



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2011-19

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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 2011-01 | | | |
| 2010-25-06 | | Boeing | 737-200, -300, -400, and -500 series |
| 2010-26-05 | | Dassault Aviation | Falcon 10, Fan Jet Falcon, Fan Jet Falcon Series C, D, E, F, and G, Mystere-Falcon 20-C5, 20-D5, 20-E5, 20-F5, Mystere-Falcon 200, Mystere-Falcon 50, Mystere-Falcon 900, Falcon 900EX, Falcon 2000 and Falcon 2000EX |
| 2010-26-06 | | Boeing | 737-600, -700, -700C, -800, and -900 series |
| 2010-26-07 | | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series |
| 2010-26-08 | | Boeing | 767-200, -300, -300F, and -400ER series |
| 2010-26-10 | S 2006-05-09 | Boeing | 747-200C, -200F, -400, -400D, and -400F series |
| 2010-26-12 | | Airbus | A321-211, -212, -231, and -232 |
| 2010-26-13 | | Bombardier | DHC-8-301, -311, and -315 |
| Biweekly 2011-02 | | | |
| 2010-02-05 | | Airbus | See AD |
| 2010-24-05 | COR | Pratt & Whitney Canada | Engine: PW305A and PW305B |
| 2010-24-06 | S 2006-12-18 | Short Brothers PLC | SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60 |
| 2011-01-01 | S 2008-13-15 | Embraer | EMB-135BJ |
| 2011-01-02 | | Airbus | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, 343, A340-211, -212, -213, -311, -312, and -313 |
| 2011-01-05 | | Boeing | 727, 727C, 727-100, 727-100C, 727-200, and 727-200F |
| 2011-01-06 | S 2007-02-22 | Airbus | A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2011-01-07 | | 328 Support Services GmbH | 328-100 and -300 |
| 2011-01-09 | | B/E Aerospace | Appliance: Protective breathing equipment (PBE) units |
| 2011-01-10 | | Bombardier | BD-700-1A10 and BD-700-1A11 |
| 2011-01-11 | | Boeing | MD-90-30 |
| 2011-01-12 | S 2008-21-03 | Boeing | 737-300, -400, and -500 series |
| 2011-01-13 | | Airbus | A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F |
| 2011-01-15 | | Boeing | 757-200, -200CB, and -300 series |
| 2011-01-16 | | Boeing | DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 |
| 2011-02-01 | | Boeing | MD-11 and MD-11F |
| 2011-02-03 | | Boeing | 757-200, -200PF, -200CB, and -300 series |
| Biweekly 2011-03 | | | |
| 2011-02-05 | | Boeing | 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series |
| 2011-02-06 | | Boeing | 767-300 series |
| 2011-02-09 | | Airbus | A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313 |
| 2011-03-01 | S 2005-25-05 | Pratt & Whitney | JT8D-7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR series |

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| Biweekly 2011-04 | | | |
| 2011-02-07 | S 2010-12-10 | General Electric | Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, CF6-50C2-F and CF6-50C2-R |
| 2011-03-07 | | Fokker Services | F.28 Mark 1000, 2000, 3000, 4000, and F.28 Mark 0100 |
| 2011-03-08 | | Bombardier | CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant) |
| 2011-03-09 | | Boeing | MD-90-30 |
| 2011-03-10 | S 2005-20-32 | Airbus | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313 |
| 2011-03-11 | | Airbus | A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, and A300 C4-605R Variant F |
| 2011-03-12 | | Hawker Beechcraft | 400A and 400T |
| 2011-03-13 | | 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) |
| 2011-03-14 | | Boeing | 737-100, -200, -200C, -300, -400, -500 series, and 737-400 series |
| 2011-04-02 | | Hamilton Sundstrand | Propeller: 247F series |
| Biweekly 2011-05 | | | |
| 2011-03-15 | | Boeing | 767-200, -300, -300F, and -400ER series |
| 2011-03-16 | | Cessna | 750 |
| 2011-04-01 | | Fokker | F.28 Mark 0070 and 0100 |
| 2011-04-03 | | Bombardier | CL-600-2B19 (Regional Jet Series 100 and 440) |
| 2011-04-04 | S 2005-18-02 | Pratt & Whitney | Engine: JT8D-209, -217, -217A, -217C, and -219 turbofan |
| 2011-04-05 | | Airbus | A340-211, -212, -213; A340-311, -312, -313; A340-541; and A340-642 |
| 2011-04-06 | | Airbus | A340-211, -212, -213; A340-311, -312, -313; A340-541; A340-642 |
| 2011-04-07 | | Fokker | F.28 Mark 0070 and 0100 |
| 2011-04-08 | | Learjet | 45 |
| 2011-04-10 | S 2009-23-10 | Boeing | 737-300, -400, and -500 series |
| 2011-05-03 | S 2005-06-04 | Bombardier | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2011-05-04 | S 2008-23-19 | Boeing | 757-200, -200CB, -200PF, and -300 series |
| 2011-05-05 | | Airbus | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642 |
| Biweekly 2011-06 | | | |
| 98-09-27R1 | | Rolls-Royce plc | Engine: RB211-Trent 768, 772, and 772B turbofan |
| 2011-04-09 | | Transport Category Airplanes | Transport Category Airplanes |
| 2011-05-10 | | BAE Systems (Operations) Limited | ATP, HS 748 2A and series 2B |
| 2011-05-11 | S 2007-19-19 | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series |
| 2011-05-12 | | Boeing | 777-200, -200LR, -300, and -300ER series |
| 2011-05-13 | | Saab AB, Saab Aerosystems | SAAB 2000 |
| 2011-05-14 | | Bombardier | DHC-8-400, -401, and -402 |
| 2011-06-04 | | Airbus | A330-243F |

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| Biweekly 2011-07 | | | |
| 2011-06-03 | | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series |
| 2011-06-05 2011-06-08 | S 2007-18-52 | Boeing Bombardier | 737-600, -700, -700C, -800, -900, and -900ER series 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) |
| 2011-06-09 | S 2009-11-09 | Airbus | A300 B4-601, A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R; A300 F4-605R, A300 F4-622R; and A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2011-06-11 | | Rolls-Royce plc | Engine: RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan |
| 2011-06-12 2011-07-01 | S 2009-04-17 | Boeing General Electric | MD-90-30 Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B |
| 2011-07-02 | S 2005-02-03 | Pratt & Whitney | Engine: JT8D-209, -217, -217A, -217C, and -219 series turbofan |
| Biweekly 2011-08 | | | |
| 2011-07-04 | | Boeing | DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A), DC-9-32F (C9-B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51 |
| 2011-07-05 2011-07-06 2011-07-07 2011-07-08 2011-07-10 2011-07-11 2011-08-51 | S 2010-10-18 E | Sigma Aero Seat Bombardier, Inc Fokker Services B.V. Airbus Bombardier, Inc. Dassault Aviation Boeing | Appliance: See AD CL-600-2B19 (Regional Jet Series 100 & 440) F.28 Mark 1000, 2000, 3000, and 4000 A340-211, -212, -213, -311, -312 and -313 BD-100-1A10 (Challenger 300) Mystere-Falcon 50 737-300, -400, and -500 series |
| Biweekly 2011-09 | | | |
| 2011-07-12 2011-08-02 2011-08-03 2011-08-04 | | Fokker Services B.V. Fokker Services B.V. Airbus Bombardier, Inc | F.27 Mark 050 F.27 Mark 050 A340-541 and -642 CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) |
| 2011-08-05 | | Airbus | A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2011-08-08 | | Embraer | ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW |
| 2011-08-10 2011-08-11 | S 98-19-12 S 2005-13-19 | Rolls-Royce plc BAE Systems (Operations) Limited | Engine: RB211-Trent 768-60 and RB211-Trent 772-60 turbofan BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A |
| 2011-08-12 | | Airbus | A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313 |
| 2011-09-01 2011-09-02 2011-09-03 2011-09-05 2011-09-06 | S 2002-02-07 | Airbus Saab AB, Saab Aerosystems Lockheed Martin Corp Boeing Airbus | A340-541, and -642 340A (SAAB/SF340A) and SAAB 340B 382, 382B, 382E, 382F, and 382G 777-200, -300, and -300ER series A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313 |

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| Biweekly 2011-10 | | | |
| 2011-08-07 | | Rolls-Royce plc | Engine: RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan |
| 2011-09-07 | | Rolls-Royce plc | Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, -524H2-T-19; RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61; RB211 Trent 768-60, 772-60, 772B-60; RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan |
| 2011-09-10 | | Airbus | A300 B4-601, B4-603, B4-605R, C4-605R Variant F, and F4-605R airplanes, and A310-204 and -304 |
| 2011-09-11 | | Boeing | 777-200 and -300 series |
| 2011-09-12 | | Bombardier, Inc. | DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -315, DHC-8-401, and -402 |
| 2011-09-13 | | Airbus | A340-211, -212, -213, -311, -312, and -313 |
| 2011-09-14 | | Boeing | 747-200B, -300, -400, -400D, and -400F series |
| 2011-09-15 | | Boeing | 777-200, -200LR, -300, and -300ER series |
| 2011-09-17 | S 2010-01-07 | Airbus | A340-211, -212, -213, -311, -312, -313, -541, and -642 |
| 2011-09-18 | | Dassault Aviation | FALCON 7X |
| 2011-10-01 | | Dassault Aviation | FALCON 7X |
| 2011-10-04 | | Rolls-Royce plc | Engine: RB211-Trent 875-17, -Trent 877-17, -Trent 884-17, -Trent 884B-17, -Trent 892-17, -Trent 892B-17, and -Trent 895-17 turbofan |
| Biweekly 2011-11 | | | |
| 2011-08-51 | | Boeing | 737-300, -400, and -500 series |
| 2011-09-04 | | Lockheed Martin Corporation | 382, 382B, 382E, 382F, and 382G |
| 2011-10-02 | | Boeing | 747-400, 747-400D, and 747-400F series |
| 2011-10-03 | | Embraer | ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW, ERJ 190-200 STD, ERJ 190-200 LR, and ERJ 190-200 IGW |
| 2011-10-05 | | Airbus | A310-203, -204, -222, -304, -322, and -324 |
| 2011-10-06 | | Airbus | A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2011-10-07 | | Airbus | A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2011-10-08 | S 98-26-01 S 91-13-01 | Airbus | A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2011-10-10 | | Airbus | A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F |
| 2011-10-14 | S2010-24-08 | Dassault Aviation | MYSTERE-FALCON 50 |
| 2011-10-15 | | Airbus | A318-112, A319-111, A319-112, A319-115, A319-132, A319-133, A320-214, A320-232, A320-233, A321-211, A321-213, and A321-231 |
| 2011-10-17 | S 2007-04-11 S 2007-20-03 S 2007-25-02 | Airbus | A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, B4-203, A310-203, -204, -221, -222, -304, -322, -324, 325, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F |
| 2011-11-02 | | Bombardier, Inc. | DHC-8-400, -401, and -402 |

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| Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency | | | |
| Biweekly 2011-12 | | | |
| 2010-24-13 | COR | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series |
| 2011-07-06 | COR | Bombardier, Inc. | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2011-11-05 | S 2007-15-05 | Boeing | 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 |
| 2011-11-06 | S 2002-03-10 | BAE Systems (Operations) Limited | BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A |
| 2011-11-08 | | Rolls-Royce plc | Engine: RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan |
| 2011-12-01 | | Koito Industries, Ltd. | Appliance: Seats and seating systems |
| 2011-12-51 | E | Dassault Aviation | FALCON 7X |
| Biweekly 2011-13 | | | |
| 2009-18-19 R1 | | Airbus | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343 series, A340-211, -212, -213, -311, -312, and -313 series |
| 2011-12-05 | | Boeing | 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series |
| 2011-12-06 | | 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) |
| 2011-12-09 | | Boeing | 737-100, -200, -200C, -300, -400, and -500 series |
| 2011-12-11 | S 2001-14-19 | Boeing | 767-200, -300, -300F series, 767-400ER series |
| 2011-12-12 | | Boeing | MD-90-30 |
| 2011-12-13 | | Boeing | 737-600, -700, -700C, -800, -900, and -900ER series |
| 2011-12-14 | | Fokker Services B.V. | F.28 Mark 0070 and 0100 |
| Biweekly 2011-14 | | | |
| 2011-08-09 | | Embraer | EMB-120, -120ER, -120FC, -120QC, and -120RT |
| 2011-12-51 | | Dassault Aviation | FALCON 7X |
| 2011-13-04 | | Rolls-Royce plc | Engine: RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan |
| 2011-13-06 | | Bombardier, Inc. | DHC-8-400, -401, and -402 |
| 2011-13-07 | S 2010-02-02 | Dassault Aviation | FALCON 7X |
| 2011-13-08 | | Bombardier, Inc. | DHC-8-400, -401, and -402 |
| 2011-13-09 | S 2007-05-08 | Airbus | A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 |
| 2011-13-10 | S 2009-11-13 | Learjet Inc | 45 |
| 2011-13-11 | S 2007-06-18 | Airbus | A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 |

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Biweekly 2011-15

| | | | |
|------------|--------------|---------------------------|---|
| 2011-09-09 | | Bombardier, Inc. | CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), and CL-600-2B16 (CL-604 Variants) |
| 2011-12-13 | COR | Boeing | 737-600, -700, -700C, -800, -900, and -900ER series |
| 2011-13-01 | | Rolls-Royce plc | Engine: RB211-524D4-19, -524D4-B-19, -524D4-39, -524D4-B-39, -524D4X-19, -524D4X-B-19, -524H-36, -524H2-19, -524H-T-36, -524H2-T-19, -524G2-19, -524G3-19, -524G2-T-19, and -524G3-T-19 |
| 2011-14-01 | | Airbus | A300 B4-601, B4-603, B4-620, B4-622; A300 B4-605R, B4-622R; A300 F4-605R, F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2011-14-03 | | Boeing | DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87) and MD-88 |
| 2011-14-04 | | Dassault Aviation | FALCON 7X |
| 2011-14-08 | | B/E Aerospace | Appliance: Continuous Flow Passenger Oxygen Mask Assembly |
| 2011-14-10 | | Airbus | A330-342 |
| 2011-14-11 | | Boeing | 747-400 and -400D series |
| 2011-14-12 | | Saab AB, Saab Aerosystems | SAAB 2000 |
| 2011-15-01 | | Boeing | DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 |
| 2011-15-02 | S 2008-20-01 | Lockheed Martin | 382, 382B, 382E, 382F, and 382G |
| 2011-15-03 | S 97-26-07 | Boeing | 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SR, and 747SP series |
| 2011-15-06 | | General Electric | Engine: GE90-76B; GE90-77B; GE90-85B; GE90-90B; and GE90-94B turbofan |

Biweekly 2011-16

| | | | |
|------------|--------------|---------------------------|--|
| 2011-14-06 | S 2007-20-05 | Airbus | A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232 |
| 2011-15-07 | | 328 Support Services GmbH | 328-100 and -300 |
| 2011-15-08 | | Airbus | A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2011-15-09 | S 2011-05-14 | Bombardier, Inc. | DHC-8-400, -401, and -402 |
| 2011-16-02 | | Boeing | 747 and 767 |

Biweekly 2011-17

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|------------|--------------|----------------------|--|
| 2011-09-09 | Cor | Bombardier, Inc. | CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), CL-600-2B16 (CL-604 Variants), and CL-600-2B16 (CL-604 Variants) |
| 2011-14-07 | | Pratt & Whitney | Engine: PW4074 and PW4077 turbofan |
| 2011-16-01 | S 2011-12-51 | Dassault Aviation | FALCON 7X |
| 2011-16-03 | | Airbus | See AD |
| 2011-16-06 | | Boeing | 747-400 and -400F series |
| 2011-17-02 | | Airbus | A320-214, -232, and -233 |
| 2011-17-03 | | Fokker Services B.V. | F.28 Mark 1000, 2000, 3000, and 4000 |
| 2011-17-10 | | Fokker Services B.V. | F.28 Mark 1000, 2000, 3000, and 4000 |

LARGE AIRCRAFT

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

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

Biweekly 2011-18

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|------------|--------------|-------------------------------|--|
| 2011-17-04 | | Bombardier | DHC-8-400, -401, and -402 |
| 2011-17-07 | | M7 Aerospace LP | SA226-T, SA226-T(B), SA226-TC, SA226-AT |
| | S 2006-09-07 | Airbus | A330-201, -202, -203, -223, -223F, -243, -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 |
| 2011-17-09 | | Airbus | A330-201, -202, -203, -223, -223F, -243, -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 |
| 2011-17-11 | | Boeing | DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 |
| 2011-17-12 | | Bombardier | 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) |
| 2011-17-16 | | Airbus | A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-311, -312, -313, A340-541 and -642 |
| 2011-18-01 | | General Electric | Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, and CF6-50E2 series turbofan |
| 2011-18-02 | | General Electric | Engine: CF34-10E2A1; CF34-10E5; CF34-10E5A1; CF34-10E6; CF34-10E6A1; CF34-10E7; and CF34-10E7-B turbofan |
| 2011-18-03 | | Boeing | 737-600, -700, -700C, -800, -900 series, 737-600, -700, -700C, -800, and -900 series |
| 2011-18-05 | | Saab Ab, Saab Aerosystems | SAAB 2000 |
| 2011-18-08 | | Bombardier | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2011-18-51 | E | Honeywell International, Inc. | Engine: TPE331 |

Biweekly 2011-19

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|--------------|--------------|------------------|---|
| 2005-25-10R1 | R 2005-25-10 | Dowty Propellers | Propeller: R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13 |
| 2011-18-04 | | Embraer | ERJ 170-100 LR, -100 STD, -100 SE, -100 SU; ERJ 170-200 LR, -200 SU, -200; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW; ERJ 190-200 STD, -200 LR, and -200 IGW |
| 2011-18-14 | | Embraer | ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW; ERJ 190-200 STD, -200 LR, and -200 IGW |
| 2011-18-18 | | Bombardier | DHC-8-400, -401, and -402 |



2005-25-10R1 Dowty Propellers (formerly Dowty Aerospace; Dowty Rotol Limited; and Dowty Rotol): Amendment 39-16788 ; Docket No. FAA-2010-1270; Directorate Identifier 2001-NE-50-AD.

Effective Date

(a) This airworthiness directive (AD) is effective October 11, 2011.

Affected ADs

(b) This AD revises AD 2005-25-10, Amendment 39-14403 (70 FR 73364, December 12, 2005).

Applicability

(c) This AD applies to Dowty Propellers Type R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13 propeller assemblies with propeller hubs, part number (P/N) 660709201.

Unsafe Condition

(d) This AD was prompted by the need to introduce an optional terminating action for the repetitive inspections. We are issuing this AD to prevent propeller hub failure due to cracks in the hub, which could result in loss of control of the airplane.

Compliance

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

Initial Ultrasonic Inspections

(f) Perform an initial ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks within the compliance time specified in Table 1 of this AD. Use Appendix A or Appendix D of the applicable Dowty Alert Service Bulletin (SB) listed in Table 1 of this AD to do the inspection.

Table 1—Applicable Alert SB for Propeller Type

| Propeller assembly type | Initial inspection within . . . | Repeat inspection within . . . | Applicable SB |
|--------------------------------|---|---|---|
| (1) R334/4-82-F/13 | 10 flight hours (FH) time-in-service (TIS) after the effective date of this AD. | 300 FH time-since-last-inspection (TSLI) or 300 flight cycles-since-last inspection, whichever occurs sooner. | Alert SB No. 61-1119, Revision 5, dated July 1, 2009. |

| | | | |
|--------------------|--|---------------|---|
| (2) R321/4–82–F/8 | 50 FH TIS after the effective date of this AD. | 1,000 FH TSLI | Alert SB No. 61–A1125, Revision 2, dated August 25, 2010. |
| (3) R324/4–82–F/9 | 50 FH TIS after the effective date of this AD. | 1,000 FH TSLI | Alert SB No. 61–A1126, Revision 2, dated August 25, 2010. |
| (4) R333/4–82–F/12 | 50 FH TIS after the effective date of this AD. | 1,000 FH TSLI | Alert SB No. 61–A1124, Revision 2, dated August 25, 2010. |

(g) For hubs and propellers in storage, perform an initial ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks, before placing in service. Use Appendix A or Appendix D of the applicable Dowty Alert SB listed in Table 1 of this AD to do the inspection.

Initial Inspection–Previous Credit

(h) Propeller hubs, P/N 660709201, that previously passed inspection using Dowty Alert SBs listed in Table 1 of this AD or an earlier issue of those SBs, have satisfied the initial inspection requirements of this AD. However, you must comply with the repetitive inspection requirements found in this AD.

Repetitive Ultrasonic Inspections

(i) Thereafter, perform a repetitive ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks within the compliance time specified in Table 1 of this AD. Use Appendix A or Appendix D of the applicable Dowty Alert SB listed in Table 1 of this AD to do the inspection.

Optional Terminating Action

(j) As optional terminating action for the repetitive inspections required by this AD, replace propeller hub, P/N 660709201, with a new propeller hub, P/N 660717226.

Alternative Methods of Compliance (AMOCs)

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

Related Information

(l) For more information about this AD, contact Michael Schwetz, Aerospace Engineer, Boston Aircraft Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7761; fax: 781-238-7170; e-mail: michael.schwetz@faa.gov.

(m) European Aviation Safety Agency 2010-0196R1, dated November 12, 2010, pertains to the subject of this AD.

Material Incorporated by Reference (IBR)

(n) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by

reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(1) Dowty Propellers Alert SB No. 61-1119, Revision 5, dated July 1, 2009, approved for IBR as of October 11, 2011.

(2) Dowty Propellers Alert SB No. 61-A1124, Revision 2, dated August 25, 2010, approved for IBR as of October 11, 2011.

(3) Dowty Propellers Alert SB No. 61-A1125, Revision 2, dated August 25, 2010, approved for IBR as of October 11, 2011.

(4) Dowty Propellers Alert SB No. 61-A1126, Revision 2, dated August 25, 2010, approved for IBR as of October 11, 2011.

(5) For service information identified in this AD, contact Dowty Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL 29QN, UK; phone: 44 (0) 1452 716000; fax: 44 (0) 1452 716001.

(6) You may review copies of the service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(7) 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 Burlington, Massachusetts, on August 15, 2011.

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



2011-18-04 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-16786.
Docket No. FAA-2010-1310; Directorate Identifier 2010-NM-067-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective October 14, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Empresa Brasileira de Aeronautica S.A. (EMBRAER) airplanes as identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Model ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, and -200 STD airplanes; equipped with Goodrich escape slides having part number (P/N) 4A4030-2 or P/N 4A4030-4.

(2) Model ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes; equipped with Goodrich escape slides having P/N 104003-1.

Subject

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

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:
It has been reported during operational checks that some failures of the Escape Slide *
* * installed on the forward passenger and service door have occurred which
prevented the door from opening.
* * * [T]his condition * * * could delay an emergency evacuation and increase the
chance of injury to passengers and flight crew * * *.

Compliance

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

Actions

(g) Within 18 months after the effective date of this AD, modify the forward escape slide and do a borescope inspection of the aspirator body and inlet cross valve, in accordance with the

Accomplishment Instructions of the Goodrich alert service bulletin identified in paragraph (g)(1) or (g)(2) of this AD, as applicable. Do all applicable corrective actions before further flight.

(1) For any forward door escape slide having P/N 4A4030-2 or P/N 4A4030-4: Goodrich Alert Service Bulletin 4A4030-25A379, original, dated August 10, 2009.

(2) For any forward door escape slide having P/N 104003-1: Goodrich Alert Service Bulletin 104003-25A380, Revision 2, dated July 7, 2009.

Credit for Actions Accomplished in Accordance With Previous Service Information

(h) Actions accomplished before the effective date of this AD in accordance with Goodrich Alert Service Bulletin 104003-25A380, Revision 1, dated April 15, 2009, are considered acceptable for compliance with the corresponding action specified in this AD.

Parts Installation

(i) After 6 months from the effective date of this AD, no airplane may operate with the forward door escape slide having P/N 4A4030-2 or P/N 4A4030-4 (for Model ERJ 170 airplanes), or P/N 104003-1 (for Model ERJ 190 airplanes), on which 18 months or more has elapsed from the slide date of manufacture (for slides that have not been repacked) or the date of last slide repack (for slides that have been repacked).

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Kenny Kaulia, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2848; fax (425) 227-1149. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(k) Refer to MCAI Brazilian Airworthiness Directive 2009-11-01, dated November 30, 2009; MCAI Brazilian Airworthiness Directive 2009-08-02, dated August 18, 2009; Goodrich Alert Service Bulletin 4A4030-25A379, original, dated August 10, 2009; and Goodrich Alert Service Bulletin 104003-25A380, Revision 2, dated July 7, 2009; for related information.

Material Incorporated by Reference

(1) You must use Goodrich Alert Service Bulletin 4A4030-25A379, original, dated August 10, 2009; or Goodrich Alert Service Bulletin 104003-25A380, Revision 2, dated July 7, 2009; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170–Putim–12227-901 São Jose dos Campos–SP–BRASIL; telephone +55 12 3927-5852 or +55 12 3309-0732; fax +55 12 3927-7546; e-mail distrib@embraer.com.br; Internet: <http://www.flyembraer.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 August 12, 2011.

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



2011-18-14 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-16796.
Docket No. FAA-2011-0216; Directorate Identifier 2010-NM-197-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective October 14, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to all Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes; certificated in any category.

Subject

- (d) Air Transport Association (ATA) of America Code 54: Nacelles/Pylons.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:
* * * The pylon internal shear pin was found cracked during a regular check. Further investigation revealed that the failure occurred due to hydrogen embrittlement. The ANAC [Agência Nacional de Aviação Civil] is issuing this [Brazilian] AD to prevent insufficient strength of the pylon to wing attachment, which in combination with an engine imbalance caused by a fan blade out could cause pylon to wing attachment failure and consequent engine separation.

* * * * *

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.

Replace Shear Pins

(g) For Model ERJ 190-100 STD, -100 LR, -100 IGW; and ERJ 190-200 STD, -200 LR, and -200 IGW airplanes: Within 3,000 flight hours after the effective date of this AD, replace the shear pins having part number (P/N) 190-15178-003 and P/N 190-15181-003 in the rear outboard and inboard shear pin assembly in the right- and left-hand pylons, with new shear pins having P/N 190-

15178-005 and P/N 190-15181-005, respectively, in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 190-54-0010, dated May 19, 2010.

(h) For Model ERJ 190-100 ECJ airplanes: Within 3,000 flight hours or within 12 months after the effective date of this AD, whichever occurs first, replace the shear pins having P/N 190-15178-003 and P/N 190-15181-003, in the rear outboard and inboard shear pin assembly in the right- and left-hand pylons, with new shear pins having P/N 190-15178-005 and P/N 190-15181-005, respectively, in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 190LIN-54-0001, dated June 21, 2010.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: The MCAI allows credit for previous installation of internal shear pins in accordance with EMBRAER 190 Aircraft Maintenance Manual Task 54-50-00-400, Revision 19, dated July 15, 2010. This AD does not allow credit for this task; however, under the provisions of paragraph (i) of this AD, we will consider requests for an alternative method of compliance.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Cindy Ashforth, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2768; fax (425) 227-1149. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(j) Refer to MCAI Agência Nacional de Aviação Civil (ANAC) Airworthiness Directive 2010-08-02, dated September 20, 2010; and EMBRAER Service Bulletins 190-54-0010, dated May 19, 2010, and 190LIN-54-0001, dated June 21, 2010; for related information.

Material Incorporated by Reference

(k) You must use EMBRAER Service Bulletin 190-54-0010, dated May 19, 2010; or EMBRAER Service Bulletin 190LIN-54-0001, dated June 21, 2010; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170–Putim–

12227-901 São Jose dos Campos–SP–BRASIL; telephone +55 12 3927-5852 or +55 12 3309-0732; fax +55 12 3927-7546; e-mail distrib@embraer.com.br; Internet <http://www.flyembraer.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 August 19, 2011.

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



2011-18-18 Bombardier, Inc.: Amendment 39-16800. Docket No. FAA-2011-0471; Directorate Identifier 2010-NM-219-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective October 14, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes; certificated in any category; serial numbers 4001 through 4305 inclusive.

Subject

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

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:
Several operators have reported pitch oscillations and/or elevator asymmetry caution lights illumination when flying with the autopilot engaged. Investigations revealed that loose rivets in the torque tube assemblies caused relative motion between the crank arms and torque tubes.
Loose rivets could result in excessive wear and subsequent significant backlash in the driving crank arms. This condition, if left uncorrected, will progressively get worse and degrade 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.

Inspection for Part Number

(g) At the applicable times identified in paragraphs (g)(1) and (g)(2) of this AD, do an inspection to determine the part numbers of the left and right elevator torque tubes, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-50, Revision 'D,' dated September 22, 2010. A review of airplane maintenance records is acceptable in lieu of this inspection if the part numbers of the left and right elevator torque tubes can be conclusively determined from that review.

(1) For airplanes that have accumulated 8,000 or more total flight hours as of the effective date of this AD: Within 2,000 flight hours after the effective date of this AD.

(2) For airplanes that have accumulated less than 8,000 total flight hours as of the effective date of this AD: Within 6,000 flight hours after the effective date of this AD, but before the accumulation of 10,000 total flight hours.

Corrective Actions

(h) If, as a result of the inspection required by paragraph (g) of this AD, any left elevator torque tube has part number (P/N) 82760709-009, at the applicable time in paragraph (g)(1) or (g)(2) of this AD, do the actions in paragraph (h)(1) or (h)(2) of this AD.

(1) Replace the elevator torque tube with a new elevator torque tube having P/N 82760709-011, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-50, Revision 'D,' dated September 22, 2010.

(2) Replace the rivets in each elevator torque tube assembly with Hi Lite pins having P/N B0206001AG8 and collars having P/N HST1070CY, and re-identify the elevator torque tube assembly having P/N 82760709-009, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-50, Revision 'D,' dated September 22, 2010.

(i) If, as a result of the inspection required by paragraph (g) of this AD, any right elevator torque tube has P/N 82760757-009, at the applicable time in paragraph (g)(1) or (g)(2) of this AD, do the actions in paragraph (i)(1) or (i)(2) of this AD.

(1) Replace the elevator torque tube with a new elevator torque tube having P/N 82760757-011, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-50, Revision 'D,' dated September 22, 2010.

(2) Replace the rivets in each elevator torque tube assembly with Hi Lite pins having P/N B0206001AG8 and collars having P/N HST1070CY, and re-identify the elevator torque tube assembly having P/N 82760757-009, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-50, Revision 'D,' dated September 22, 2010.

Credit for Actions Accomplished in Accordance With Previous Service Information

(j) Actions done before the effective date of this AD, in accordance with the service bulletins listed in table 1 of this AD, are considered acceptable for compliance with the corresponding action specified in this AD.

Table 1—Credit Service Bulletins

| Service Bulletin | Revision | Date |
|--------------------------------------|-----------------|----------------|
| Bombardier Service Bulletin 84-27-50 | Original | March 3, 2010 |
| Bombardier Service Bulletin 84-27-50 | A | April 28, 2010 |
| Bombardier Service Bulletin 84-27-50 | B | May 19, 2010 |
| Bombardier Service Bulletin 84-27-50 | C | July 26, 2010 |

Parts Installation

(k) As of the effective date of this AD, no person may install on any airplane an elevator torque tube assembly having P/N 82760709-009 or 82760757-009.

FAA AD Differences

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

Other FAA AD Provisions

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

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

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

Related Information

(m) Refer to MCAI Canadian Airworthiness Directive CF-2010-27, dated August 20, 2010; and Bombardier Service Bulletin 84-27-50, Revision 'D,' dated September 22, 2010; for related information.

Material Incorporated by Reference

(n) You must use Bombardier Service Bulletin 84-27-50, Revision 'D,' dated September 22, 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 Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; e-mail thd.qseries@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

(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.

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