



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2010-07

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2010-01

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

Biweekly 2010-02

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

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AD No.	Information	Manufacturer	Applicability
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Biweekly 2010-03

2009-21-10 R1		AVOX Systems and B/E Aerospace	Appliance: Oxygen cylinder assemblies
2009-26-13		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, 340-211, -212, -213, -311, -312, and -313
2010-01-02	S 2005-15-08	Boeing	747-100B SUD, -200B, -300, -400, and -400D
2010-01-10	S 2007-01-15	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2010-02-06		Sicma Aero Seat	Appliance: 90xx and 92xx series passenger seats
2010-02-09		Airbus	A318
2010-02-10		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 series airplanes; Model A340-211, -212, -213, -311, -312, -313 series airplanes; and Model A340-541 and -642
2010-02-11		BAE Systems	BAe 146-100A, -200A, and -300A series airplanes; and BAE SYSTEMS (Operations) Limited Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2010-02-12		Fokker Services B.V	F.28 Mark 0070 and 0100

Biweekly 2010-04

2010-03-05		Boeing	747-200C and -200F
2010-03-07		Embraer	EMB-135BJ, EMB-135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2010-03-08	S 2003-03-02	Boeing	767-200, -300 and -300F
2010-04-01		Dassault Aviation	Falcon 900EX
2010-04-02		Airbus	A310-221, -222, -322, -324, and -325 airplanes, and Model A300 B4-620, B4-622, B4-622R, and F4-622R
2010-04-03		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325

Biweekly 2010-05

2009-06-05 R1		Bombardier, Inc	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A & CL-601-3R), CL-600-2B16 (CL-604)
2010-04-04		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705)
2010-04-08		Embraer	ERJ 190-100 LR, -100 IGW, -100 STD, -200 STD, -200 LR, and -200 IGW
2010-04-09		Airbus	A330-201, -202, -203, -223, and -243, A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313
2010-04-10	S 2009-10-07	Airbus	A380-841, -842, and -861
2010-04-13		Airbus	A310-203, A310-221, and A310-222, A300 F4-605R and A300 F4-622R
2010-04-16		SICLI	Appliance: Portable fire extinguishers
2010-05-01		ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500 airplanes; and Model ATR72-101, -201, -102, -202, -211, -212, and -212A
2010-05-04		McDonnell Douglas Corporation	MD-90-30
2010-05-05	S 2007-15-08	BAE Systems	ATP
2010-05-06		Airbus	A340-541 and -642
2010-05-07		Airbus	A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313

LARGE AIRCRAFT

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



97-17-04R1 Pratt & Whitney: Amendment 39-16237. Docket No. FAA-2009-0883; Directorate Identifier 97-ANE-08.

Effective Date

- (a) This airworthiness directive (AD) becomes effective April 22, 2010.

Affected ADs

- (b) This AD revises AD 97-17-04, Amendment 39-10106.

Applicability

(c) This AD applies to Pratt & Whitney (PW) JT8D-209, -217, -217C, and -219 turbofan engines with front compressor front hub (fan hub), part number (P/N) 5000501-01, installed. These engines are installed on, but not limited to, McDonnell Douglas MD-80 series airplanes.

Unsafe Condition

(d) This AD results from the FAA determining that it has collected a sufficient amount of data since issuing AD 97-17-04 and that therefore, it no longer needs the monthly reporting of the number of completed inspections. We are issuing this AD to prevent fan hub failure due to tierod, counterweight, or bushed hole cracking, which could result in an uncontained engine failure and damage to 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.

(f) Inspect fan hubs for cracks in accordance with the Accomplishment Instructions, Paragraph A, Part 1, and, if applicable, Paragraph B, of PW Alert Service Bulletin (ASB) No. A6272, dated September 24, 1996, as follows:

(1) For fan hubs identified by serial numbers (S/Ns) in Table 2 of this AD, after the fan hub has accumulated more than 4,000 cycles-since-new (CSN), as follows:

(i) Initially inspect within 315 cycles-in-service (CIS) from the effective date of this AD, or 4,315 CSN, whichever occurs later.

(ii) Thereafter, re-inspect after accumulating 2,500 CIS since last inspection, but not to exceed 10,000 CIS since last inspection.

(2) For fan hubs identified by S/Ns in Appendix A of PW ASB No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 CSN, as follows:

(i) Select an initial inspection interval from Table 1 of this AD, and inspect accordingly.

Table 1–Inspections

Initial inspection	Re-inspection
(A) Within 1,050 CIS after the effective date of AD 97–02–11, March 5, 1997, or prior to accumulating 5,050 CSN, whichever occurs later;	After accumulating 2,500 CIS since-last-inspection, but not to exceed 6,000 CIS since-last-inspection.
OR	OR
(B) Within 990 CIS after the effective date of AD 97–02–11, March 5, 1997, or prior to accumulating 4,990 CSN, whichever occurs later;	After accumulating 2,500 CIS since-last-inspection, but not to exceed 8,000 CIS since-last-inspection.
OR	OR
(C) Within 965 CIS after the effective date of AD 97–02–11, March 5, 1997, or prior to accumulating 4,965 CSN, whichever occurs later.	After accumulating 2,500 CIS since-last-inspection, but not to exceed 10,000 CIS since-last-inspection.

Table 2–Hubs With Traveler Notations

M67663	M67802	P66880	S25545	P66747	R33099	S25292
M67671	M67812	P66885	S25558	P66756	R33107	S25299
M67675	M67826	R32732	S25564	P66800	R33113	S25301
M67681	M67829	R32733	S25598	P66814	R33124	S25302
M67685	M67830	R32735	S25618	P66819	R33131	S25308
M67686	M67831	R32740	S25621	P66831	R33132	S25312
M67687	M67832	R32741	S25637	R32767	R33133	S25316
M67697	M67834	R32810	S25640	R32787	R33136	S25323
M67700	M67843	R32849	T50693	R32792	R33152	S25334
M67706	M67849	R32850	T50752	R32795	R33157	S25335
M67710	M67858	S25222	T50785	R32796	R33163	S25337
M67712	M67866	S25464	T50791	R32800	R33165	S25344
M67713	M67868	S25481	T50792	R32807	R33168	S25369
M67714	M67869	S25483	T50819	R32856	R33171	S25377
M67715	M67872	S25484	T50823	R32860	R33173	S25378
M67716	M67888	S25486	T50827	R32870	R33180	S25381
M67717	N71771	S25488	T50874	R32883	R33181	S25394
M67722	N71804	S25489	T50875	R32905	R33189	S25399
M67723	N71806	S25490	T51058	R32926	R33194	S25402
M67725	N71810	S25491	T51104	R32930	R33198	S25406
M67726	N71811	S25492		R32952	R33201	S25411
M67730	N71875	S25494		R32964	R33202	S25413
M67731	N71876	S25495		R32966	R33207	S25414
M67746	N71921	S25497		R32971	S25193	S25415
M67751	N71965	S25498		R32976	S25195	S25418
M67753	N72062	S25499		R32981	S25207	S25419
M67764	N72126	S25500		R32990	S25208	S25421
M67765	N72152	S25501		R32994	S25221	S25422
M67784	N72162	S25502		R33000	S25229	S25430
M67791	N72207	S25505		R33004	S25238	S25437
M67792	N72216	S25506		R33040	S25246	S25439
M67793	N72219	S25507		R33055	S25248	S25449
M67794	N72242	S25508		R33059	S25250	R33186
M67795	P66693	S25509		R33077	S25256	S25528

M67796	P66695	S25514		R33080	S25262	
M67797	P66696	S25529		R33082	S25268	
M67798	P66698	S25532		R33086	S25278	
M67799	P66699	S25541		R33087	S25287	
M67800	P66737	S25543		R33089	S25288	
M67801	P66753	S25544		R33090		

(ii) Thereafter, re-inspect at intervals that correspond to the selected inspection interval.

(3) If a fan hub is identified in both Table 2 of this AD and Appendix A of PW ASB No. A6272, dated September 24, 1996, inspect in accordance with paragraph (f)(1) or (f)(2) of this AD, whichever occurs first.

(4) For fan hubs with S/Ns not listed in Table 2 of this AD or in Appendix A of PW ASB No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 CSN, inspect the next time the fan hub is in the shop at piece-part level, but not to exceed 10,000 CIS after March 5, 1997.

(5) Prior to further flight, remove from service fan hubs found cracked or that exceed the bushed hole acceptance criteria described in PW ASB No. A6272, dated September 24, 1996.

Reporting Requirements

(g) Report findings of cracked fan hubs using Accomplishment Instructions, Paragraph F, of Attachment 1 to PW ASB No. A6272, dated September 24, 1996, within 48 hours to Kevin Dickert, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7117; fax (781) 238-7199; e-mail: kevin.dickert@faa.gov.

(h) The Office of Management and Budget (OMB) has approved the reporting requirements and assigned OMB control number 2120-0056.

Alternative Methods of Compliance

(i) The Manager, Engine Certification Office, FAA, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19. Alternate methods of compliance approved in accordance with AD 97-17-04 are approved as alternate methods of compliance with this AD.

Material Incorporated by Reference

(j) You must use the Pratt & Whitney service information specified in Table 3 of this AD to perform the inspections required by this AD. The Director of the Federal Register previously approved the incorporation by reference of the documents listed in the following Table 3 as of March 5, 1997 (62 FR 4902) in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-8770; fax (860) 565-4503, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Table 3–Incorporation by Reference

Service Information	Page	Revision	Date
Alert Service Bulletin No. A6272 Total Pages: 21	All	Original	September 24, 1996
Non-Destruct Inspection Procedure No. NDIP-892 Total Pages: 30	All	A	September 15, 1996
Attachment I Total Pages: 4	All	A	September 15, 1996

Issued in Burlington, Massachusetts, on March 9, 2010.

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



CORRECTION: [*Federal Register: March 19, 2010 (Volume 75, Number 53)*]; Page 13225;
www.access.gpo.gov/su_docs/aces/aces140.html]

2010-05-13 The Boeing Company: Amendment 39-16223. Docket No. FAA-2009-0452;
Directorate Identifier 2007-NM-326-AD.

Effective Date

- (a) This AD becomes effective April 13, 2010.

Affected ADs

- (b) This AD supersedes AD 2006-07-12, Amendment 39-14539.

Applicability

- (c) This AD applies to all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

Subject

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

Unsafe Condition

- (e) This AD results from reports of fuselage skin cracks adjacent to the skin lap joints on airplanes that had scribe lines. Scribe line damage can also occur at many other locations, including butt joints, external doublers, door scuff plates, the wing-to-body fairing, and areas of the fuselage where decals have been applied or removed. We are issuing this AD to prevent rapid decompression of the airplane due to fatigue cracks resulting from scribe lines on pressurized fuselage structure.

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 2006-07-12

Inspection

- (g) Do a detailed inspection for scribe lines and cracks in the fuselage skin at certain lap joints, butt joints, external repair doublers, and other areas, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, except as

provided by paragraphs (h), (k), (l), (m), (n), and (o) of this AD. Except as required by paragraph (q) of this AD, do the actions at the time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, except as required by paragraph (j) of this AD. Acceptable inspection exemptions are described in paragraph 1.E.1. of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004.

(1) If no scribe line is found, no further work is required by this paragraph.

(2) If any scribe line is found: Do all applicable investigative and corrective actions at the time specified in paragraph 1.E. of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, by doing all applicable actions specified in Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, except as required by paragraph (i) of this AD.

Note 1: A detailed inspection is defined in Note 10 of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, under paragraph 3.A., "General Information." Specific magnification requirements may be specified in the steps of the Work Instructions.

Exceptions to and Clarification of Service Bulletin 737-53A1262 Procedures

(h) Paragraph (g) of this AD requires accomplishment of Parts 1 through 11 of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004. Parts 12 and 13 of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, may be accomplished, if applicable, to allow temporary return to service. This AD does not require accomplishment of Part 14 of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, although the FAA-approved procedures described in Part 14 are acceptable for continued operation with scribe lines found before the applicable compliance time.

(i) If any scribe line or crack is found during any inspection required by paragraph (g) of this AD, and Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, specifies to contact Boeing for appropriate action: Before further flight, inspect or repair scribe lines and repair cracks using a method approved in accordance with the procedures specified in paragraph (y) of this AD.

(j) Where Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, specifies a compliance time after the issuance of that service bulletin, this AD requires compliance within the specified compliance time after May 5, 2006 (the effective date of AD 2006-07-12).

(k) Certain figures are incorrectly identified in Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004. The figure cited in Part 8, step 3, should be Figure 39, not Figure 38. The figure cited in Part 9, step 4, should be Figure 38, not Figure 39.

(l) If the operator's records show that the airplane has never been stripped and repainted under the dorsal fin fairing since delivery from The Boeing Company, then this AD does not require inspections of the butt joint, lap joint, and repair, as specified in paragraph (g) of this AD, in the areas under the dorsal fin fairing.

(m) Figure 37 of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, defines "Restricted Zones" at door cutouts as the only affected structure. Paragraph (g) of this AD considers this area to also include Zone 1B.

(n) In Figure 1, sheets 2 and 3, of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, the first condition for the initial compliance threshold for Areas B, C, and E is for areas

where the cutout modification shown in Boeing Service Bulletin 737-53A1177 was accomplished. Paragraph (g) of this AD considers this condition to also include Zone 1B.

(o) In Figure 1, sheets 2 and 3, of Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, the second condition for the initial compliance threshold for Areas B, C, and E is for areas where the cutout modification shown in Boeing Service Bulletin 737-53A1177 was not accomplished. Paragraph (g) of this AD considers this condition to apply only to Zone 1A.

Reporting Requirement

(p) For airplanes on which inspections have been done in accordance with Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004: At the applicable time specified in paragraph (p)(1) or (p)(2) of this AD, submit a report of positive findings of cracks found during the inspection required by paragraph (g) of this AD to the Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Alternatively, operators may submit reports to their Boeing Company field service representatives. The report shall contain, as a minimum, the following information: Airplane serial number, flight cycles at time of discovery, location(s) and extent of positive crack findings. Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the inspection was done before May 5, 2006: Send the report within 30 days after May 5, 2006.

(2) If the inspection was done after May 5, 2006: Send the report within 30 days after the inspection is done.

New Requirements of This AD

Inspection

(q) As of the effective date of this AD, the actions for Zones 1, 2, and 3, as specified in paragraph (g) of this AD, must be done in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, and at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, except as specified in paragraph (s) of this AD.

Note 2: Paragraph 1.E.5. of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, provides a grace period for airplanes that have exceeded the revised thresholds.

Inspection of Zones 4 and 5

(r) Do a detailed inspection for scribe lines and cracks in Zones 4 and 5, as specified in Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008. Except as provided by paragraph (s) of this AD, do the actions in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, and at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, or within 4,500 flight cycles after the effective date of this AD, whichever occurs later.

(1) If no scribe line or crack is found: No further work is required by this paragraph.

(2) If any scribe line or crack is found: Do all applicable investigative and corrective actions at the time specified in paragraph 1.E. of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated

October 16, 2008, by doing all applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, except as required by paragraph (s)(1) of this AD.

Exceptions to Specifications of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008

(s) The following exceptions to Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, apply to this AD:

(1) If any scribe line or crack is found during any inspection required by this AD, and Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, specifies to contact The Boeing Company for appropriate action: Before further flight, inspect or repair scribe lines and repair cracks using a method approved in accordance with the procedures specified in paragraph (y) of this AD.

(2) Where Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, specifies a compliance time after the issuance of that service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(3) If the operator's records show that the airplane has never been stripped and repainted under the dorsal fin fairing since delivery from The Boeing Company, then this AD does not require inspections of the butt joint, lap joint, and repair, as specified in paragraphs (g), (q), and (r) of this AD, in the areas under the dorsal fin fairing.

(4) For airplanes in Groups 3 and 29, as identified in Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008: At the applicable times specified in paragraphs (s)(4)(i), (s)(4)(ii), and (s)(4)(iii) of this AD, perform a detailed inspection for scribe lines and cracks on the main cargo door along the lower edge of the upper hinge, around external repairs, and around decals, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, except as provided by paragraph (s)(4)(iv) of this AD, or using a method approved in accordance with the procedures specified in paragraph (y) of this AD. If no scribe line or crack is found, no further work is required by this paragraph. If any scribe line or crack is found, do all applicable related investigative and corrective actions at the time specified in paragraph 1.E. of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, by doing all applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, except as required by paragraphs (s)(1), (s)(2), and (s)(3) of this AD.

(i) For areas along the lower edge of the door hinge from body station (BS) 360 to BS 500, the initial compliance threshold is to be determined using Zone 1B.

(ii) For external repairs, the initial compliance threshold is to be determined using Zone 1B.

(iii) For decals, the initial compliance threshold is to be determined using Zone 2.

(iv) When accomplishing scribe line inspections along the lower edge of the main cargo door hinge, consider the hinge-to-skin detail inspection to be equivalent to a lap joint detail inspection and use the lap joint inspection methods in accordance with Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008.

(5) For Group 11 airplanes, as specified in Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008: Stringer 20R between BS 727C and BS 727D+10 is in Zone 1B.

Actions Accomplished in Accordance With Previous Service Information

(t)(1) Actions accomplished before the effective date of this AD in accordance with Boeing Alert Service Bulletin 737-53A1262, dated December 9, 2004, are acceptable for compliance with the corresponding requirements of paragraphs (q) and (r) of this AD.

(2) Actions accomplished before the effective date of this AD in accordance with Boeing Service Bulletin 737-53A1262, Revision 1, dated March 1, 2007; or Revision 2, dated September 20, 2007; are acceptable for compliance with the corresponding requirements of paragraphs (g), (q), and (r) of this AD.

Clarification of Procedures in the Service Bulletin

(u) For airplanes on which inspections are done as of the effective date of this AD: This AD requires accomplishment of Parts 1 through 11, 15, and 16 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008. Parts 12 and 13 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, may be accomplished, if applicable, to allow temporary return to service. This AD does not require accomplishment of Part 14 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, although the FAA-approved procedures described in Part 14 are acceptable for continued operation with scribe lines found before the applicable compliance time.

Report

(v) For airplanes on which inspections are done in accordance with the service information identified in Table 1 of this AD: At the applicable time specified in paragraph (v)(1) or (v)(2) of this AD, submit a report of positive findings of cracks found during the inspections required by paragraphs (q), (r), and (s)(4) of this AD to the Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Alternatively, operators may submit reports to their Boeing Company field service representatives. The report must contain, as a minimum, the following information: airplane serial number, flight cycles at time of discovery, location(s) and extent of positive crack findings. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) For an inspection done before the effective date of this AD: Send the report within 30 days after the effective date of this AD.

(2) For an inspection done after the effective date of this AD: Send the report within 30 days after the inspection is done.

Table 1 – Service Information

Boeing Service Information	Revision	Date
Boeing Alert Service Bulletin 737-53A1262	3	October 16, 2008
Boeing Service Bulletin 737-53A1262	1	March 1, 2007
Boeing Service Bulletin 737-53A1262	2	September 20, 2007

Repair Plan in Lieu of Required Inspections

(w) A repair plan approved by a Boeing Company Authorized Representative or Designated Engineering Representative before the effective date of this AD is acceptable for compliance with the requirements of paragraphs (g)(2), (i), (q), (r), (s)(1), and (s)(4) of this AD, provided the approval was documented via FAA Form 8110-3 or 8100-9, and scribe line damage identified in the title of the form.

Exceptions and Clarification

(x) Paragraph 12.a.(2) of Part 12 of the Accomplishment Instructions of Boeing Service Bulletin 737-53A1262, Revision 1, dated March 1, 2007; Revision 2, dated September 20, 2007; and Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008; specifies internal inspections in accordance with Boeing Service Bulletin 737-53-1179, Revision 2, dated October 25, 2001, except for airplanes inspected internally in accordance with paragraph (b) of AD 2003-14-06, Amendment 39-13225. Inspections accomplished in accordance with AMOCs previously approved to paragraph (b) of AD 2003-14-06, are approved as an acceptable alternative method of compliance to the internal inspections specified in Part 12 of Boeing Alert Service Bulletin 737-53A1262, Revision 1, dated March 1, 2007; Revision 2, dated September 20, 2007; and Revision 3, dated October 16, 2008.

Alternative Methods of Compliance (AMOCs)

(y)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19. Send information to ATTN: Wayne Lockett, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6447; 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(z) You must use Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 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 Boeing Alert Service Bulletin 737-53A1262, Revision 3, dated October 16, 2008, 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 February 24, 2010.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2010-06-09 The Boeing Company: Amendment 39-16233. Docket No. FAA-2010-0221; Directorate Identifier 2010-NM-043-AD.

Effective Date

(a) This airworthiness directive (AD) is effective April 1, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 777-22A0024, dated January 22, 2010.

Subject

(d) Air Transport Association (ATA) of America Code 22: Auto Flight.

Unsafe Condition

(e) This AD results from reports of rejected takeoffs at speeds above takeoff decision speed following inadvertent autopilot engagement on the ground, and from the discovery during flight simulations that the climb gradient is less than optimal for obstacle clearance during a performance-limited takeoff situation. The Federal Aviation Administration is issuing this AD to prevent inadvertent engagement of the autopilot during takeoff roll, which could result in rejected takeoff at rotation speed, and consequent possible overrun of the runway. We are also issuing this AD to prevent a lower-than-optimal climb gradient during takeoff, and consequent failure to clear obstacles on the ground during a performance-limited takeoff.

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.

Software Installation for the Autopilot Flight Director Computers

(g) Within 90 days after the effective date of this AD, install new operational program software in the left, center, and right autopilot flight director computers, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-22A0024, dated January 22, 2010.

Special Flight Permit

(h) Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Frank van Leynseele, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6492; fax (425) 917-6590. Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

Material Incorporated by Reference

(j) You must use Boeing Alert Service Bulletin 777-22A0024, dated January 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 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 March 3, 2010.

Suzanne Masterson,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2010-06-13 Learjet Inc.: Amendment 39-16238. Docket No. FAA-2010-0226; Directorate Identifier 2010-NM-034-AD.

Effective Date

- (a) This airworthiness directive (AD) is effective April 1, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Learjet Inc. Model 45 airplanes, certificated in any category, serial numbers 45-005 through 45-380 inclusive and 45-2001 through 45-2111 inclusive.

Subject

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

Unsafe Condition

(e) This AD results from reports of cracked and missing ballscrew assembly sleeves of the flap actuators. The Federal Aviation Administration is issuing this AD to detect and correct cracked and missing sleeves, which could cause loss of the load-carrying ball bearings on both actuators on one flap, resulting in flap asymmetry and loss of control of the airplane.

Compliance

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

General Visual Inspection

(g) Within 15 days after the effective date of this AD, do a general visual inspection for cracked or missing ballscrew assembly sleeves of the flap actuator, in accordance with the Accomplishment Instructions of Bombardier (Learjet) Alert Service Bulletin A45-27-40 (for Model 45 airplanes, serial numbers 45-005 through 45-380); or Bombardier (Learjet) Alert Service Bulletin A40-27-24 (for Model 45 airplanes, serial numbers 45-2001 through 45-2111); both dated January 11, 2010. Thereafter, do the actions in paragraph (h) or (i), as applicable, 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."

Non-Destructive Liquid Penetrant Inspection (Sleeve Is Present and Not Cracked Along Its Entire Length)

(h) During the general visual inspection required by paragraph (g) of this AD, if the sleeve is present and not cracked along its entire length, before further flight after accomplishing the general visual inspection, do a non-destructive liquid penetrant inspection to detect cracking of the flap actuators, in accordance with Accomplishment Instructions of Bombardier (Learjet) Alert Service Bulletin A45-27-40, or Bombardier (Learjet) Alert Service Bulletin A40-27-24, both dated January 11, 2010.

(1) If no crack is found during the non-destructive liquid penetrant inspection, repeat the inspection thereafter at intervals not to exceed 6 months.

(2) If any crack is found during the non-destructive liquid penetrant inspection, before further flight, modify the flap actuator, in accordance with the Accomplishment Instructions of Bombardier (Learjet) Optional Service Bulletin 45-27-41 (for Model 45 airplanes, serial numbers 45-005 through 45-380); or Bombardier (Learjet) Optional Service Bulletin 40-27-25 (for Model 45 airplanes, serial numbers 45-2001 through 45-2111); both dated January 11, 2010. Repeat the non-destructive liquid penetrant inspection of the half (modified) sleeve thereafter at intervals not to exceed 6 months. If any crack is found in any half (modified) sleeve, before further flight, replace the sleeve with a new half sleeve, in accordance with the Accomplishment Instructions of Bombardier (Learjet) Optional Service Bulletin 45-27-41, or Bombardier (Learjet) Optional Service Bulletin 40-27-25, both dated January 11, 2010, and repeat the non-destructive liquid penetrant inspection of the half sleeve thereafter at intervals not to exceed 6 months.

Replacement (Sleeve Is Missing or Cracked Along Its Entire Length)

(i) During the general visual inspection required by paragraph (g) of this AD, if the sleeve is missing or cracked along its entire length, before further flight after accomplishing the general visual inspection, replace the actuator with a new or serviceable actuator, in accordance with the Accomplishment Instructions of Bombardier (Learjet) Alert Service Bulletin A45-27-40, or Bombardier (Learjet) Alert Service Bulletin A40-27-24, both dated January 11, 2010. Within 6 months after any actuator replacement required by paragraph (i) of this AD: Do a non-destructive liquid penetrant inspection to detect cracking of the actuator, in accordance with Accomplishment Instructions of Bombardier (Learjet) Alert Service Bulletin A45-27-40, or Bombardier (Learjet) Alert Service Bulletin A40-27-24, both dated January 11, 2010.

(1) If no crack is found during the non-destructive liquid penetrant inspection, repeat the inspection thereafter at intervals not to exceed 6 months.

(2) If any crack is found during the non-destructive liquid penetrant inspection, but the sleeve is not cracked along its entire length, before further flight, modify the flap actuator, in accordance with the Accomplishment Instructions of Bombardier (Learjet) Optional Service Bulletin 45-27-41, or Bombardier (Learjet) Optional Service Bulletin 40-27-25, both dated January 11, 2010. Repeat the non-destructive liquid penetrant inspection of the half (modified) sleeves thereafter at intervals not to exceed 6 months. If any crack is found in any half (modified) sleeve, before further flight, replace the sleeve with a new half sleeve, in accordance with the Accomplishment Instructions of Bombardier (Learjet) Optional Service Bulletin 45-27-41, or Bombardier (Learjet) Optional Service Bulletin 40-

27-25, both dated January 11, 2010. Repeat the non-destructive liquid penetrant inspection of the half sleeve thereafter at intervals not to exceed 6 months.

(3) If the sleeve is cracked along its entire length, before further flight, replace the actuator with a new or serviceable actuator, in accordance with the Accomplishment Instructions of Bombardier (Learjet) Optional Service Bulletin 45-27-41, or Bombardier (Learjet) Optional Service Bulletin 40-27-25, both dated January 11, 2010, and repeat the non-destructive liquid penetrant inspection of the sleeve thereafter at intervals not to exceed 6 months.

Note 2: Guidance on modification of the flap actuator can be found in Microtecnica Service Bulletin 27-0018, dated November 24, 2009.

Parts Installation

(j) As of the effective date of this AD, no person may install, on any airplane, a ballscrew assembly sleeve of the flap actuator, unless the actuator has been modified according to Bombardier (Learjet) Optional Service Bulletin 45-27-41, or Bombardier (Learjet) Optional Service Bulletin 40-27-25, both dated January 11, 2010.

Reporting Requirement

(k) Submit a one-time report of the findings of the general visual inspection and the initial non-destructive liquid penetrant inspection required by this AD to Chris Broadrick, Bombardier Aerospace, Project Coordinator–Fielding Specialist, Customer Support Engineering, One Learjet Way, P.O. Box 7707, Wichita, Kansas 67209; telephone 316-946-2315; fax 316-946-8908; e-mail chris.broadrick@aero.bombardier.com; at the applicable time specified in paragraph (k)(1) or (k)(2) of this AD. The report must include airplane serial number, flap actuator part number, flap actuator serial number, and flap actuator time in service (in hours). Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 10 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

Special Flight Permits

(l) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the airplane can be modified, unless cracks are discovered in both an inboard and outboard actuator sleeve for any flap.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: William Griffith, Aerospace Engineer, Airframe Branch, ACE-118W, FAA, Wichita ACO, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4116; fax (316) 946-4107.

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

Material Incorporated by Reference

(n) You must use the service information included in Table 1 of this AD, 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 Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942; telephone 316-946-2000; fax 316-946-2220; e-mail ac.ict@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

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

Table 1 – Material incorporated by reference

Document	Date
Bombardier (Learjet) Alert Service Bulletin A40-27-24	January 11, 2010
Bombardier (Learjet) Alert Service Bulletin A45-27-40	January 11, 2010
Bombardier (Learjet) Optional Service Bulletin 40-27-25	January 11, 2010
Bombardier (Learjet) Optional Service Bulletin 45-27-41	January 11, 2010

Issued in Renton, Washington, on March 9, 2010.

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



2010-06-15 General Electric Company: Amendment 39-16240. Docket No. FAA-2010-0068; Directorate Identifier 2010-NE-05-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 1, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50C2F, CF6-50C2R, CF6-50E, CF6-50E1, and CF6-50E2, series turbofan engines, with any of the following low-pressure turbine (LPT) stage 3 disks installed:

9061M23P06	9061M23P07	9061M23P08	9061M23P09	9224M75P01
9061M23P10	1473M90P01	1473M90P02	1473M90P03	1473M90P04
9061M23P12	9061M23P14	9061M23P15	9061M23P16	1479M75P01
1479M75P02	1479M75P03	1479M75P04	1479M75P05	1479M75P06
1479M75P07	1479M75P08	1479M75P09	1479M75P11	1479M75P13
1479M75P14	N/A	N/A	N/A	N/A

These engines are installed on, but not limited to, Airbus A300 series, Boeing 747 series, McDonnell Douglas DC-10 series, and DC-10-30F (KDC-10) airplanes.

Unsafe Condition

(d) This AD results from three reports of uncontained failures of LPT stage 3 disks and eight reports of cracked LPT stage 3 disks found during shop visit inspections. We are issuing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to 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.

Borescope Inspection of High-Pressure Turbine (HPT) Stage 1 and Stage 2 Rotor Blades

(f) Within 50 cycles-in-service (CIS) after the effective date of this AD, borescope-inspect the HPT stage 1 and stage 2 rotor blades for wear and damage, including excessive airfoil material loss.

(g) Thereafter, within every 175 CIS, repetitively borescope-inspect the HPT stage 1 and stage 2 rotor blades for wear and damage, including excessive airfoil material loss.

Actions Required Whenever the HPT Rotor Blade Cumulative Airfoil Material Loss is 50% of a Blade or More

(h) Whenever the HPT rotor blade cumulative airfoil material loss is 50% of a blade or more, then before further flight, fluorescent penetrant inspect the inner diameter surface forward cone body (forward spacer arm) of the LPT stage 3 disk.

(i) If the LPT stage 3 disk is cracked or if a circumferential band of fluorescence appears, permanently remove the disk from service.

Alternative Methods of Compliance

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

Related Information

(k) Contact Christopher J. Richards, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: christopher.j.richards@faa.gov; telephone (781) 238-7133; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(l) None.

Issued in Burlington, Massachusetts on March 10, 2010.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2010-06-16 The Boeing Company: Amendment 39-16241. Docket No. FAA-2009-0642; Directorate Identifier 2009-NM-001-AD.

Effective Date

- (a) This airworthiness directive (AD) is effective April 21, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to The Boeing Company Model 767-200, -300, -300F, and -400ER series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 767-53A0193, Revision 1, dated April 9, 2009.

Subject

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

Unsafe Condition

(e) This AD results from reports of scribe lines found at skin lap joints, butt joints, around external repairs and antennas, and at locations where external decals had been cut. We are issuing this AD to detect and correct scribe lines, which can develop into fatigue cracks in the skin and cause sudden decompression 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

(g) At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-53A0193, Revision 1, dated April 9, 2009, except as provided in paragraph (h) of this AD, do detailed inspections for scribe lines of skin lap joints around external repairs and antennas, and at locations where external decals might have been cut. Do all applicable related investigative and corrective actions at the times specified in Boeing Alert Service Bulletin 767-53A0193, Revision 1, dated April 9, 2009, by accomplishing all actions specified in the Accomplishment Instructions of that service bulletin, except as provided by paragraph (i) of this AD.

Note 1: The inspection exemptions noted in paragraph 1.E. of Boeing Alert Service Bulletin 767-53A0193, Revision 1, dated April 9, 2009, apply to this AD.

Exceptions to Service Bulletin Specifications

(h) Where Boeing Alert Service Bulletin 767-53A0193, Revision 1, dated April 9, 2009, specifies a compliance time after "the original issue date on this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(i) Where Boeing Alert Service Bulletin 767-53A0193, Revision 1, dated April 9, 2009, specifies to contact Boeing for appropriate action, accomplish applicable actions before further flight using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

Report

(j) At the applicable time specified in paragraph (j)(1) or (j)(2) of this AD: Submit a report of positive findings of scribe lines deeper than 0.001 inch along with a repair plan found during the inspections required by paragraph (g) of this AD. Operators may use the reporting form contained in Appendixes B and C, as applicable, of Boeing Alert Service Bulletin 767-53A0193, Revision 1, dated April 9, 2009. Send the report to Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. The report must contain, at a minimum, the inspection results, a description of any discrepancies found, the airplane serial number, and the number of flight cycles and flight hours on the airplane. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

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

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

Credit for Actions Accomplished Previously

(k) Actions accomplished previously in accordance with Boeing Alert Service Bulletin 767-53A0193, dated November 25, 2008, are considered acceptable for compliance with the applicable actions specified in this AD.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6577; 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(m) You must use Boeing Alert Service Bulletin 767-53A0193, Revision 1, dated April 9, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at 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 March 9, 2010.

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



2010-07-04 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-16248.
Docket No. FAA-2010-0274; Directorate Identifier 2010-NM-055-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; Model ERJ 170-200 LR, -200 SU, and -200 STD airplanes; Model ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes; certificated in any category; equipped with Air Management System (AMS) controller cards having part number 1001050-1-YYY or 1001050-2-YYY containing software version Black Label 08 or lower installed.

Subject

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

Reason

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

It has been determined that due to an intermittent communication between AMS [Air Management System] controller cards and both Secondary Power Distribution Assemblies (SPDAs) the message "RECIRC SMK DET FAIL" is displayed in the Engine Indication and Crew Alerting System (EICAS). This communication failure could result in loss of automatic activation of engine inlet ice protection system when in ice condition. In this situation the caution messages "A-I Eng 1 Fail" and "A-I Eng 2 Fail" will be displayed and if the flight crews do not follow the associated procedures ice may accrete in the engines inlet and cause a dual engine shut down.

* * * * *

The required action includes revising the Limitations section of the airplane flight manual to prohibit dispatch with message "RECIRC SMK DET FAIL" displayed on the ground unless troubleshooting action confirms the message has not been triggered due to a failure of an AMS controller card.

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 10 days after the effective date of this AD, revise the Limitations section of the airplane flight manual (AFM) to include the following statement. This may be done by inserting a copy of this AD in the AFM.

"Dispatch with the message 'RECIRC SMK DET FAIL' displayed on the ground is prohibited unless troubleshooting action confirms the message has not been triggered due to a failure of an AMS controller card."

Note 1: When a statement identical to that in paragraph (g) of this AD has 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.

Note 2: The limitation and procedure specified in paragraph (g) of this AD is an interim solution until a final action is identified, at which time the FAA might consider further rulemaking.

FAA AD Differences

Note 3: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

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

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

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

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

(i) Special Flight Permits: We are prohibiting the issuance of special flight permits to operate the airplane to a location to replace the AMS controller card, unless the following condition is met: The flight crew must manually engage the engine anti-ice system if icing conditions occur during any ferry flight.

Related Information

(j) Refer to MCAI Brazilian Airworthiness Directives 2010-01-01 and 2010-01-02, both effective January 31, 2010, for related information.

Material Incorporated by Reference

(k) None.

Issued in Renton, Washington, on March 16, 2010.

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