FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2009-17

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

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2009-01

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

Biweekly 2009-02

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

Biweekly 2009-03

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

Biweekly 2009-04

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2009-05

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

Biweekly 2009-06

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2009-07

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

Biweekly 2009-08

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2009-09

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

Biweekly 2009-10

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

Biweekly 2009-11

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2009-12

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

Biweekly 2009-13

2009-11-04		Rolls-Royce Corporation	Engine: AE 2100D2, AE 2100D2A, AE 2100D3, and AE 2100J
2009-12-02	S 2007-03-09	Airbus	Model 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
2009-12-03		Boeing	757-200, -200CB, and -300
2009-12-04		Construcciones Aeronauticas, S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, and C-212-DE
2009-12-05		Boeing	737-300, -400, and -500
2009-12-06		Boeing	737-300, -400, and -500, 737-600, -700, -700C, -800, and -900
2009-12-08		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2009-12-09		ATR-GIE Avions De Transport Régional	ATR42-200, ATR42-300, and ATR42-320, ATR42-500, ATR72-101, ATR72-201, ATR72-102, ATR72-202, ATR72-211, ATR72-212, and ATR72-212A
2009-12-10	S 2006-12-09	BAE Systems	BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2009-12-11		Airbus	A340-541 and -642
2009-12-12		ATR	ATR42-500 and ATR72-212A
2009-12-13		Bombardier, Inc	DHC-8-400, DHC-8-401, and DHC-8-402
2009-13-07		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343

Biweekly 2009-14

2009-04-18	COR	Pratt & Whitney	Engine: JT9D-7, -7A, -7AH, -7H, -7F, and -7J
2009-13-02	S 98-06-07	Fokker Services B.V	F.28 Mark 0100
2009-13-03		Boeing	747-400 and -400F
2009-13-08		McDonnell Douglas	MD-90-30
2009-13-09		Microturbo SA	Appliance: Auxiliary power units (APU)
2009-13-10		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201
2009-14-02	S 2002-26-15	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2009-14-08		General Electric Company	Engine: CF6-80C2B5F

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2009-15

2009-14-03		Bombardier, Inc.	CL–600–1A11 (CL–600), CL–600–2A12 (CL–601), CL–600–2B16 (CL–601–3A, CL–601–3R), CL–600–2B16 (CL–604)
2009-14-04		Boeing	737-100, -200, -200C, -300, -400, and -500
2009-14-05		Pratt & Whitney	Engine: PW2037, PW2037(M), and PW2040
2009-14-06	S 2007-17-12	Boeing	777
2009-14-07		Dassault Aviation	Mystere-Falcon 20-C5, 20-D5, 20-E5, and 20-F5
2009-14-09		Dassault Aviation	Falcon 2000EX
2009-14-12		Pratt & Whitney Canada Corp	Engine: PW305A and PW305B
2009-15-02		Airbus	A318, A319, A320, and A321
2009-15-03		Bombardier, Inc	BD-700-1A10 and BD-700-1A11
2009-15-04		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343

Biweekly 2009-16

2008-26-03	COR	**Bombardier, Inc**	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
2009-11-12	S 2004-14-06	Airbus	A310
2009-15-06		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
2009-15-07		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232
2009-15-08		BAE Systems	BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2009-15-09		Airbus	A380-841, -842, and -861
2009-15-10		Airbus	A330-301, -321, -322, -341, and -342, A340-211, -212, -213, -311, -312, and -313
2009-15-11		Aerospatiale	SN-601 (Corvette)
2009-15-12		Boeing	747-400 and -400D
2009-15-17		Airbus	A330-200, A330-300, A340-200, and A340-300
2009-15-18		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2009-15-19		BAE Systems	BAe 146-100A and 146-200A

Biweekly 2009-17

2008-16-09 R1	R 2008-16-09	Short Brothers PLC	SD-3-60
2009-16-01		BAE Systems	Jetstream 4101
2009-16-05		Fokker Services B.V	F.27 Mark 050
2009-16-06		Boeing	767-200, -300, -300F, and -400ER
2009-16-14	S 2005-20-03	Boeing	737-100, -200, -200C, -300, -400, and -500
2009-17-01		Gulfstream Aerospace Corporation	G-IV, GIV-X, GV, GV-SP

2008-16-09 R1 Short Brothers PLC: Amendment 39-15992. Docket No. FAA-2009-0464; Directorate Identifier 2008-NM-189-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 16, 2009.

Affected ADs

(b) This AD revises AD 2008-16-09.

Applicability

(c) This AD applies to all Shorts Model SD3-60 airplanes, certificated in any category.

Subject

(d) Air Transport Association (ATA) of America Code 55: Stabilizers.

Reason

(e) The mandatory continuing airworthiness information (MCAI) (i.e., European Aviation Safety Agency Airworthiness Directive 2007-0107-E, dated April 18, 2007) states:

> There have been several occurrences of cracked elevator trim tab balance weight attachment brackets, on one occasion, the elevator trim tab mass balance weight bracket separated from the aircraft. The loss of an elevator trim tab mass balance weight bracket has the potential to cause damage to an aircraft, or cause serious injury to personnel.
>
> * * * * *

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.

Restatement of Requirements of AD 2004-13-08, Amendment 39-13690, With Revised Service Information

Initial Inspection

(g) Within 2 months after August 3, 2004 (the effective date of AD 2004-13-08, amendment 39-13690): Do a dye penetrant inspection for cracking in the welded joints of the balance weight brackets for the left and right elevator trim tabs, in accordance with the Accomplishment Instructions of Short Brothers Service Bulletin SD360-55-20, dated June 26, 2003; Shorts Service Bulletin

SD360-55-20, Revision 1, dated June 20, 2005; or Shorts Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007.

Investigative and Corrective Actions if No Cracking Is Found

(h) If no cracking is found during the inspection required by paragraph (g) of this AD, do the actions required by paragraphs (h)(1) and (h)(2) of this AD at the applicable compliance times.

(1) Repeat the inspection required by paragraph (g) of this AD at intervals not to exceed 4,800 flight hours until the bracket is replaced per paragraph (h)(2) or (i) of this AD.

(2) Prior to the accumulation of 28,800 total flight hours, or within 6 months after August 3, 2004, whichever occurs later: Replace any bracket that has not been replaced per paragraph (i) of this AD with a new bracket or with a serviceable bracket that has been inspected in accordance with paragraph (g) of this AD. Replace in accordance with the Accomplishment Instructions of Short Brothers Service Bulletin SD360-55-20, dated June 26, 2003; Shorts Service Bulletin SD360-55-20, Revision 1, dated June 20, 2005; or Shorts Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007. Replacement of the brackets constitutes terminating action for the repetitive inspections required by paragraph (h)(1) of this AD.

Corrective Actions if Any Cracking Is Found

(i) If any cracking is found during any inspection required by paragraph (g) or (h) of this AD: Before further flight, accomplish the applicable action in paragraph (i)(1) or (i)(2) of this AD in accordance with the Accomplishment Instructions of Short Brothers Service Bulletin SD360-55-20, dated June 26, 2003; Shorts Service Bulletin SD360-55-20, Revision 1, dated June 20, 2005; or Shorts Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007.

(1) For airplanes that have accumulated less than 28,800 flight hours and on which all cracking on brackets is less than 0.25 inch in length: Repair the affected bracket in accordance with Part B of the Accomplishment Instructions of Short Brothers Service Bulletin SD360-55-20, dated June 26, 2003; Shorts Service Bulletin SD360-55-20, Revision 1, dated June 20, 2005; or Shorts Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007 (including the additional dye penetrant inspection of the repaired welded joint); and repeat the inspection required by paragraph (g) of this AD at intervals not to exceed 4,800 flight hours; or replace the bracket in accordance with paragraph (h)(2) of this AD. Replacement of the bracket constitutes terminating action for the repetitive inspections.

(2) For any airplane on which any cracking on a bracket is 0.25 inch in length or greater, and for any airplane that has accumulated 28,800 flight hours or more on which any cracking of any length is found on a bracket: Replace the affected bracket with a new bracket or with a serviceable bracket that has been inspected in accordance with paragraph (g) of this AD. Replacement of the bracket constitutes terminating action for the repetitive inspections required by paragraph (i)(1) of this AD.

Refitting

(j) Before further flight, following any inspection per paragraph (g) or (h) of this AD; or before further flight following repair or replacement of a bracket per paragraph (h)(2) or (i) of this AD: Refit the balance weights, covers, and trim tabs, in accordance with the Accomplishment Instructions of Short Brothers Service Bulletin SD360-55-20, dated June 26, 2003; Shorts Service Bulletin SD360-55-20, Revision 1, dated June 20, 2005; or Shorts Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007. Where the Accomplishment Instructions of Short Brothers Service Bulletin SD360-55-20, dated June 26, 2003; Shorts Service Bulletin SD360-55-20, Revision 1, dated June 20, 2005;

or Shorts Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007; specify to contact the manufacturer for disposition of certain conditions while refitting, obtain further disposition instructions from the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

Parts Installation

(k) As of August 3, 2004, no person may install on any airplane a balance weight bracket unless the welded joint has been inspected in accordance with paragraph (g) of this AD.

Restatement of Requirements of AD 2005-04-13, Amendment 39-13985, With Revised Service Information

Return of Parts to Manufacturer Not Required

(l) Although the Accomplishment Instructions of Short Brothers Alert Service Bulletin SD360-55-A21, dated December 16, 2004; or Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007; specify to return subject parts to the manufacturer, this AD does not include that requirement.

Repetitive Inspections

(m) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-07-6011xA, and having a serial number beginning with "X3" or "X4": Prior to the accumulation of 250 flight hours since installation of the subject balance weight bracket of the elevator trim tab, or within 30 flight hours after March 14, 2005 (the effective date of AD 2005-04-13), whichever is later, do a dye penetrant inspection for cracking of the balance weight brackets for the left and right elevator trim tabs, in accordance with Short Brothers Alert Service Bulletin SD360-55-A21, dated December 16, 2004; or Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007.

(1) For a balance weight bracket on which no cracking is found: Do paragraph (o) of this AD, and repeat the inspection thereafter at intervals not to exceed 250 flight hours until paragraph (n) of this AD is accomplished.

(2) For a balance weight bracket on which any cracking is found: Before further flight, replace the bracket with a new or reworked balance weight bracket that conforms to the approved design standard, in accordance with Short Brothers Alert Service Bulletin SD360-55-A21, dated December 16, 2004; or Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007; and do paragraph (o) of this AD.

Optional Terminating Action

(n) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-07-6011xA, and having a serial number beginning with "X3" or "X4": Replacement of any subject balance weight bracket with a new or reworked balance weight bracket that conforms to the approved design standard, in accordance with the Accomplishment Instructions of Short Brothers Alert Service Bulletin SD360-55-A21, dated December 16, 2004; or Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007; constitutes terminating action for the repetitive inspections required by paragraph (m) of this AD for the replaced bracket.

Refitting

(o) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-07-6011xA, and having a serial number beginning with "X3" or "X4:" Before further flight following any inspection or replacement of a bracket in accordance with paragraphs (m) and (n) of this AD: Refit the balance weights, covers, and trim tabs, in accordance with the Accomplishment Instructions of Short Brothers Alert Service Bulletin SD360-55-A21, dated December 16, 2004; or Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007. Where the Accomplishment Instructions of Short Brothers Alert Service Bulletin SD360-55-A21, dated December 16, 2004; or Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007; specify to contact the manufacturer for disposition of certain conditions while refitting, obtain further disposition instructions from the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

Parts Installation

(p) For all airplanes: As of March 14, 2005, no person may install, on any airplane subject to this AD, a balance weight bracket having part number SD3-07-6011xA, and having a serial number beginning with "X3" or "X4," unless the bracket is also marked "Rework batch number R-Bxxxxx" (where "xxxxx" is a number).

Restatement of Requirements of AD 2008-16-09, Amendment 39-15627, With Extended Repetitive Interval in Paragraph (q)(2) of This AD

Inspection(s) and Replacements

(q) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-07-6011xA manufactured in the year 2003 or 2004, including reworked brackets, installed in accordance with paragraph (h)(2), (i)(2), or (n) of this AD, as applicable: Do the actions specified in paragraphs (q)(1) and (q)(2) of this AD in accordance with Parts A and B of the Accomplishment Instructions of Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007.

(1) Within 30 flight hours after September 15, 2008 (the effective date of AD 2008-16-09) or within 250 flight hours since installation of the balance weight brackets of the elevator trim tabs or since the last inspection required by paragraph (g), (h)(1), (i)(1), or (m) of this AD, whichever occurs later: Do a dye penetrant inspection to detect cracks of the balance weight brackets of the elevator trim tabs.

(i) If no crack is detected, repeat the dye penetrant inspection at intervals not to exceed 250 flight hours, until the replacement required by paragraph (q)(2) of this AD is done.

(ii) If any crack is detected, before further flight, do the replacement specified in paragraph (q)(2) of this AD.

(2) Before the accumulation of 1,750 flight hours since installation of the balance weight brackets of the elevator trim tabs, or within 180 days after September 15, 2008, whichever occurs later: Replace the balance weight brackets with new balance weight brackets manufactured in 2005 or later. Thereafter, replace any balance weight bracket with a new bracket manufactured in 2005 or later at intervals not to exceed the accumulation of 28,800 flight hours on that bracket. Accomplishment of the initial replacement ends the repetitive inspection requirements of this AD.

(r) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-31-6213xB inspected in accordance with paragraph (g), (h)(1), or (i)(1) of this AD and

retained or refitted following approved repair in accordance with paragraph (j) of this AD: Do the actions specified in paragraphs (r)(1) and (r)(2) of this AD in accordance with Parts A and B of the Accomplishment Instructions of Shorts Alert Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007.

(1) Within 4,800 flight hours since last inspection, or within 180 days after September 15, 2008, whichever occurs later, and thereafter at intervals not to exceed 4,800 flight hours: Do a dye penetrant inspection to detect cracks of the balance weight brackets of the elevator trim tabs.

(i) If no crack is detected, repeat the dye penetrant inspection at intervals not to exceed 4,800 flight hours, until the replacement required by paragraph (r)(2) of this AD is done.

(ii) If any crack is detected, before further flight, do the replacement specified in paragraph (r)(2) of this AD.

(2) Before the accumulation of 28,800 flight hours since any balance weight bracket of the elevator trim tabs is new, or within 180 days after September 15, 2008, whichever occurs later: Replace the balance weight brackets with new balance weight brackets manufactured in 2005 or later. Thereafter, replace any balance weight bracket with a new bracket manufactured in 2005 or later at intervals not to exceed the accumulation of 28,800 flight hours on that bracket. Accomplishment of the initial replacement ends the repetitive inspection requirements of this AD.

Part Installation

(s) For all airplanes: As of September 15, 2008, no person may install, on any airplane, a balance weight bracket of the elevator trim tab manufactured earlier than 2005.

FAA AD Differences

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

Other FAA AD Provisions

(t) 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.

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

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

Related Information

(u) Refer to MCAI EASA Airworthiness Directive 2007-0107-E, dated April 18, 2007, and the service bulletins identified in Table 1 of this AD for related information.

Table 1 – Related service information

Document	Revision	Date
Short Brothers Alert Service Bulletin SD360-55-A21	Original	December 16, 2004
Short Brothers Service Bulletin SD360-55-20	Original	June 26, 2003
Shorts Alert Service Bulletin SD360-55-A21	1	March 29, 2007
Shorts Service Bulletin SD360-55-20	1	June 20, 2005
Shorts Service Bulletin SD360-55-20	2	March 29, 2007

Material Incorporated by Reference

(v) You must use the service information contained in Table 2 of this AD to do the actions required by this AD, unless the AD specifies otherwise. If you do the optional terminating action specified in this AD, you must use the service information specified in Table 3 of this AD to do that action, unless the AD specifies otherwise.

Table 2 – Material incorporated by reference for required actions

Document	Revision	Date
Short Brothers Alert Service Bulletin SD360-55-A21	Original	December 16, 2004
Short Brothers Service Bulletin SD360-55-20	Original	June 26, 2003
Shorts Alert Service Bulletin SD360-55-A21	1	March 29, 2007
Shorts Service Bulletin SD360-55-20	1	June 20, 2005
Shorts Service Bulletin SD360-55-20	2	March 29, 2007

Table 3 – Material incorporated by reference for optional actions

Document	Revision	Date
Short Brothers Alert Service Bulletin SD360-55-A21	Original	December 16, 2004
Shorts Alert Service Bulletin SD360-55-A21	1	March 29, 2007

(1) On September 15, 2008 (73 FR 46543, August 11, 2008), the Director of the Federal Register previously approved the incorporation by reference of Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007; Shorts Service Bulletin SD360-55-20, Revision 1, dated June 20, 2005; and Shorts Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007.

(2) On March 14, 2005 (70 FR 9212, February 25, 2005), the Director of the Federal Register previously approved the incorporation by reference of Short Brothers Alert Service Bulletin SD360-55-A21, dated December 16, 2004.

(3) On August 3, 2004 (69 FR 38813, June 29, 2004), the Director of the Federal Register previously approved the incorporation by reference of Short Brothers Service Bulletin SD360-55-20, dated June 26, 2003.

(4) For service information identified in this AD, contact Short Brothers PLC, Airworthiness, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland; telephone +44(0)2890-462469; fax

+44(0)2890-468444; e-mail michael.mulholland@aero.bombardier.com; Internet http://www.bombardier.com.

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

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

Issued in Renton, Washington, on August 3, 2009.

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

2009-16-01 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-15984. Docket No. FAA-2009-0463; Directorate Identifier 2008-NM-065-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 9, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to BAE Systems (Operations) Limited Model Jetstream 4101 airplanes, certificated in any category, all models, all serial numbers.

Subject

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

Reason

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

> A failure mode has been identified that can lead to loss of a nose wheel. Any combination of excessive wear and/or adverse tolerances on the axle inner cone, outer cone or wheel hub splined sleeve cones can result in the loss of the critical gap between the inner flange face of the wheel outer cone and the axle end face. If this gap is lost, it can result in the wheel having free play along the length of the axle. This condition, if not corrected, can result in breakage of the wheel nut lock plate leading to unscrewing of the wheel retention nut and subsequent separation of the nose wheel from the landing gear axle.
>
> For the reasons described above, this AD requires repetitive inspections of the nose landing gear to ensure that the wheels are correctly retained and, depending on findings, replacement of worn parts.

Required actions include inspecting the lock plate for damage (including excessive wear) and cracking, and replacing the lock plate with a new or serviceable part if any damage or cracking is found; inspecting the wheel nut for damage, and replacing any damaged nut with a new or serviceable part; and measuring the gap between the inner flange of the outer cone (at each of the three sections) and the end face of the axle to determine if parts are worn, and replacing worn parts with new or serviceable parts.

Actions and Compliance

(f) Unless already done, do the following actions for the left and right nose wheel attachments to the axle.

(1) Within 3 months after the effective date of this AD, inspect the lock plate for damage (including excessive wear) and cracking, inspect the wheel nut for damage, and measure the gap between the inner flange of the outer cone and the end face of the axle to determine if parts are worn, in accordance with paragraph 2.B. of BAE Systems (Operations) Limited Service Bulletin J41-32-086, dated June 27, 2007.

(2) If, during any inspection required by paragraph (f)(1) of this AD, any damage or cracking of the lock plate is found, before further flight, replace the lock plate with a new or serviceable part, in accordance with paragraph 2.B. of BAE Systems (Operations) Limited Service Bulletin J41-32-086, dated June 27, 2007.

(3) If, during any inspection required by paragraph (f)(1) of this AD, any damage of the wheel nut is found, before further flight, replace the wheel nut with a new or serviceable part, in accordance with paragraph 2.B. of BAE Systems (Operations) Limited Service Bulletin J41-32-086, dated June 27, 2007.

(4) If, during any measurement required by paragraph (f)(1) of this AD, the measured gap size is found to be less than 0.002 inch (0.05 mm), before further flight, replace any worn parts with new or serviceable parts, in accordance with paragraph 2.B. of BAE Systems (Operations) Limited Service Bulletin J41-32-086, dated June 27, 2007. Within 3,000 flight hours after doing the replacement, repeat the actions for the left and right nose wheel attachments to the axle that are required by paragraph (f)(1) of this AD.

(5) If, during any measurement required by paragraph (f)(1) of this AD, the measured gap size is equal to or more than 0.002 inch (0.05 mm), repeat the actions for the left and right nose wheel attachments to the axle that are required by paragraph (f)(1) of this AD thereafter at intervals not to exceed the value indicated in Table 1 of this AD, depending on the exact finding. If, during any repeat inspection, the finding has changed to another value (see Table 1), adjust the new interval accordingly.

Table 1 – Repeat Inspection Intervals

Measured Gap Size	Repeat Inspection Interval in Flight Hours
0.002 inch to 0.005 inch inclusive (0.05/0.13mm)	500
Greater than 0.005 inch to less than or equal to 0.010 inch (0.13/0.25mm)	1,000
Greater than 0.010 inch to less than or equal to 0.020 inch (0.25/0.51mm)	2,000
Greater than 0.020 inch (0.51mm)	3,000

Note 1: Replacement of parts does not constitute terminating action for the inspection requirements of this AD.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: Although BAE Systems (Operations) Limited Service Bulletin J41-32-086, dated June 27, 2007, does not specify an inspection following the replacement of the left and right nose wheel attachment to the axle for measurements less than 0.002 inch, paragraph (f)(4) of this AD requires an inspection within 3,000 flight hours after replacing the part.

Other FAA AD Provisions

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

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

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

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

Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2008-0036, dated February 22, 2008; and BAE Systems (Operations) Limited Service Bulletin J41-32-086, dated June 27, 2007; for related information.

Material Incorporated by Reference

(i) You must use BAE Systems (Operations) Limited Service Bulletin J41-32-086, dated June 27, 2007, 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 Regional Aircraft, 13850 McLearen Road, Herndon, Virginia 20171; telephone 703-736-1080; e-mail raebusiness@ baesystems.com; Internet http://www.baesystems.com/Businesses/RegionalAircraft/index.htm.

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

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

Issued in Renton, Washington, on July 22, 2009.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2009-16-05 Fokker Services B.V.: Amendment 39-15988. Docket No. FAA-2009-0691; Directorate Identifier 2009-NM-061-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 20, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Fokker Model F.27 Mark 050 airplanes, certificated in any category, all serial numbers, if in a post Fokker Service Bulletin SBF50-27-030 configuration.

Subject

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

Reason

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

> During the walk around check on a Fokker 50 (F27 Mark 050) aeroplane, extensive damage was found on the left hand (LH) inner flap and nacelle. The damage had been caused by a broken fork of the inner flap outboard drive shaft. This resulted in asymmetric flap extension and interference between the flap and the nacelle. A metallurgical investigation showed that the fork end failed in a fatigue mode. Most probably the failure was caused by the "cyclic load" as a result of regularly reaching the mechanical end stop position.
>
> A review of the Aircraft Maintenance Manual (AMM) 'end stop clearances check' for aeroplane in post-SBF50-27-030 configuration, revealed that this inspection procedure, to determine and correct the clearance between the end stop and the flap drive nut, may need some improvement, which is now being considered. Further investigation showed that this type of failure has occurred previously on other Fokker 50 aeroplanes, but only those modified in accordance with SBF50-27-030. A review of the experience with pre-mod SBF50-27-030 aeroplane indicated that no failures have been reported.
>
> This condition, if not corrected, could lead to further cases of asymmetric flap extension, possibly resulting in loss of control of the aeroplane.

> For the reasons described above, this EASA AD requires a one-time inspection of the clearance between the flap mechanical drive nut and the up and down stop and a non destructive inspection of certain components, if abutments marks are present or when the up and/or down stop touches the drive nut after a full up or down selection in the hydraulic mode.
>
> Based on the above described failure scenario, the differences in the design properties and the positive experience, aeroplanes in pre-SBF50-27-030 configuration are not affected by this AD.

Corrective actions include readjusting the up-stop position if clearance between the flap mechanical drive nut and the up-and-down-stop is incorrect, and if any cracks are found during the non-destructive inspection, replacing the part with a serviceable part.

Actions and Compliance

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

(1) Within 12 months after the effective date of this AD, inspect the clearance between the flap mechanical drive nut and the up-and-down-stop, and before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF50-27-043, dated November 17, 2008.

(2) If, during accomplishment of the actions required by paragraph (f)(1) of this AD, abutments marks are found, or when the up-and-down-stop touches the drive nut after a full up or down selection in the hydraulic mode, before further flight, do a non-destructive inspection for cracking, in accordance with Fokker Service Bulletin SBF50-27-043, dated November 17, 2008. If any cracking is found, before further flight, replace the part with a serviceable part.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: 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, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2009-0047, dated March 2, 2009; Fokker Service Bulletin SBF50-27-043, dated November 17, 2008; for related information.

Material Incorporated by Reference

(i) You must use Fokker Service Bulletin SBF50-27-043, dated November 17, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact 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.myfokkerfleet.com.

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

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

Issued in Renton, Washington, on July 24, 2009.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2009-16-06 Boeing: Amendment 39-15989. Docket No. FAA-2007-29173; Directorate Identifier 2006-NM-283-AD.

Effective Date

(a) This airworthiness directive (AD) is effective September 9, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Boeing Model 767-200, -300, -300F, and -400ER series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a design review of the fuel tank systems. We are issuing this AD to prevent an overheat condition outside the center tank fuel pump explosion-resistance area that is open to the pump inlet, which could cause an ignition source for the fuel vapors in the fuel tank and result in fuel tank explosions and consequent loss of the airplane.

Compliance

(e) 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

(f) For Model 767 airplanes with line numbers 1 through 940 inclusive: Within 36 months after the effective date of this AD, install an automatic shutoff system for the center tank fuel pump, in accordance with Boeing Service Bulletin 767-28A0083, Revision 2, dated February 12, 2009 (for Model 767-200, -300, and -300F airplanes); or Boeing Service Bulletin 767-28A0084, Revision 1, dated April 26, 2007 (for Model 767-400ER airplanes); as applicable.

Installation According to Previous Issue of Service Bulletin

(g) Installing an automatic shutoff system is also acceptable for compliance with the requirements of paragraph (f) of this AD if done before the effective date of this AD in accordance with service information identified in Table 1 of this AD.

Table 1–Previous Issues of Service Bulletins

Boeing Service Information	Revision Level	Date
Alert Service Bulletin 767-28A0083	Original	May 3, 2006
Alert Service Bulletin 767-28A0084	Original	May 3, 2006
Service Bulletin 767-28A0083	1	April 26, 2007

Revision of Airplane Flight Manual (AFM)

(h) For Model 767 airplanes with line numbers 1 through 940 inclusive: Concurrently with accomplishing the actions required by paragraph (f) of this AD, revise Section 1, Certificate Limitations, of the Boeing 767 AFM to include the following:

‘‘CENTER TANK FUEL PUMPS

Center tank fuel pump switches must not be ‘‘ON" unless personnel are available in the flight deck to monitor low PRESS lights.

For ground operations prior to engine start: The center tank fuel pump switches must not be positioned ON unless the center tank contains usable fuel. With center tank fuel pump switches ON, verify both center tank fuel pump low PRESS lights are illuminated and EICAS CTR L FUEL PUMP and CTR R FUEL PUMP messages are displayed.

For ground operations after engine start and flight operations: The center tank fuel pump switch must be selected OFF when the respective CTR L FUEL PUMP or CTR R FUEL PUMP message displays. Both center tank fuel pump switches must be selected OFF when either the CTR L FUEL PUMP or CTR R FUEL PUMP message displays if the center tank is empty. During cruise flight, both center tank pump switches may be reselected ON whenever center tank usable fuel is indicated.

DE-FUELING AND FUEL TRANSFER

When transferring fuel or de-fueling center or main wing tanks, the fuel pump low PRESS lights must be monitored and the respective fuel pump switches positioned to ‘‘OFF" at the first indication of low pressure. Prior to transferring fuel or de-fueling, conduct a lamp test of the respective fuel pump low PRESS lights.

Intentional dry running of a center tank fuel pump (CTR L FUEL PUMP or CTR R FUEL PUMP message displayed on EICAS) is prohibited.

Do not reset a tripped fuel pump or fuel pump control circuit breaker."

This may be done by inserting a copy of this AD into the AFM.

Note 1: When statements identical to those in paragraph (h) of this AD have been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

Placard Installation

(i) For Model 767-200, -300, or -300F airplanes that meet the conditions of paragraphs (i)(1) and (i)(2) of this AD: Within 30 days after the effective date of this AD, install a placard in the flight deck adjacent to each pilot's primary flight display, to alert the flightcrew to follow the procedures required by paragraph (b) of AD 2001-15-08. The placard must include the following statement: ‘‘AD 2001-15-08 fuel usage restrictions required." Alternative placard wording may be used if approved by an appropriate FAA Principal Operations Inspector. Alternative placard methods and alternative

methods of mixed fleet configuration control may be used if submitted for review in accordance with the procedures specified in paragraph (m) of this AD.

(1) The airplane is operated in a fleet of airplanes on which the actions specified in paragraph (f) of this AD have been done on at least one of the fleet's airplanes.

(2) The actions specified in paragraph (i) of AD 2001-15-08 (installation of modified center tank override and override/jettison fuel pumps that are not subject to the unsafe condition described in this AD) or paragraph (f) of this AD have not been done on the airplane.

Note 2: If the actions specified in paragraph (f) of this AD have been done on all airplanes operated within an operator's fleet, or if operation according to the fuel usage restrictions of AD 2001-15-08 is maintained until automatic shutoff systems are installed on all airplanes in an operator's fleet: No placard is necessary before removal of the wet shutoff restrictions of AD 2001-15-08.

Optional Terminating Action for Paragraphs (f), (h), and (i) of this AD: Deactivation of Center Fuel Tanks

(j) Deactivation of the center fuel tanks, in accordance with Boeing Alert Service Bulletin 767-28A0050, dated December 18, 1997; or Boeing Service Bulletin 767-28A0050, Revision 1, dated December 22, 1999; terminates the requirements of paragraphs (f), (h), and (i) of this AD, except as provided by paragraph (k) of this AD.

Reactivation of Center Fuel Tanks

(k) For any airplane on which the center fuel tank is reactivated, the center fuel tank must be reactivated in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. For any airplane on which the center fuel tank is reactivated, the requirements of paragraphs (f), (h), and (i) of this AD must be done before further flight following the reactivation, or within 36 months after the effective date of this AD, whichever occurs later. For a reactivation method to be approved, the reactivation method must meet the certification basis of the airplane, and the approval must specifically reference this AD.

Terminating Action for AD 2001-15-08

(l) For airplanes that have automatic shutoff systems installed: Accomplishing paragraphs (f) and (i) of this AD terminates the requirements of paragraphs (b) and (c) of AD 2001-15-08.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Douglas Bryant, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6505; fax (425) 917-6590. Or, e-mail information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

Material Incorporated by Reference

(n) You must use Boeing Service Bulletin 767-28A0083, Revision 2, dated February 12, 2009; or Boeing Service Bulletin 767-28A0084, Revision 1, dated April 26, 2007; as applicable; to do the actions required by this AD, unless the AD specifies otherwise. If you accomplish the optional terminating action specified by this AD, you must use Boeing Alert Service Bulletin 767-28A0050, dated December 18, 1997; or Boeing Service Bulletin 767-28A0050, Revision 1, dated December 22, 1999; 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 767-28A0083, Revision 2, dated February 12, 2009; and Boeing Service Bulletin 767-28A0084, Revision 1, dated April 26, 2007; 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 767-28A0050, dated December 18, 1997; and Boeing Service Bulletin 767-28A050, Revision 1, dated December 22, 1999; on September 4, 2001 (66 FR 39417, July 31, 2001).

(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 or 425-227-1152.

(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 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 July 24, 2009.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E9-18423 Filed 8-4-09; 8:45 am]

2009-16-14 Boeing: Amendment 39-15987. Docket No. FAA-2008-1213; Directorate Identifier 2007-NM-092-AD.

Effective Date

(a) This AD becomes effective September 9, 2009.

Affected ADs

(b) This AD supersedes AD 2005-20-03.

Applicability

(c) This AD applies to Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007.

Unsafe Condition

(d) This AD results from reports of fatigue cracks. We are issuing this AD to detect and correct fatigue cracking of the intercostals on the forward and aft sides of the forward entry door, which could result in loss of the forward entry door and rapid decompression of the airplane.

Compliance

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

Initial Compliance Time

(f) For all Model 737-100, -200, -200C, -300, -400, and -500 series airplanes: Before the accumulation of 15,000 total flight cycles, or within 4,500 flight cycles after November 1, 2005 (the effective date of AD 2005-20-03), whichever occurs later: Do the inspections required by paragraphs (h) and (i) of this AD.

(g) For all Model 737-200C series airplanes: Before the accumulation of 15,000 total flight cycles, or within 4,500 flight cycles after the effective date of this AD, whichever occurs later: Do the inspection required by paragraph (j) of this AD.

Initial Inspection for Passenger Configuration Airplanes

(h) For Group 1 passenger airplanes identified in Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007: Perform a detailed inspection for cracking of the intercostal web, attachment clips, and stringer splice channels; and a high frequency eddy current inspection for cracking of the stringer splice channels located forward and aft of the forward entry door; and do all applicable corrective actions before further flight; in accordance with Parts 1 and 2 of the Work

Instructions of Boeing Special Attention Service Bulletin 737-53-1204, dated June 19, 2003; or Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007. After the effective date of this AD, only Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007, may be used.

Initial Inspection for Cargo Configuration Airplanes (Forward of the Forward Entry Door)

(i) For Group 2 cargo airplanes identified in Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007: Perform a detailed inspection for cracking of the intercostal webs and attachment clips located forward of the forward entry door, and do all applicable corrective actions before further flight, in accordance with Part 3 of the Work Instructions of Boeing Special Attention Service Bulletin 737-53-1204, dated June 19, 2003; or Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007. After the effective date of this AD, only Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007, may be used.

Initial Inspection for Cargo Configuration Airplanes (Aft of the Forward Entry Door)

(j) For Group 2 cargo airplanes identified in Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007: Perform a detailed inspection for cracking of the intercostal webs and attachment clips located aft of the forward entry door, and do all applicable corrective actions before further flight, in accordance with Part 4 of the Work Instructions of Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007.

Repeat Inspections

(k) Repeat the inspections required by paragraphs (h), (i), and (j) of this AD thereafter at intervals not to exceed 6,000 flight cycles after the previous inspection, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later.

Exceptions

(l) Do the actions required by this AD by accomplishing all the applicable actions specified in the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-53-1204, dated June 19, 2003; or Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007; except as provided by paragraphs (l)(1) and (l)(2) of this AD. After the effective date of this AD, only Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007, may be used.

(1) Where Boeing Special Attention Service Bulletin 737-53-1204, dated June 19, 2003; or Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007; specifies to contact Boeing for repair instructions: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(2) Where Boeing Special Attention Service Bulletin 737-53-1204, dated June 19, 2003; or Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007; specifies a compliance time relative to the date of a service bulletin, this AD requires compliance relative to the effective date of this AD. Where Boeing Special Attention Service Bulletin 737-53-1204, dated June 19, 2003; or Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007; specifies a compliance time relative to the date of the initial release of the service bulletin, this AD requires compliance relative to the effective date of AD 2005-20-03 (November 1, 2005).

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Alan Pohl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6450; fax (425) 917-6590.

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who 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.

(4) AMOCs approved previously in accordance with AD 2005-20-03 are approved as AMOCs for the corresponding provisions of this AD, provided the repetitive inspection intervals (if any) do not exceed 6,000 flight cycles.

(5) AMOCs approved previously in accordance with AD 2005-20-03 are not approved as AMOCs for the provisions of paragraph (j) or (k) of this AD.

Material Incorporated by Reference

(n) You must use Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007; 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 Boeing Alert Service Bulletin 737-53A1204, Revision 1, dated March 26, 2007, under 5 U.S.C. 552(a) and 1 CFR part 51.

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

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

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

Issued in Renton, Washington, on July 23, 2009.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E9-18419 Filed 8-4-09; 8:45 am]

2009-17-01 Gulfstream Aerospace Corporation: Amendment 39-15991. Docket No. FAA-2009-0683; Directorate Identifier 2009-NM-129-AD.

Effective Date

(a) This airworthiness directive (AD) is effective August 26, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Gulfstream airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, certificated in any category.

(1) Model G-IV series airplanes, having serial numbers (S/Ns) 1000 and subsequent.

(2) Model GIV-X series airplanes, having S/Ns 4001 through 4146 inclusive, and S/Ns 4148 through 4150 inclusive.

(3) Model GV airplanes, having S/Ns 501 and subsequent.

(4) Model GV-SP series airplanes, having S/Ns 5001 through 5204 inclusive, S/Ns 5206 through 5217 inclusive, and S/N 5219.

Subject

(d) Air Transport Association (ATA) of America Codes 53: Fuselage, and 49: Airborne Auxiliary Power.

Unsafe Condition

(e) This AD results from notification from the airplane manufacturer that an improper, flammable sealant was used on the interior and exterior of the auxiliary power unit (APU) enclosure (firewall). The Federal Aviation Administration is issuing this AD to prevent this flammable sealant from igniting the exterior surfaces of the APU enclosure (firewall) under certain anomalous conditions such as an APU failure/APU compartment fire, which could result in propagation of an uncontained fire to other critical areas 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.

Inspection for Flammable Sealant

(g) For Model G-IV series airplanes identified in paragraph (c)(1) of this AD, and Model GV airplanes identified in paragraph (c)(3) of this AD: Within 21 days after the effective date of this AD, except as provided by paragraph (k) of this AD, perform a general visual inspection of the exterior of the APU enclosure (firewall) to detect overcoat application of sealant on rivets or fillet seals on panel joints, in accordance with the Accomplishment Instructions of the applicable Gulfstream alert customer bulletin specified in Table 1 of this AD.

Table 1 – Applicable alert customer bulletins including airplane flight manual (AFM) supplements, and AFMs

For Model -	Use -	Which includes -	To the -
G-IV (G300) series airplanes	Gulfstream G300 Alert Customer Bulletin 40A, dated June 30, 2009, including Service Reply Card, Parts I and II	Gulfstream G-IV/G300/G400 AFM Supplement G-IV-2009-02, Revision 1, dated June 25, 2009	Gulfstream G300 AFM
G-IV (G400) series airplanes	Gulfstream G400 Alert Customer Bulletin 40A, dated June 30, 2009, including Service Reply Card, Parts I and II	Gulfstream G-IV/G300/G400 AFM Supplement G-IV-2009-02, Revision 1, dated June 25, 2009	Gulfstream G400 AFM
G-IV series airplanes	Gulfstream IV Alert Customer Bulletin 40A, dated June 30, 2009, including Service Reply Card, Parts I and II	Gulfstream G-IV/G300/G400 AFM Supplement G-IV-2009-02, Revision 1, dated June 25, 2009	Gulfstream G-IV AFM
GIV-X (G350) series airplanes	Gulfstream G350 Alert Customer Bulletin 8A, dated June 30, 2009, including Service Reply Card	Gulfstream G450/G350 AFM Supplement G450-2009-03, Revision 1, dated June 25, 2009	Gulfstream G350 AFM
GIV-X (G450) series airplanes	Gulfstream G450 Alert Customer Bulletin 8A, dated June 30, 2009, including Service Reply Card	Gulfstream G450/G350 AFM Supplement G450-2009-03, Revision 1, dated June 25, 2009	Gulfstream G450 AFM
GV airplanes	Gulfstream V Alert Customer Bulletin 29A, dated June 30, 2009, including Service Reply Card, Parts I and II	Gulfstream GV AFM Supplement GV-2009-03, Revision 1, dated June 25, 2009	Gulfstream GV AFM
GV-SP (G500) series airplanes	Gulfstream G500 Alert Customer Bulletin 9A, dated June 30, 2009, including Service Reply Card	Gulfstream G550/G500 AFM Supplement G550-2009-03, Revision 1, dated June 25, 2009	Gulfstream G500 AFM
GV-SP (G550) series airplanes	Gulfstream G550 Alert Customer Bulletin 9A, dated June 30, 2009, including Service Reply Card	Gulfstream G550/G500 AFM Supplement G550-2009-03, Revision 1, dated June 25, 2009	Gulfstream G550 AFM

(1) If no exterior sealant is found applied during the inspection done in accordance with paragraph (g) of this AD: No further action is required by this paragraph.

(2) If exterior sealant is found applied during the inspection done in accordance with paragraph (g) of this AD: Do the actions specified in paragraph (h) of this AD.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Note 2: A statement in the Accomplishment Instructions of the applicable Gulfstream alert customer bulletins specified in Table 1 of this AD instructs operators to contact Gulfstream if technical assistance is needed in accomplishing the alert customer bulletin. However, any deviation from the instructions provided in the applicable alert customer bulletin must be approved as an alternative method of compliance under paragraph (l) of this AD.

Revision of the AFM

(h) For Model GIV-X series airplanes identified in paragraph (c)(2) of this AD, Model GV-SP series airplanes identified in paragraph (c)(4) of this AD, and Model G-IV series airplanes and Model GV airplanes with flammable sealant on the exterior of the APU enclosure (firewall) identified during the inspection required by paragraph (g) of this AD: At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD, revise the Limitations Section of the applicable Gulfstream AFM specified in Table 1 of this AD to include the information in the applicable Gulfstream AFM supplement specified in Table 1 of this AD. These AFM supplements introduce limitations on the use of the APU during certain ground and flight operations.

Note 3: This AFM revision may be done by inserting a copy of the applicable AFM supplement into the applicable AFM specified in Table 1 of this AD. When the supplement has been included in the general revisions of the AFM, the general revisions may be inserted in the AFM, provided the relevant information in the general revision is identical to that in the applicable AFM supplement specified in Table 1 of this AD.

(1) For Model G-IV series airplanes and Model GV airplanes with flammable sealant on the exterior of the APU enclosure (firewall) identified during the inspection required by paragraph (g) of this AD: Prior to further flight following the inspection done in accordance with paragraph (g) of this AD.

(2) For Model GIV-X series airplanes identified in paragraph (c)(2) of this AD, and Model GV-SP series airplanes identified in paragraph (c)(4) of this AD: Within 21 days after the effective date of this AD.

Credit for Actions Done Using Previous Service Information

(i) Inspecting for flammable sealant and revising the AFM before the effective date of this AD using the applicable alert customer bulletin and AFM supplement specified in Table 2 of this AD are acceptable for compliance with the corresponding actions specified in this AD.

Table 2 – Acceptable alert customer bulletins including AFM supplements

For Model -	Use -	Which includes -	To the -
G-IV (G300) series airplanes	Gulfstream G300 Alert Customer Bulletin 40, dated May 21, 2009, including Service Reply Card, Parts I and II	Gulfstream G-IV/G300/G400 AFM Supplement G-IV-2009-02, dated May 19, 2009	Gulfstream G300 AFM
G-IV (G400) series airplanes	Gulfstream Alert Customer Bulletin 40, dated May 21, 2009, including Service Reply Card, Parts I and II	Gulfstream G-IV/G300/G400 AFM Supplement G-IV-2009-02, dated May 19, 2009	Gulfstream G400 AFM
G-IV series airplanes	Gulfstream Alert Customer Bulletin 40, dated May 21, 2009, including Service Reply Card, Parts I and II	Gulfstream G-IV/G300/G400 AFM Supplement G-IV-2009-02, dated May 19, 2009	Gulfstream G-IV AFM
GIV-X (G350) series airplanes	Gulfstream Alert Customer Bulletin 8, dated May 21, 2009, including Service Reply Card	Gulfstream G450/G350 AFM Supplement G450-2009-03, dated May 19, 2009	Gulfstream G350 AFM
GIV-X (G450) series airplanes	Gulfstream Alert Customer Bulletin 8, dated May 21, 2009, including Service Reply Card	Gulfstream G450/G350 AFM Supplement G450-2009-03, dated May 19, 2009	Gulfstream G450 AFM
GV airplanes	Gulfstream Alert Customer Bulletin 29, dated May 21, 2009, including Service Reply Card, Parts I and II	Gulfstream GV AFM Supplement GV-2009-03, dated May 19, 2009	Gulfstream GV AFM
GV-SP (G500) series airplanes	Gulfstream Alert Customer Bulletin 9, dated May 21, 2009, including Service Reply Card	Gulfstream G550/G500 AFM Supplement G550-2009-03, dated May 19, 2009	Gulfstream G500 AFM
GV-SP (G550) series airplanes	Gulfstream Alert Customer Bulletin 9, dated May 21, 2009, including Service Reply Card	Gulfstream G550/G500 AFM Supplement G550-2009-03, dated May 19, 2009	Gulfstream G550 AFM

No Reporting Required

(j) Although the Gulfstream alert customer bulletins specified in Table 1 of this AD specify to submit information to the manufacturer, this AD does not include this requirement.

Parts Installation

(k) As of the effective date of this AD, no person may install an APU enclosure (firewall) that contains flammable sealant (GMS 4107) in the construction, on any airplane.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Atlanta 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: Sanford Proveaux, Aerospace Engineer, Propulsion and Services Branch, ACE-118A, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone (770) 703-6049; fax (770) 703-6097.

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

Material Incorporated by Reference

(m) You must use the service information contained in Table 3 of this AD to do the actions required by this AD, as applicable, unless the AD specifies otherwise.

Table 3 – Material incorporated by reference

Alert Customer Bulletin -	AFM Supplement -	AFM -
Gulfstream G300 Alert Customer Bulletin 40A, dated June 30, 2009, including Service Reply Card, Parts I and II	Gulfstream G-IV/G300/G400 AFM Supplement G-IV-2009-02, Revision 1, dated June 25, 2009	Gulfstream G300 AFM
Gulfstream G400 Alert Customer Bulletin 40A, dated June 30, 2009, including Service Reply Card, Parts I and II	Gulfstream G-IV/G300/G400 AFM Supplement G-IV-2009-02, Revision 1, dated June 25, 2009	Gulfstream G400 AFM
Gulfstream IV Alert Customer Bulletin 40A, dated June 30, 2009, including Service Reply Card, Parts I and II	Gulfstream G-IV/G300/G400 AFM Supplement G-IV-2009-02, Revision 1, dated June 25, 2009	Gulfstream G-IV AFM
Gulfstream G350 Alert Customer Bulletin 8A, dated June 30, 2009, including Service Reply Card	Gulfstream G450/G350 AFM Supplement G450-2009-03, Revision 1, dated June 25, 2009	Gulfstream G350 AFM
Gulfstream G450 Alert Customer Bulletin 8A, dated June 30, 2009, including Service Reply Card	Gulfstream G450/G350 AFM Supplement G450-2009-03, Revision 1, dated June 25, 2009	Gulfstream G450 AFM
Gulfstream V Alert Customer Bulletin 29A, dated June 30, 2009, including Service Reply Card, Parts I and II	Gulfstream GV AFM Supplement GV-2009-03, Revision 1, dated June 25, 2009	Gulfstream GV AFM

Gulfstream G500 Alert Customer Bulletin 9A, dated June 30, 2009, including Service Reply Card	Gulfstream G550/G500 AFM Supplement G550-2009-03, Revision 1, dated June 25, 2009	Gulfstream G500 AFM
Gulfstream G550 Alert Customer Bulletin 9A, dated June 30, 2009, including Service Reply Card	Gulfstream G550/G500 AFM Supplement G550-2009-03, Revision 1, dated June 25, 2009	Gulfstream G550 AFM

(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 Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, Georgia 31402-2206; telephone 800-810-4853; fax 912-965-3520; e-mail pubs@gulfstream.com; Internet http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm.

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

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

Issued in Renton, Washington, on July 31, 2009.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.