
Bombardier Service Bulletin 601R-29-033	Original	May 5, 2009
Bombardier Service Bulletin 601R-32-106	Original	May 5, 2009

(r) Replacing any hydraulic system No. 1, inboard brake, or outboard brake accumulator before the effective date of this AD in accordance with the Accomplishment Instructions of Bombardier

Service Bulletin 601R-32-107, dated May 11, 2010, is acceptable for compliance with the corresponding requirements of paragraph (m) of this AD.

FAA AD Differences

Note 3: This AD differs from the MCAI and/or service information as follows:

(1) This AD does not require the removal of the hydraulic system No. 3 accumulator, or replacement of the hydraulic system No. 1, inboard brake, and outboard brake accumulators, in Part IV and Part VII of the Canadian Airworthiness Directive CF-2010-24, dated August 3, 2010.

(2) The actions specified in Canadian Airworthiness Directive CF-2010-24, dated August 3, 2010, apply only to Tactair accumulators. The actions required by paragraphs (h) and (i) of this AD apply to all accumulators in the positions specified in paragraphs (h) and (i) of this AD.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York, 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC 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

(t) Refer to MCAI Canadian Airworthiness Directive CF-2010-24, dated August 3, 2010; Canadair Regional Jet Temporary Revision RJ/186-1, dated August 24, 2010; and the service bulletins listed in Table 6 of this AD; for related information.

Table 6 – Bombardier service information

Document	Revision	Date
Bombardier Alert Service Bulletin A601R-29-029	B	May 11, 2010
Bombardier Alert Service Bulletin A601R-29-031	A	March 26, 2009
Bombardier Alert Service Bulletin A601R-32-103	D	May 11, 2010
Bombardier Service Bulletin 601R-29-032	A	January 26, 2010
Bombardier Service Bulletin 601R-29-033	A	May 11, 2010
Bombardier Service Bulletin 601R-29-035	Original	May 11, 2010

Bombardier Service Bulletin 601R-32-106	A	May 11, 2010
Bombardier Service Bulletin 601R-32-107	A	June 17, 2010

Material Incorporated by Reference

(u) You must use Canadair Regional Jet Temporary Revision RJ/186-1, dated August 24, 2010, to the Canadair Regional Jet Airplane Flight Manual, CSP A-012, and the service information identified in Table 7 of this AD to do the actions required by this AD, unless the AD specifies otherwise. If you accomplish the optional terminating actions specified in this AD, you must use the service information identified in Table 8 of this AD to perform those actions, unless the AD specifies otherwise.

Table 7 – Material incorporated by reference for actions required in this AD

Document	Revision	Date
Bombardier Alert Service Bulletin A601R-29-029, including Appendix A, dated October 18, 2007*	B	May 11, 2010
Bombardier Alert Service Bulletin A601R-29-031	A	March 26, 2009
Bombardier Alert Service Bulletin A601R-32-103, including Appendix A, Revision A, dated October 18, 2007*	D	May 11, 2010
Bombardier Service Bulletin 601R-29-032	A	January 26, 2010
Bombardier Service Bulletin 601R-29-033, including Appendix A, dated May 5, 2009*	A	May 11, 2010
Bombardier Service Bulletin 601R-32-106, including Appendix A*	A	May 11, 2010

(* In Appendix A to these documents, the document number is shown only on page A1 of these appendices.)

Table 8 – Material incorporated by reference for the optional actions in this AD

Document	Revision	Date
Bombardier Alert Service Bulletin A601R-29-031	A	March 26, 2009
Bombardier Service Bulletin 601R-29-035	Original	May 11, 2010
Bombardier Service Bulletin 601R-32-107	A	June 17, 2010

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

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

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

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at 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 October 7, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.