



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2007-22

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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 2007-01

2006-26-04		EMBRAER	EMB-145XR
2006-26-05		Fokker	F27 Mark 100, 200, 300, 400, 500, 600, and 700
2006-26-06		Boeing	777-200 and -300
2006-26-09		Boeing	737-200, -300, -400, and -500 series
2006-26-11		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2006-26-12	S 2005-06-08	Airbus	A330, A340-200, and A340-300 series

Biweekly 2007-02

2006-17-12	COR	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C-37, and RB211-22B-02 turbofan
2006-20-14		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 STD, -200 LR, and -200 SU airplanes, and Model ERJ 190-100 STD, -100 LR, and -100 IGW
2006-26-10		Airbus	A300
2006-26-13	S 2001-24-02 and AD 2003-20-08	Boeing	See AD
2007-01-01		BAE	BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-01-02	S 2004-01-17	McDonnell Douglas	MD-11 and -11F
2007-01-07	S 2004-20-09	BOMBARDIER, INC	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-01-15	S 2004-25-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2007-02-01		Dassault	Falcon 2000EX airplanes

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2007-03			
2007-01-08		Bombardier, Inc	DHC-8-400 series
2007-01-09		Boeing	747-100B SUD, 747-200B, 747-300, 747-400, 747-400D, and 747SP series
2007-01-10	S 2004-16-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2007-01-11	S 99-08-04	Bombardier, Inc	DHC-8-100, -200 and -300 series
2007-01-12		Dassault Aviation	Mystere-Falcon 50, Mystere-Falcon 900, Falcon 900EX, Falcon 200, Falcon 2000EX
2007-01-13		Airbus	A310-304, -308, -324, and -325
2007-01-14		Bombardier, Inc	DHC-8-400 series
2007-02-02		McDonnell Douglas	See AD
2007-02-03	S 2002-08-05	Bombardier, Inc.	DHC-8-400
2007-02-05	S 2004-23-03	Rolls-Royce plc	Engine: RB211 Trent 768-60, RB211 Trent 772-60, and RB211 Trent 772B-60 series
2007-02-06		Pratt & Whitney	PW2037, PW2040, and PW2037M turbofan
2007-02-07		Rolls-Royce Deutschland	Engine: Dart 528, 529, 532, 535, 542, and 555 series
2007-02-09		Airbus	A310
2007-02-10		Dassault Aviation	Mystere-Falcon 900
2007-02-13		Dornier Luftfahrt GmbH	228-212
2007-02-14		Boeing	737-600, -700, -700C, -800, and -900
2007-02-15		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2007-02-16	S 2005-04-12	Saab	SAAB-Fairchild SF340A (SAAB/SF340A)
2007-02-18	S 2002-11-11	Boeing	767-200, -300
2007-02-19		Airbus	A300 B4-605R airplanes and Model A310-308, -324, and -325
2007-02-20		Fokker Services B.V	Model F27 Mark 050 and F.28 Mark 0070 and 0100
2007-02-21		Airbus	A300 airplanes; and Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2007-02-22		Airbus	A310
2007-02-23		Boeing	777-200, -300, and -300ER
2007-02-24		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
2007-03-01		Boeing	757-200, -200PF, -200CB, and -300 series
2007-03-02		Rolls-Royce Deutschland Ltd	Engine: Tay 611-8 and Tay 620-15 turbofan
2007-03-03		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-03-04		Airbus	A330-200 and A330-300 series
2007-03-05		Gulfstream Aerospace LP	Model Gulfstream 100 airplanes; and Model Astra SPX and 1125 Westwind Astra
2007-03-07	S 2002-20-07	Boeing	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2007-04			
2007-03-09		Airbus	A300 Airplanes; Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes); and Model A310 Airplanes
2007-03-10		Airbus	A300 airplanes; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, A300 F4-605R, F4-622R, and C4-605R Variant F airplanes; and A310
2007-03-11		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-03-13		Rolls-Royce Deutschland Ltd	Engine: 528, 529, 532, 535, 542, and 552
2007-03-15	S 2003-02-04	CFM International	Engine: CFM56-5 and 5B series
2007-03-18		Airbus	A300 and A300-600
2007-03-19	S 2004-14-16	Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-04-03	S 2006-04-02	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2007-04-04		BAE Systems	BAE 146-100A, -200A, and -300A series airplanes; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-04-05	S 2005-13-33	Airbus	A300
2007-04-06		McDonnell Douglas	DC-8-62 and DC-8-63
2007-04-07		Bombardier, Inc.	DHC-8-400
2007-04-09		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2007-04-10	S 96-24-03	Boeing	747-400
2007-04-15		Sicma Aero Seat	Appliance: Passenger seat assemblies
2007-04-16		Boeing	767
2007-04-17		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, and DC-10-30F (KC-10A and KDC-10), DC-10-40 and DC-10-40F, MD-10-10F and MD-10-30F
2007-04-18		Learjet	23, 24, 24A, 24B,, 24-B-A, 24 C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 254B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A (C-21A, 36, 36. 36A, 55, 55B and 55C

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Biweekly 2007-05			
2007-04-11	S 96-13-11	Airbus	A300 B2 and B4
2007-04-20		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2007-04-21		Fokker	F.28 Mark 0070 and 0100
2007-04-22		Bombardier	DHC-8-102, -103, and -106 airplanes, and Model DHC-8-200 and DHC-8-300
2007-04-23	S 2004-08-01	Fokker	F.28 Mark 0070 and 0100
2007-04-24		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-04-26	S 2006-17-08	Pratt & Whitney	Engine: PW4077D, PW4084D, PW4090, and PW4090-3
2007-04-27		Fokker	F.28 Mark 1000, 2000, 3000, and 4000
2007-05-01		Construcciones Aeronauticas	C-212
2007-05-02		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and Model ERJ 190-100 STD, -100 LR, and -100 IGW
Biweekly 2007-06			
2005-24-03 R1	R 2005-24-03	Boeing	737-600, -700, -700C, and -800 series
2007-05-06		McDonnell Douglas	717-200
2007-05-07		Fokker Services B.V	F.28 Mark 0070 and 0100
2007-05-08		Airbus	A330 and A340
2007-05-11	S 98-13-24	Bombardier, Inc.	CL-600-2B16 (CL-604), Model CL-600-2B19 (Regional Jet Series 100 & 440)
2007-05-12		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313
2007-05-13		Airbus	A319, A320, and A321
2007-05-14		General Electric Company	Engine: See AD
2007-05-15	S 2005-20-04	Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating
2007-05-16	S 2007-04-51	General Electric Aircraft Engine	Engine: CF34-3A1/-3B/-3B1 turbofan
2007-05-17	S 2002-08-11	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1
2007-06-02	S 2006-07-09	Airbus	A318, A319, A320, and A321
2007-06-03		Airbus	A330
2007-06-05		Airbus	A318-111 and -112; A319-111, -112, -113, -114, and -115; A320-111, -211, -212, and -214; and A321-111, -112, -211, -212, and -213
2007-06-09	S 2005-25-03	Boeing	737-600, -700, -700C, and -800 series
2007-06-10	S 2005-15-13	Rolls Royce plc	Engine: RB211-524 series
2007-06-12	S 2005-20-07	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343
2007-06-13		Airbus	A300 B4-605R and F4-605R, A300 B4-601, B4-603, B4-605R, and C4-605R Variant F, A310
2007-06-51	E	Boeing	737-800 series
2007-06-52	E, S 2007-06-51	Boeing	737-800 series

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Biweekly 2007-07			
2007-06-17		Airbus	A320 series
2007-06-18		Airbus	A318, A319, A320, and A321
2007-06-19		Bombardier, Inc.	DHC-8-102, DHC-8-103, and DHC-8-106 airplanes and Model DHC-8-200 and DHC-8-300
2007-06-53	E	Embraer	ERJ 170 and ERJ 190
2007-07-01		Airbus	A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4-605R Variant F airplanes (collectively called A300-600 series airplanes)
2007-07-02		Boeing	737-300, -400, -500, -600, -700, -800 and -900 series airplanes; and Model 757-200 and -300 series
2007-07-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2007-07-04		McDonnell Douglas	MD-11 and 11F
Biweekly 2007-08			
2007-07-05		Boeing	777-200, -200LR, -300, and -300ER series
2007-07-07	S 2006-05-04	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1
2007-07-08	S 2002-08-51	Airbus	A300 B-2 and B-4 series
2007-07-09	S 2005-19-14	Airbus	A318, A319, A320, and A321
2007-07-10		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
2007-07-11		Gulfstream Aerospace	Gulfstream 200
2007-07-12		Honeywell, Inc.	Appliance: NZ-2000 navigation computers
2007-07-13		Gulfstream Aerospace LP	Model Galaxy airplanes and Model Gulfstream 200
2007-07-14		Embraer	EMB-135BJ
2007-07-15	S 2004-09-01	Airbus	A300 B4-601, A300 B4-603, A300 B4-605R, A300 C4-605R Variant F, A310-204, and A310-304
2007-08-01	S 2005-18-01	General Electric Company	Engine: CT7-5A2/-5A3/-7A/-7A1/-9B/-9B1/-9B2/-9C/-9C3/-9D/-9D2 turboprop
2007-08-02		Hartzell Propeller Inc.	Propeller: HC-E4A-3()/E10950()
2007-08-05		Airbus	A330-200, A330-300, A340-200, and A340-300 series
Biweekly 2007-09			
2006-11-05R1	R 2006-11-05	Rolls-Royce plc	RB211-22B series, RB211-524B, -524C2, -524D4, -524G2, -524G3, and -524H series, and RB211-535C and -535E series turbofan
2007-07-05R1	R 2007-07-05	Boeing	777-200, -200LR, -300, and -300ER series
2007-08-09		Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-6
2007-09-03		Learjet	45
Biweekly 2007-10			
2007-06-52		Boeing	737-800
2007-06-53		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, and -100 IGW
2007-09-04		Boeing	777-200, -300, and -300ER series
2007-09-09		Airbus	A330 airplanes, and Model A340-200 and -300 series
2007-10-03		Boeing	767-200 and -300 series
2007-10-04		McDonnell Douglas	Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2007-10-05		General Electric Company	Engine: GE90-110B1, -113B, and -115B series

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency				
Biweekly 2007-11				
2006-24-08	COR	Pratt & Whitney Canada	Engine: PW535A turbofan	
2007-10-09		Boeing	747-400 series	
2007-10-10	S 2005-12-05	Airbus	A300-600 series	
2007-10-11		EMBRAER	EMB-145LR, -145XR, -145MP, and -135LR and EMB-135BJ	
2007-10-12		Boeing and McDonnell Douglas	737-200, -300, -400, -500, -600, -700, -800, and -900 series, 757-200 and -300 series, DC-10-10, DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F	
2007-10-14		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201	
2007-10-16	S 2003-07-06	British Aerospace Regional Aircraft Jetstream	Jetstream Model 3201	
2007-11-03	S 99-21-15 S 99-12-52 S 2005-12-17	Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212	
2007-11-07		Boeing	737-100, -200, -200C, -300, -400, and -500 series	
2007-11-08		Boeing	727, 727C, 727-100, 727 -100C, 727-200, and 727-200F series	
2007-11-09		Bombardier	DHC-8-400	
2007-11-10		Fokker	F.28 Mark 0700 and 0100	
2007-11-11		S 2004-11-13	Airbus	A318, A319, A320 and A321
2007-11-13		S 2003-17-01	McDonnell Douglas	717-200
Biweekly 2007-12				
2007-11-12	S 98-16-06	Airbus	A310 series	
2007-11-14		EMBRAER	EMB-135BJ	
2007-11-15		McDonnell Douglas	DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes, Model DC-10-40 and DC-10-40F airplanes, and Model MD-10-30	
2007-11-16	S 2006-04-10	McDonnell Douglas	MD-11 and MD-11F	
2007-11-17		Cessna Aircraft Company	500, 501, 550, 551, S550, 560, 560XL, and 750	
2007-11-18		General Electric Company	Engine: CF6-50C, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2F, and CF6-50C2R turbofan	
2007-11-20		General Electric Company	CF6-80C2 series turbofan	
2007-12-01	S 98-16-05	Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -314, and -315	
2007-12-02		McDonnell Douglas	DC-8-33, -42, and -43 airplanes; Model DC-8-51, -52, -53, and -55 airplanes; Model DC-8F-54 and -55 airplanes; Model DC-8-61, -62, and -63 airplanes; Model DC-8-61F, -62F, and -63F airplanes; Model DC-8-72 airplanes; and Model DC-8-71F, -72F, and -73F	
2007-12-03		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402	
2007-12-04		Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; and Model A300 C4-605R Variant F	
2007-12-07		General Electric Company	Engine: CF6-80C2B1F, -80C2B2F, -80C2B4F, -80C2B5F, -80C2B6F, -80C2B6FA, -80C2B7F, and -80C2B8F turbofan	
2007-12-08		S 2005-20-27	Airbus	A340-211, -212, -311, and -312
2007-12-09		General Electric Company	Engine: CF34-10E2A1, CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, and CF34-10E7 turbofan	

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Biweekly 2007-13			
2007-12-06	S 2006-23-02	Hawker Beechcraft Corporation	C90A, B200, B200C, B300, B300C
2007-12-10		Airbus	A330 and A340
2007-12-11	S 96-23-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, 747SR, and 747SP
2007-12-12		Dassault Aviation	Mystere-Falcon 50
2007-12-14		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2007-12-15	S 2006-20-06	General Electric Company	CF34-10E2A1, -10E5, -10E5A1, -10E6, -10E6A1, and -10E7 turbofan
2007-12-16		Dassault Aviation	2000EX and 900EX (version F900DX)
2007-12-17		EMBRAER	EMB-135ER, -135KE, -135KL, and -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP, EMB-135BJ
2007-12-18		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
2007-12-19		Airbus	A310 and A300-600 Series
2007-12-20		Aerospatiale	ATR42-200, -300, -320, and -500 and Model ATR72-101, -102, -201, -202, -211, -212, and -212A
2007-12-25		Gulfstream Aerospace Corporation	GIV-X, GV, and GV-SP series
2007-13-01		McDonnell Douglas	717-200
2007-13-02		McDonnell Douglas	DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-72, DC-8-72F, and DC-8-73F
2007-13-03		EMBRAER	EMB-145XR
2007-13-04	S 2002-24-52	Boeing	747-400, 747-400D, and 747-400F series
2007-13-05		Boeing	777-200, -200LR, -300, and -300ER series
2007-13-06		BAE Systems	BAe 146-100A, -200A, and -300A series airplanes, and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-13-07	S 2005-17-18	Airbus	A330 and A340
2007-13-08		Airbus	A318, A319, A320 and A321
Biweekly 2007-14			
2007-13-09		McDonnell Douglas	717-200
2007-13-10		McDonnell Douglas	DC-10-30 and DC-10-30F
2007-13-13		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
Biweekly 2007-15			
2007-14-01		Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes; and Model A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642
2007-14-02		Bombardier	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2007-14-05		Airbus	A310
2007-14-06		AEROTECHNIC Vertiebs -u. Service GmbH	Appliance: CAS67A ACAS II systems
2007-14-07		Rolls-Royce plc	Engine: RB211-524 and -535 series turbofan
2007-15-01		British Aerospace	Jetstream HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes

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Biweekly 2007-16

2007-15-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-15-04	S 2007-06-52	Boeing	737-800 series
2007-15-05		McDonnell Douglas	DC-10-10 and DC-10-10F airplanes, Model DC-10-15 airplanes, Model DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes, Model DC-10-40 and DC-10-40F airplanes, Model MD-10-10F and MD-10-30F airplanes, and Model MD-11 and MD-11F A318-111 and -112 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232
2007-15-06		Airbus	A318-111 and -112 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232
2007-15-07		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2007-15-08	S 2006-18-09	BAE Systems	ATP
2007-15-10		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2007-16-03	S 98-19-15R1 and 2000-03-17	Aerospace LP	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-PC, and SA227-TT

Biweekly 2007-17

2007-16-02		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343
2007-16-04		Airbus	A319-100 and Model A320-200 series
2007-16-05		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-16-06		Airbus	A330-200 and A330-300 series
2007-16-07		Airbus	A310-203, A310-204, A310-222, A310-304, A310-322, and A310-324
2007-16-08	S 2006-12-12	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR
2007-16-09		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and Model ERJ 190-100 STD, -100 LR, and -100 IGW
2007-16-11		Fokker Services B.V.	F27 Mark 050
2007-16-12		Boeing	757-200, 757-300
2007-16-13	S 2005-12-04	Boeing	757-200, -200PF, and -200CB
2007-16-15		Aerospatiale	SN-601 (Corvette)
2007-16-16		Embraer	EMB-135BJ
2007-16-17	S 2005-26-17	Airbus	A300-600 and A310 series
2007-16-19		Boeing	747-200B, 747-300, and 747-400
2007-17-01	S 2005-10-16	General Electric Company	CF6-80E1A1, CF6-80E1A2, CF6-80E1A3, CF6-80E1A4, and CF6-80E1A4/B turbofan

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2007-18			
2007-07-07R1	R 2007-07-07	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan
2007-11-07	C	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-16-18		Boeing	767-200, -300, -300F, and -400ER series
2007-17-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-17-10		Embraer	EMB-135BJ
2007-17-11		McDonnell Douglas	717-200
2007-17-12		Boeing	777
2007-17-13		Boeing	747-100, -200B, -200C, and -200F series
2007-17-14		Airbus	A321
2007-17-15		Airbus	A300 series
2007-17-16		Gulfstream Aerospace LP	Galaxy airplanes and Model Gulfstream 200
2007-17-17		Learjet	31, 31A, 35, 35A (C-21A), 36, 36A, 55, 55B, and 55C airplanes, and Model 45
2007-17-18		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, 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, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes, and Model MD-88
2007-17-19		McDonnell Douglas	MD090-30
2007-17-21		Pratt & Whitney	Engine; JT9D-7R4G2, -7R4E1, -7R4E4, and -7R4H1 series
2007-18-01		Airbus	A330, A340-200, -300, and A340-500, -600
2007-18-02		Airbus	A300
2007-18-03		Boeing	737-300, -400, and -500
2007-18-04	S 2007-12-10	Airbus	A330 and A340
2007-18-06		Pratt & Whitney	See AD
2007-18-51	E	Boeing	737-600, -700, -700C, -800, -900, and -900ER
2007-18-52	E, S 2007-18-51	Boeing	737-600, -700, -700C, -800, -900, and -900ER

Biweekly 2007-19

2007-18-08	S 2005-18-14	Avions Marcel Dassault-Breguet Aviation	Falcon 10
2007-18-09	S 2005-24-06	Airbus	A318, A319, A320, and A321
2007-18-10		General Electric Company	Engine: CF6-80E1A1, CF6-80E1A2, CF6-80E1A3, CF6-80E1A4, and CF6-80E1A4/B
2007-19-02		McDonnell Douglas	MD-11, MD-11F, DC-10-30 and DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, and MD-10-30F
2007-19-03		McDonnell Douglas	717-200

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2007-20			
2007-15-10	COR	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
2007-18-52	FR, S 2007-18-51	Boeing	737-600, -700, -700C, -800, -900, and -900ER
2007-19-04		Airbus	A300F4-605R and A300F4-622R
2007-19-06		General Electric Company	Engine: CF6-45A, 45A2, -50A, -50C, -50CA, -50C1, -50C2, -50C2B, -50C2D, -50C2F, -50C2R, -50E, -50E1, -50E2, and -50E2B
2007-19-10		Rolls-Royce plc	Engine: RB211 Trent 553-61, 556-61, 556B-61, 560-61, 553A2-61, 556A2-61, 556B2-61, and 560A2-61
2007-19-08		Airbus	A310-300 and A300-600R
2007-19-12		SICMA Aero Seat	Appliance: SICMA Aero Seat 50XXX passenger seats
2007-19-13		B/E Aerospace	Appliance: Skyluxe II (AA2) passenger seats
2007-19-15		McDonnell Douglas	MD-10-10F and MD-10-30F airplanes, and Model MD-11 and MD-11F airplanes.
2007-19-16		Boeing	747
2007-19-17		McDonnell Douglas	MD-11 and MD-11F, 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, and MD-10-30F
2007-19-19	S 2001-15-02	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2007-20-01		Boeing	747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SP
2007-20-02		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2007-20-03		Airbus	A300-600
Biweekly 2007-21			
2007-19-10	COR	Rolls-Royce pl	Engine: RB211 Trent 553-61, 556-61, 556B-61, 560-61, 553A2-61, 556A2-61, 556B2-61, and 560A2-61 turbofan
2007-20-04	S2004-03-06 and 2005-02-09	Airbus	A300 and A310
2007-20-05		Airbus	A318-111, A318-112, A319, A320, and A321
2007-20-06		Saab	2000
2007-21-04		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2007-21-05		International Aero Engines	Engine: V2500-A1, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, V2533-A5, V2525-D5, and V2528-D5
2007-21-06		General Electric Company	Engine: CF6-80C2A5F

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 2007-22

2007-19-07		Boeing	757-200, -200PF, and -200CB series
2007-21-03		Airbus	A300-600 series airplanes; and Model A310 series
2007-21-07		Airbus	A310
2007-21-08		Hawker Beechcraft Corporation	800XP
2007-21-12		Embraer	EMB-135BJ
2007-21-13		Boeing	See AD
2007-21-14		Airbus	A310
2007-21-15		Boeing	707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400
2007-21-16		Bombardier, Inc	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2007-21-17		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-21-18		McDonnell Douglas	DC-8-53, DC-8-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, DC-8-73F, DC-8F-54, and DC-8F-55
2007-22-03		Airbus	A300
2007-22-04		Airbus	A330
2007-22-05		Airbus	A300-600
2007-22-06		Fokker Services B.V	F.28 Mark 0070 and 0100
2007-22-07		General Electric Company	Engine: CF6-80C2D1F turbofan
2007-22-08		Rolls-Royce plc	Engine: RB211 Trent 768-60, 772-60, 772B-60, and 772C-60



2007-19-07 Boeing: Amendment 39-15198. Docket No. FAA-2007-27560; Directorate Identifier 2006-NM-211-AD.

Effective Date

- (a) This AD becomes effective November 28, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Boeing Model 757-200, -200PF, and -200CB series airplanes, certificated in any category; as identified in Boeing Service Bulletin 757-53A0092, Revision 1, dated January 10, 2007.

Unsafe Condition

- (d) This AD results from reports of scribe lines adjacent to the fuselage skin lap joints. We are issuing this AD to detect and correct cracks, which could grow and cause 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.

Inspections

- (f) Perform detailed inspections to detect scribe lines and cracks of the fuselage skin, lap joints, circumferential butt splice strap, and external and internal approved repairs; and perform related investigative and corrective actions. Do the actions in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-53A0092, Revision 1, dated January 10, 2007, except as required by paragraph (g) of this AD. Do the actions within the applicable compliance times specified in paragraph 1.E. of the service bulletin, except as required by paragraph (h) of this AD.

Exceptions to Service Bulletin Specifications

(g) Where Boeing Service Bulletin 757-53A0092, Revision 1, dated January 10, 2007, specifies to contact Boeing for appropriate repair instructions, repair using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(h) Boeing Service Bulletin 757-53A0092, Revision 1, dated January 10, 2007, specifies compliance times relative to the date of issuance of the service bulletin; however, this AD requires compliance before the specified compliance time relative to the effective date of the AD.

Credit for Prior Accomplishment

(i) Inspections done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 757-53A0092, dated September 18, 2006, are acceptable for compliance with the corresponding requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(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.

(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 appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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.

Material Incorporated by Reference

(k) You must use Boeing Service Bulletin 757-53A0092, Revision 1, dated January 10, 2007, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 15, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20816 Filed 10-23-07; 8:45 am]



2007-21-03 Airbus: Amendment 39-15221. Docket No. FAA-2007-28663; Directorate Identifier 2006-NM-223-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 20, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Airbus Model A300-600 series airplanes; and Model A310 series airplanes; certificated in any category; all certified models, all serial numbers.

Subjects

- (d) Electrical Power, Hydraulic Power, and Pneumatic.

Reason

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

* * * the FAA issued in July 1996 an Aging Non-structural Systems plan to address the White House Commission an Aviation Safety and Security (WHCSS) report.

To help fulfill the actions specified in this Aging Systems plan, the FAA set-up in January 1999 an Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC) to investigate the potential safety issues in aging aircraft as a result of wear and degradation in their operating systems.

Under this plan, all Holders of type Certificates aircraft are required to conduct a design review, to preclude the occurrence of potential unsafe conditions as the aircraft aged.

Further to AIRBUS investigations on this subject, corrected measures intended to improve the design of A310 and A300-600 fleet against potential unsafe conditions as the aircraft aged, are rendered mandatory by this AD.

The unsafe condition is degradation of the fuel system, which could result in loss of the airplane. The corrective actions include: Modify emergency power electrical routing; inspect certain wire routes and do necessary corrective action (repair chafed or burned wiring, damaged clamps, and introduce self-vulcanizing silicone tape for wrapping the cable bundle at each clamping position); secure electrical routing; and relocate temperature sensors and modify wires.

Actions and Compliance

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

(1) For Model A310 series airplanes, having received Airbus Modification 05911 and/or Airbus Modification 05910, or having received application of Airbus Service Bulletin A310-24-2014 or A310-24-2099 in service; and Model A300-600 series airplanes having received in production Airbus Modification 06213, or having received application of Airbus Service Bulletin A300-24-6008 (Airbus Modification 06214) in service; except airplanes on which Airbus Modification 10510 has been embodied in production or airplanes on which Airbus Service Bulletin A310-24-2056, dated June 8, 1993; Revision 1, dated November 28, 1994; or Revision 02, dated June 9, 2006; or Airbus Service Bulletin A300-24-6045, dated June 8, 1993; Revision 1, dated June 2, 1994; Revision 2, dated August 11, 1994; Revision 3, dated November 28, 1994; Revision 4, dated May 5, 1995; or Revision 05, dated June 9, 2006; has been embodied in service: Within 36 months after the effective date of this AD, modify the emergency power electrical routing under floor at pressure seal interface plates between FR (frame) 52 and FR53, in accordance with the instructions given in Airbus Service Bulletin A310-24-2056, Revision 02, dated June 9, 2006; or A300-24-6045, Revision 05, dated June 9, 2006; as applicable.

(2) For Model A310 series airplanes, manufacturing serial number (MSN) 0162 up to 0706 included, and Model A300-600 series airplanes, MSN 0252 up to 0794 included; except airplanes on which the one-time detailed visual inspection in accordance with Airbus Service Bulletin A310-24-2079, dated March 28, 2000; or Revision 01, dated April 27, 2006; or Airbus Service Bulletin A300-24-6069, dated March 28, 2000; or Revision 01, dated April 27, 2006; has been performed in service: Within 36 months after the effective date of this AD, perform a one-time detailed visual inspection of the electrical routes 1P and 2P between the rear panel 120VU (volt unit) and the circuit breaker panel 800VU located in the forward compartment and in case of finding, before further flight, repair chafed or burned wiring, damaged clamps and introduce self-vulcanizing silicone tape for wrapping the cable bundle of each clamping position, in accordance with the instructions given in Airbus Service Bulletin A310-24-2079, Revision 01, dated April 27, 2006; or Airbus Service Bulletin A300-24-6069, Revision 01, dated April 27, 2006; as applicable.

(3) For Model A310 series airplanes, equipped with Eaton (formerly Vickers) electrical pumps, except airplanes on which Airbus Modification 10017 has been embodied in production or airplanes on which Airbus Service Bulletin A310-29-2036, dated August 10, 1992; Revision 1, dated December 16, 1992; Revision 2, dated September 20, 1993; or Revision 03, dated June 9, 2006; have been embodied in service: Within 36 months after the effective date of this AD, secure the electrical routing 1P, 2P, and the hydraulic line running to pump 11GE, in the hydraulic bay at FR54 by changing the routes and by adding a spacer and a clamp to prevent any chafing between them, in accordance with the instructions given in Airbus Service Bulletin A310-29-2036, Revision 03, dated June 9, 2006.

(4) For Model A310 series airplanes, except airplanes on which Airbus Modification 06447 has been embodied in production or airplanes on which Airbus Service Bulletin A310-36-2010, Revision 2, dated September 26, 1989; or Revision 03, dated May 24, 2006; have been embodied in service: Within 36 months after the effective date of this AD, relocate the temperature sensors and modify the associated wires in accordance with the instructions of Airbus Service Bulletin A310-36-2010, Revision 03, dated May 24, 2006.

(5) Actions done before the effective date of this AD in accordance with any applicable service bulletin in Table 1 of this AD are acceptable for compliance with the corresponding provisions of paragraph (f) of this AD.

Table 1 – Acceptable Earlier Revisions of Service Bulletins

Airbus Service Bulletin	Revision Level	Date
A300-24-6045	Original	June 8, 1993
	1	June 2, 1994
	2	August 11, 1994
	3	November 28, 1994
	4	May 5, 1995
A300-24-6069	Original	March 28, 2000
A310-24-2056	Original	June 8, 1993
	1	November 28, 1994
A310-24-2079	Original	March 28, 2000
A310-29-2036	1	December 16, 1992
	2	September 20, 1993
A310-36-2010	2	September 26, 1989

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, 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 Stafford, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227-1622; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate

principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) **Reporting Requirements:** For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, 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 EASA Airworthiness Directive 2006-0285R1, dated November 13, 2006, and the Airbus Service Bulletins in Table 2 of this AD for related information.

Table 2 – Airbus Service Bulletins

Service Bulletin	Revision Level	Date
A300-24-6045	05	June 9, 2006
A300-24-6069	01	April 27, 2006
A310-24-2056	02	June 9, 2006
A310-24-2079	01	April 27, 2006
A310-29-2036	03	June 9, 2006
A310-36-2010	03	May 24, 2006

Material Incorporated by Reference

(i) You must use the service information specified in Table 3 of this AD to do the actions required by this AD, unless the AD specifies otherwise. Airbus Service Bulletin A310-24-2014, Revision 7, dated January 17, 1990, contains the following effective pages:

Page number	Revision level shown on page	Date shown on page
1, 687–688, 858, 946, 1067–1068	7	January 17, 1990.
2–2a, 8a–9, 11–16, 19–20, 671–686, 689–690, 692, 694, 696, 698–699, 701–704, 707–710, 714–715, 717–720, 724–729, 732–752, 754–834, 837–849, 851–852, 855–857, 859–860, 863–874, 877–882, 885–896, 903–928, 937–945, 947–980, 987–990, 993–994, 997–1004, 1007–1016, 1023–1024, 1027–1030, 1033–1058, 1061–1062, 1065–1066, 1069–1082, 1085–1086, 1089–1100, 1103–1112, 1115–1116, 1118–1119, 1122–1127, 1129–1131.	5	November 20, 1989.
3–7, 10, 17–18, 21, 23–92, 95–102, 109–117, 119–122, 124–127, 129–131, 134–135, 137–140, 142, 145–146, 149–151, 154–168, 172–174, 176–177a, 177f, 178–264, 266, 268, 270, 273–276, 279–282, 287–292, 294, 303–322, 325–327, 329–335, 337–358, 361–362, 365–374, 377–395, 397–408, 411–432, 435–436, 439–446, 451–454, 457–458, 467–472, 477–478, 487–494, 497–504, 511–514, 517–522, 525–528, 533–542, 551–560, 563–572, 577–580, 583–608, 611–612, 614–616.	2	September 22, 1986.
8, 103–104, 106–107, 133, 136, 141, 143–144, 152, 169–171, 175, 177c–177e, 265, 271–272, 277–278, 285–286, 293, 295–300, 323–324, 328, 359–360, 363–364, 409–410, 447–450, 461–464, 473–476, 495–496, 505–506, 547–550, 573–574, 609–610, 613, 617–659, 662, 664–670.	3	January 22, 1987.
22, 93–94a, 105, 108, 118, 123, 128, 132, 147–148, 153–153b, 177b, 177g–177k, 267, 269, 283–284, 301–302, 336–336b, 375–376, 396, 433–434, 437–438, 455–456, 459–460, 465–466, 479–486, 507–510, 515–516, 523–524, 529–532, 543–546, 561–562, 575–576, 581–582, 660–661, 663.	4	March 30, 1987.
691, 693, 695, 697, 700, 705–706, 711–713, 716, 721–723, 730–731, 753, 835–836, 850, 853–854, 861–862a, 875–876, 883–884, 897–902, 929–936, 981–986, 991–992, 995–996, 1005–1006, 1017–1022, 1025–1026, 1031–1032, 1059–1060, 1063–1064, 1083–1084, 1087–1088, 1101–1102, 1113–1114, 1117, 1120–1121, 1128.	6	March 28, 1989.

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

(2) For service information identified in this AD, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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 – Material Incorporated by Reference

Airbus Service Bulletin	Revision Level	Date
A300-24-6045	05	June 9, 2006
A300-24-6069	01	April 27, 2006
A310-24-2014	7	January 17, 1990
A310-24-2056	02	June 9, 2006
A310-24-2079	01	April 27, 2006
A310-24-2099, including Appendices A, B, and C	01	October 4, 2006
A310-29-2036	03	June 9, 2006
A310-36-2010	03	May 24, 2006

Issued in Renton, Washington, on September 21, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20027 Filed 10-15-07; 8:45 am]



2007-21-07 Airbus: Amendment 39-15225. Docket No. FAA-2007-28922; Directorate Identifier 2007-NM-132-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 20, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Airbus Model A310 series airplanes, certificated in any category, except airplanes on which Airbus Service Bulletin A310-32-2133, Revision 02, dated February 26, 2007, has been embodied in service.

Subject

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

Reason

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

An incident occurred on one A300-600 aircraft at parking brake application. Both engines were running, the aircraft started moving again despite parking brake application. Captain tried to stop the aircraft via the pedals but, as the parking brake selector valve was selected, the aircraft could not be stopped (as per design, activation of the parking brake inhibits the other braking modes, and consequently prevents the recovery of the normal braking through the pedals). As part of the investigation, the pressure limiter was removed and examined. The expertise revealed a metallic wire aimed at reducing the section of one port of this equipment was found broken. A part of this wire partially obstructed the hole receiving this wire, thus delaying the build up of parking brake pressure. In order to avoid recurrence of the failure mode described above, EASA (European Aviation Safety Agency), issued Airworthiness Directive (AD) 2006-0178 to require the replacement of the parking brake pressure limiter (FIN 323292).

During embodiment of SB (Service Bulletin) 32-2133 on an A310 as per AD 2006-0178 [EASA AD 2006-0178 corresponds to FAA AD 2007-02-21, amendment 39-14908], an operator reported that the modified pressure limiter could not be fitted. Subsequent investigation concluded that A310 installation being slightly different from A300-600 aircraft, the approved solution was not directly adaptable to A310 aircraft.

* * * This new AD, dealing with the same subject, requires the replacement of the brake pressure limiter by accomplishment of Airbus SB A310-32-2133, which has been revised to include the adaptation kit for A310 aircraft.

Actions and Compliance

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

(1) Within 10 months after the effective date of this AD, replace the parking brake pressure limiter (FIN 323292), in accordance with the instructions given in Airbus Service Bulletin A310-32-2133, Revision 02, dated February 26, 2007.

(2) [Reserved]

FAA AD Differences

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

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 Stafford, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1622; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, 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 EASA Airworthiness Directive 2007-0151, dated May 22, 2007; Airbus Service Bulletin A310-32-2133, Revision 02, dated February 26, 2007; and Messier-Bugatti Service Bulletin C24264-32-848, dated February 15, 2006, for related information.

Material Incorporated by Reference

(i) You must use Airbus Service Bulletin A310-32-2133, Revision 02, dated February 26, 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 3, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20137 Filed 10-15-07; 8:45 am]



2007-21-08 Hawker Beechcraft Corporation (formerly Raytheon Aircraft Company):
Amendment 39-15226. Docket No. FAA-2007-28810; Directorate Identifier 2007-NM-104-AD.

Effective Date

(a) This AD becomes effective November 20, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hawker Beechcraft Model Hawker 800XP airplanes, certificated in any category; as identified in Raytheon Service Bulletin SB 24-3772, dated February 2006.

Unsafe Condition

(d) This AD results from reports of wire bundle interference in the DA panel, chafed wire bundles, and exposed conductors. We are issuing this AD to prevent chafing of wire bundles, which could cause an electrical short and consequent loss of several functions essential for safe flight and smoke or fire in the flight compartment and main cabin.

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.

Inspection and Corrective Actions

(f) Within 600 flight hours or 12 months after the effective date of this AD, whichever occurs first, do a detailed inspection of panel DA wiring for clearance and for signs of chafing or exposed conductors, in accordance with the Accomplishment Instructions of Raytheon Service Bulletin SB 24-3772, dated February 2006. If any wire is touching the panel, structure, or equipment, or if evidence of chafing or exposed conductors exists, before further flight, repair or replace the wires and cable ties with new ones, in accordance with the service bulletin.

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

(g) Although Raytheon Service Bulletin SB 24-3772, dated February 2006, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Wichita Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(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 appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(i) You must use Raytheon Service Bulletin SB 24-3772, dated February 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Hawker Beechcraft Corporation, 9709 East Central, Wichita, Kansas 67206, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 3, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20138 Filed 10-15-07; 8:45 am]



2007-21-12 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-15230.
Docket No. FAA-2007-28909; Directorate Identifier 2007-NM-135-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 20, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to EMBRAER Model EMB-135BJ airplanes, certificated in any category; as identified in EMBRAER Service Bulletin 145LEG-28-0016, Revision 01, dated June 27, 2005.

Subject

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

Reason

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

It has been found cases in which some wiring harnesses were not protected in accordance with SFAR-88 (Special Federal Aviation Regulation No. 88) requirements.

The potential of ignition sources, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane. The corrective action includes installing heat shrinkable sleeves on the inspection and refueling panel illumination lights wiring, and installing nipples on the terminal lugs to protect the wire terminals.

Actions and Compliance

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

- (1) Within 5,000 flight hours after the effective date of this AD, install heat shrinkable sleeves on the inspection and refueling panel illumination lights wiring, and install nipples on the terminal lugs to protect the wire terminals, in accordance with the detailed instructions and procedures in EMBRAER Service Bulletin 145LEG-28-0016, Revision 01, dated June 27, 2005.

- (2) Actions done before the effective date of this AD in accordance with EMBRAER Service Bulletin 145LEG-28-0016, dated March 8, 2004, are acceptable for compliance with the corresponding actions of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, 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 Brazilian Airworthiness Directive 2006-07-02, effective August 21, 2006, and EMBRAER Service Bulletin 145LEG-28-0016, Revision 01, dated June 27, 2005, for related information.

Material Incorporated by Reference

(i) You must use EMBRAER Service Bulletin 145LEG-28-0016, Revision 01, dated June 27, 2005, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sa~o Jose dos Campos–SP, Brazil.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 5, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20222 Filed 10-15-07; 8:45 am]



2007-21-13 Boeing: Amendment 39-15231. Docket No. FAA-2005-21701; Directorate Identifier 2005-NM-086-AD.

Effective Date

(a) This AD becomes effective November 20, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Boeing airplane models identified in Table 1 of this AD, certificated in any category.

Table 1 – Airplanes Affected by this AD

Model –	As Identified in Boeing Special Attention Service Bulletin –
747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes	747-28-2259, Revision 2, dated July 5, 2007
767-200, -300, and -300F series airplanes	767-57-0092, Revision 1, dated February 15, 2007
767-400ER series airplanes	767-57-0093, Revision 1, dated February 15, 2007

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent insufficient electrical bonding, which could result in a potential of ignition sources inside the fuel tanks, and which, in combination with flammable fuel vapors, could 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.

Rework Electrical Bonding

(f) Within 60 months after the effective date of this AD: Do the actions specified in paragraph (f)(1) or (f)(2) of this AD, as applicable, by accomplishing all the actions specified in the Accomplishment Instructions of the applicable service bulletin specified in Table 1 of this AD. Do any related investigative and corrective actions before further flight.

(1) For Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes: Rework the electrical bonding between the airplane structure and the pump housing of the outboard boost pumps in the main fuel tank, and do related investigative and applicable corrective actions. If any crack, corrosion, or damage is found during the open-hole high-frequency eddy current (HFEC) inspection specified in Boeing Special Attention Service Bulletin 747-28-2259, Revision 2, dated July 5, 2007, and the special attention service bulletin specifies contacting Boeing for repair instructions: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

(2) For Boeing Model 767-200, -300, -300F, and -400ER series airplanes: Rework the electrical bonding between the airplane structure and the pump housing of the override/jettison pumps in the left and right wing center auxiliary fuel tanks, and do the related investigative and applicable corrective actions.

Credit for Actions Accomplished Previously

(g) Actions done before the effective date of this AD in accordance with the applicable special attention service bulletins listed in Table 2 of this AD are acceptable for compliance with the corresponding requirements of paragraph (f) of this AD.

Table 2 – Service Bulletins Acceptable for Actions Accomplished Previously

Boeing Special Attention Service Bulletin	Revision Level	Date
747-28-2259	Original	November 4, 2004
747-28-2259	1	October 5, 2006
767-57-0092	Original	November 4, 2004
767-57-0093	Original	November 4, 2004

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(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 appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(i) You must use the applicable special attention service bulletin listed in Table 3 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; 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 – Material Incorporated by Reference

Boeing Special Attention Service Bulletin	Revision Level	Date
747-28-2259	2	July 5, 2007
767-57-0092	1	February 15, 2007
767-57-0093	1	February 15, 2007

Issued in Renton, Washington, on October 5, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20223 Filed 10-15-07; 8:45 am]



2007-21-14 Airbus: Amendment 39-15232. Docket No. FAA-2007-27925; Directorate Identifier 2006-NM-183-AD.

Effective Date

- (a) This AD becomes effective November 20, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all Airbus Model A310 series airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections and critical design configuration control limitations (CDCCLs). Compliance with the operator maintenance documents is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections and CDCCLs, the operator may not be able to accomplish the inspections and CDCCLs described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (j) of this AD. The request should include a description of changes to the required inspections and CDCCLs that will preserve the critical ignition source prevention feature of the affected fuel system.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors caused by latent failures, alterations, repairs, or maintenance actions, could 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.

Revise Airworthiness Limitations Section (ALS) To Incorporate Fuel Maintenance and Inspection Tasks

(f) Within 3 months after the effective date of this AD, revise the ALS of the Instructions for Continued Airworthiness to incorporate Airbus A310 ALS Part 5–Fuel Airworthiness Limitations, dated May 31, 2006, as defined in Airbus A310 Fuel Airworthiness Limitations, Document 95A.1930/05, Issue 2, dated May 11, 2007 (approved by the European Aviation Safety Agency (EASA) on July 6, 2007), Section 1, "Maintenance/Inspection Tasks." For all tasks identified in Section 1 of Document 95A.1930/05, the initial compliance times start from the later of the times specified in paragraphs (f)(1) and (f)(2) of this AD, and the repetitive inspections must be accomplished thereafter at the intervals specified in Section 1 of Document 95A.1930/05, except as provided by paragraph (g) of this AD.

(1) The effective date of this AD.

(2) The date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness.

Note 2: Airbus Operator Information Telex SE 999.0079/07, Revision 01, dated August 14, 2007, identifies the applicable sections of the Airbus A310 airplane maintenance manual necessary for accomplishing the tasks specified in Section 1 of Document 95A.1930/05.

Initial Compliance Time for Task 28-18-00-03-1

(g) For Task 28-18-00-03-1 identified in Section 1 of Document 95A.1930/05, "Maintenance/Inspection Tasks," of Airbus A310 Fuel Airworthiness Limitations, Document 95A.1930/05, Issue 2, dated May 11, 2007 (approved by the EASA on July 6, 2007): The initial compliance time is the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD. Thereafter, Task 28-18-00-03-1 must be accomplished at the repetitive interval specified in Section 1 of Document 95A.1930/05.

(1) Prior to the accumulation of 40,000 total flight hours.

(2) Within 72 months or 20,000 flight hours after the effective date of this AD, whichever occurs first.

Revise ALS To Incorporate CDCCLs

(h) Within 12 months after the effective date of this AD, revise the ALS of the Instructions for Continued Airworthiness to incorporate Airbus A310 ALS Part 5–Fuel Airworthiness Limitations, dated May 31, 2006, as defined in Airbus A310 Fuel Airworthiness Limitations, Document 95A.1930/05, Issue 2, dated May 11, 2007 (approved by the EASA on July 6, 2007), Section 2, "Critical Design Configuration Control Limitations."

No Alternative Inspections, Inspection Intervals, or CDCCLs

(i) Except as provided by paragraph (j) of this AD: After accomplishing the actions specified in paragraphs (f) and (h) of this AD, no alternative inspections, inspection intervals, or CDCCLs may be used.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(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 appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(k) EASA airworthiness directive 2007-0096 R1, dated May 2, 2007, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Airbus A310 ALS Part 5–Fuel Airworthiness Limitations, dated May 31, 2006; and Airbus A310 Fuel Airworthiness Limitations, Document 95A.1930/05, Issue 2, dated May 11, 2007; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 5, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20221 Filed 10-15-07; 8:45 am]



2007-21-15 Boeing: Amendment 39-15233. Docket No. FAA-2007-28811; Directorate Identifier 2006-NM-246-AD.

Effective Date

- (a) This AD becomes effective November 20, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to all Model 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 series airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from a report that stress corrosion cracking of the elevator hinge support fittings of the horizontal stabilizer trailing edge has been discovered on several Model 707 airplanes. We are issuing this AD to prevent cracking of the elevator hinge support fittings, which could reduce the elevator support stiffness and lead to in-flight airframe vibration, consequent damage to the elevator and horizontal stabilizer, and reduced controllability 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.

Service Bulletin Reference

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of Boeing 707 Alert Service Bulletin A3518, dated October 9, 2006.

Material Identification

(g) Within 180 days after the effective date of this AD or before further flight after any horizontal stabilizer is replaced: Verify the type of material used in the elevator hinge support fittings of the horizontal stabilizer trailing edge, in accordance with Part 1 of the Accomplishment Instructions of the service bulletin, then do the requirements of paragraph (g)(1) or (g)(2) of this AD, as applicable. Repeat the verification before further flight after the replacement of any hinge support fitting.

(1) For any hinge support fitting made of 7075-T7351 material: No further action is required by paragraph (h) or (i) of this AD.

(2) For any hinge support fitting made of 7079-T6 or 7075-T6 material: Do the actions required by paragraph (h) of this AD.

Repetitive Inspections, One-time Modification, and Corrective Actions

(h) Before further flight after doing paragraph (g) of this AD, do a detailed inspection for cracking of the hinge support fittings and modify certain segments of the rib webs, in accordance with Part 2 of the Accomplishment Instructions of the service bulletin. For any hinge support fitting found to be cracked or damaged, before further flight, do the actions required by paragraph (h)(1) or (h)(2) of this AD; in accordance with Part 3 of the Accomplishment Instructions of the service bulletin. Do all actions in accordance with the Accomplishment Instructions of the service bulletin; except where the service bulletin specifies to contact the manufacturer for repair procedures, this AD requires repair using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(1) Replace the fitting with a serviceable fitting made of 7079-T6 or 7075-T6 material. Repeat the detailed inspection thereafter at intervals not to exceed 180 days, until the terminating action required by paragraph (i) of this AD has been done.

(2) Replace the fitting with a new, improved fitting made of 7075-T7351 material.

Terminating Action

(i) For all airplanes: Within 48 months after the effective date of this AD, replace all hinge support fittings made of 7079-T6 or 7075-T6 material with new, improved fittings made of 7075-T7351 material, in accordance with Part 4 of the Accomplishment Instructions of the service bulletin. Doing this action terminates all requirements of paragraphs (g) and (h) of this AD.

Parts Installation

(j) As of the effective date of this AD, no person may install, on any airplane, a new or serviceable hinge support fitting made of 7079-T6 or 7075-T6 material, unless the requirements of paragraph (h)(1) of this AD are accomplished.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(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 appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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.

Material Incorporated by Reference

(l) You must use Boeing 707 Alert Service Bulletin A3518, dated October 9, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 5, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20219 Filed 10-15-07; 8:45 am]



2007-21-16 Bombardier, Inc.: Amendment 39-15234. Docket No. FAA-2007-28371; Directorate Identifier 2007-NM-040-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 21, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Bombardier Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes; certificated in any category; serial numbers 003 through 599.

Subject

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

Reason

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

It has been identified that a roll spoiler cable failure could result in an unacceptable amount of roll spoiler deflection, which could result in reduced controllability of the aircraft. To address this condition, Modsum 8Q100898 has been issued to introduce a spoiler cable disconnect sensing device. This modification has been installed in production on aircraft serial numbers 562 and subsequent. An associated operational check has also been introduced (See Note 1 [of the MCAI]).

In addition, Modsum 8Q101443 has been issued to address a potential spoiler cable interference condition on aircraft serial numbers 003 through 123, 125 through 130, 132 through 136, 138 and 139, which do not yet have a spoiler cable tension regulator (Mod[ification] 8/0708) installed.

Following incorporation of the spoiler cable disconnect sensing device on several aircraft, it was noted that, in the event of a spoiler cable failure, only the ROLL SPLR INBD HYD caution light will be illuminated until the aircraft speed decreases below 135 kts (knots), at which time the ROLL SPLR OUTBD HYD caution light will also be illuminated. Modsum 8Q101445 has been issued to rework the sensing circuit caution light indication to ensure that it is consistent for spoiler cable disconnects above and below 135 kts. This modification has been installed in production on aircraft serial numbers 600 and subsequent.

The corrective action includes installing a spoiler cable disconnect sensing device, correcting a potential spoiler cable interference condition, and reworking the spoiler cable disconnect sensing circuit, as applicable.

Actions and Compliance

(f) Within 24 months after the effective date of this AD unless already done, do the following actions.

(1) Applicable to airplane serial numbers 124, 131, 137, and 140 through 561: Incorporate Modsum 8Q100898 to install the spoiler cable disconnect sensing device. Bombardier Service Bulletin 8-27-89, Revision 'G,' dated April 12, 2007, provides approved instructions for incorporating Modsum 8Q100898. (See paragraph (f)(4) of this AD.)

(2) Applicable to airplane serial numbers 003 through 123, 125 through 130, 132 through 136, 138, and 139: Incorporate Modsums 8Q100898 and 8Q101443 to install the spoiler cable disconnect sensing device and to correct potential spoiler cable interference condition. Bombardier Service Bulletin 8-27-89, Revision 'G,' dated April 12, 2007, provides approved instructions for incorporating Modsums 8Q100898 and 8Q101443. (See paragraphs (f)(4) and (f)(5) of this AD.)

(3) Applicable to airplane serial numbers 003 thorough 599: Incorporate Modsum 8Q101445 to rework the spoiler cable disconnect sensing circuit. Bombardier Service Bulletin 8-27-103, Revision 'B,' dated January 24, 2007, provides approved instructions for incorporating Modsum 8Q101445. (See paragraph (f)(6) of this AD.) If Modsum 8Q100898 has not yet been incorporated, incorporate Modsum 8Q101445 in conjunction with Modsum 8Q100898. Refer to paragraph (f)(1) or (f)(2) of this AD, as applicable.

Note 1: The mandatory operational check requirement for the spoiler cable disconnect system (Modsum 8Q100898) is detailed in Task Number 2760/14, dated November 21, 2003, of Part 2 of the applicable de Havilland Dash 8 Maintenance Program Manual (MPM), Airworthiness Limitations (AWL). It was introduced by de Havilland Dash 8 Temporary Revisions AWL-88 (series 100), AWL 2-28 (series 200), and AWL 3-95 (series 300), all dated August 5, 2004. Temporary Revision AWL-88 (Task Number 2760/14) has since been incorporated in Revision 17, dated April 19, 2005, of Part 2 of the AWLs of the MPM for Model DHC-8-100 series airplanes.

(4) Installation of Modsum 8Q100898, in accordance with Bombardier Service Bulletin 8-27-89, dated January 31, 2002; Revision 'A,' dated September 10, 2002; Revision 'B,' dated November 17, 2003; Revision 'C,' dated March 10, 2004; Revision 'D,' dated June 29, 2004; Revision 'E,' dated January 27, 2005; or Revision 'F,' dated March 14, 2007; also meets the requirements of paragraphs (f)(1) and (f)(2) of this AD.

(5) Installation of Modsum 8Q101443, in accordance with Bombardier Service Bulletin 8-27-89, Revision 'C,' dated March 10, 2004; Revision 'D,' dated June 29, 2004; Revision 'E,' dated January 27, 2005; or Revision 'F,' dated March 14, 2007; also meets the requirements of paragraph (f)(2) of this AD for this particular Modsum.

(6) Installation of Modsum 8Q101445, in accordance with Bombardier Service Bulletin 8-27-103, dated November 5, 2003; or Revision 'A,' dated February 12, 2004; also meets the requirements of paragraph (f)(3) of this AD.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), 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: Ezra Sasson, Aerospace Engineer; New York ACO, FAA, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7320; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI Canadian Airworthiness Directive CF-2006-13, dated June 6, 2006; Bombardier Service Bulletin 8-27-89, Revision 'G,' dated April 12, 2007; and Bombardier Service Bulletin 8-27-103, Revision 'B,' dated January 24, 2007; for related information.

Material Incorporated by Reference

(i) You must use the service information specified in Table 1 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; 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 1 – Material Incorporated by Reference

Service Bulletin	Revision Level	Date
Bombardier Service Bulletin 8-27-89	‘G’	April 12, 2007
Bombardier Service Bulletin 8-27-103	‘B’	January 24, 2007

Issued in Renton, Washington, on October 9, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20217 Filed 10-16-07; 8:45 am]



2007-21-17 British Aerospace Regional Aircraft: Amendment 39-15235; Docket No. FAA-2007-28115; Directorate Identifier 2007-CE-045-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 28, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

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

Reason

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

There has been a report of landing gear radius rods suffering cracks starting in the flashline near the microswitch boss. Such cracks can result in loss of the normal hydraulic system and may lead to a landing gear collapse. Main landing gear collapse is considered as potentially hazardous/catastrophic. This AD mandates additional inspections considered necessary to address the identified unsafe condition.

Note: The cause of this cracking is not related to previous cracking of the radius rod cylinder addressed by BAE Systems SB 32-JA040945 (CAA AD G-2005-0010), however, the consequences of a failure are the same.

Actions and Compliance

- (f) Unless already done, do the following actions:

- (1) Initially within the next 3 months after November 28, 2007 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 12 months until the replacement required by paragraph (f)(2) or (f)(3) of this AD is done, inspect the main landing gear radius rod forged cylinder flashline following the accomplishment instructions of British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA060741, dated November 1, 2006.

- (2) If cracks are found during any inspection required by this AD, before further flight, replace the radius rod assembly with a serviceable unit.

(i) If the radius rod assembly includes the parts described in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD, then the repetitive inspections of this AD are no longer required.

(ii) If the radius rod assembly does not include the parts described in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD, then continue to repetitively inspect at intervals not to exceed 12 months until you comply with paragraph (f)(3) of this AD.

(3) Upon reaching 8,000 total landings on the main landing gear radius rods or within the next 12 months November 28, 2007(the effective date of this AD), whichever occurs later, replace the radius rod assembly by installing one of the following part numbers (P/N). This terminates the repetitive inspection requirement of this AD:

(i) P/N 1847/A to 1847/L with strike-off 12 or 13, or 1847/M or later; and

(ii) P/N 1862/A to 1862/L with strike-off 12 or 13, or 1862/M or later.

(4) For airplanes under 8,000 total landings on the main landing gear radius rods: Before further flight after the initial inspection required by paragraph (f)(1) of this AD, do not install a radius rod assembly that is not one of the parts specified in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD on an affected airplane, unless it has been inspected in accordance with paragraph (f)(1) of this AD.

(5) For those airplanes with parts listed in paragraph (f)(3) of this AD: Before further flight after installing the parts in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD, do not install any radius rod assembly that does not incorporate the parts in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD.

Note 1: When a compliance time in this AD is presented in landings and you do not keep the total landings, you may multiply the total number of airplane hours time-in-service by 0.75 to calculate the number of landings for the purposes of doing the actions required by this AD.

Note 2: Maintenance procedures for each radius rod overhaul are included in APPH Service Bulletin 1847-32-12 or 1862-32-12, both dated September 2006, as applicable. You may do such maintenance using the above referenced bulletins or through a fluorescent dye penetrant inspection of the cylinder counterbore as specified in APPH Component Maintenance Manual (CMM) 32-10-16 at Revision 11 or higher.

FAA AD Differences

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

(1) The MCAI and service bulletin allow the radius rod assembly to be repetitively inspected for the life of the airplane and the repetitive inspection requirement is terminated if improved design parts are installed. Many of the affected airplanes are used in commuter operations (14 CFR part 135). The FAA's policy on aging commuter class aircraft states that when a modification exists that could eliminate or reduce the number of required critical inspections, the modification should be incorporated. Therefore, the FAA is mandating the replacement of the radius rod assembly with improved design parts no later than reaching 8,000 total landings on the main landing gear radius rods or within the next 12 months after the effective date of this AD, whichever occurs later.

(2) The MCAI includes a reference to APPH service bulletins as an option for maintenance overhaul procedures. Because we do not require general maintenance in our ADs, we added a note referencing these bulletins as an option to use for overhaul procedures.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, 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: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to European Aviation Safety Agency (EASA) AD No. 2007-0087, dated March 30, 2007; and BAE SYSTEMS Jetstream Series 3100 and 3200 Service Bulletin 32-JA060741, dated November 1, 2006; for related information.

Material Incorporated by Reference

(i) You must use BAE SYSTEMS Jetstream Series 3100 and 3200 Service Bulletin 32-JA060741, dated November 1, 2006 to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact British Aerospace (Operations) Limited Trading at British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire KA9 2RW, Scotland.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; 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>.

Issued in Kansas City, Missouri, on October 10, 2007.

David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-20364 Filed 10-23-07; 8:45 am]



2007-21-18 McDonnell Douglas: Amendment 39-15236. Docket No. FAA-2007-27777; Directorate Identifier 2006-NM-265-AD.

Effective Date

- (a) This AD becomes effective November 28, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to McDonnell Douglas Model DC-8-53, DC-8-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, DC-8-73F, DC-8F-54, and DC-8F-55 airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin DC8-53A081, dated November 14, 2006.

Unsafe Condition

(d) This AD results from a report indicating that numerous operators have found cracks on the tee installed on the left and right side of the flat aft pressure bulkhead from Longeron 9 to Longeron 13. We are issuing this AD to detect and correct stress corrosion cracking of the tee or angle doubler installed on the flat aft pressure bulkhead. Cracking in this area could continue to progress and damage the adjacent structure, which could result in loss of structural integrity 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.

Inspections and Related Investigative/Corrective Actions

(f) For all airplanes: Within 24 months after the effective date of this AD, inspect the left and right sides of the flat aft pressure bulkhead to determine if a repair has been installed. As noted in Boeing Alert Service Bulletin DC8-53A081, dated November 14, 2006, Configuration 1 applies to airplanes with no repairs installed; Configuration 2 applies to airplanes with repairs installed in accordance with DC-8 Structural Repair Manual (SRM) 53-2-5, Figure 9; and Configuration 3 applies to airplanes with repairs that are not installed in accordance with DC-8 SRM 53-2-5, Figure 9. A review of airplane maintenance records is acceptable in lieu of this inspection if the applicable installation can be conclusively determined from that review.

(1) For airplanes determined to be either Configuration 1 or Configuration 2: Within 24 months after the effective date of this AD, do the applicable inspection for cracking of the tee or angle doubler, and do all applicable corrective actions before further flight, by accomplishing all the actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin DC8-53A081, dated November 14, 2006. Repeat the applicable inspection thereafter at the applicable interval specified in Paragraph 1.E, "Compliance," of Boeing Alert Service Bulletin DC8-53A081, dated November 14, 2006. Where the service bulletin specifies to do the pressure test, that action is not required by this AD.

(2) For airplanes determined to be Configuration 1 airplanes: A review of the airplane maintenance records to determine if the tee was previously inspected using one of the three inspection methods specified in the DC-8 Supplemental Inspection Document (SID) L26-011, Volume II, 53-10-18, and to determine that no crack was found, is acceptable to determine the type of inspection and corresponding repetitive interval if the inspection type and crack finding can be conclusively determined from that review.

(3) For airplanes determined to be Configuration 3 airplanes: Within 24 months after the effective date of this AD, repair the previous installation. Where Boeing Alert Service Bulletin DC8-53A081, dated November 14, 2006, specifies to contact Boeing for instructions, repair using a method approved in accordance with the procedures specified in paragraph (g) of this AD.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Los Angeles 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.

(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 appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

(4) Inspections and repairs required by this AD of specified areas of Principal Structural Elements (PSEs) 53.08.009 and 53.08.010 are acceptable for compliance with the applicable requirements of paragraphs (a) and (b) of AD 93-01-15, amendment 39-8469, including the reporting requirements for those specified areas. The remaining areas of the affected PSEs must continue to be inspected and repaired, as applicable, in accordance with AD 93-01-15.

(5) AMOCs for repairs granted previously in accordance with AD 93-01-15 are acceptable for compliance with the corresponding actions required by this AD.

Material Incorporated by Reference

(h) You must use Boeing Alert Service Bulletin DC8-53A081, dated November 14, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 9, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20464 Filed 10-23-07; 8:45 am]



2007-22-03 Airbus: Amendment 39-15239. Docket No. FAA-2007-27927; Directorate Identifier 2006-NM-182-AD.

Effective Date

(a) This AD becomes effective November 28, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Airbus Model A300 series airplanes, certificated in any category, except Airbus Model A300-600 series airplanes.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections and critical design configuration control limitations (CDCCLs). Compliance with the operator maintenance documents is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections and CDCCLs, the operator may not be able to accomplish the inspections and CDCCLs described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (j) of this AD. The request should include a description of changes to the required inspections and CDCCLs that will preserve the critical ignition source prevention feature of the affected fuel system.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors caused by latent failures, alterations, repairs, or maintenance actions, could 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.

Revise Airworthiness Limitations Section (ALS) To Incorporate Fuel Maintenance and Inspection Tasks

(f) Within 3 months after the effective date of this AD, revise the ALS of the Instructions for Continued Airworthiness to incorporate Airbus A300 Fuel Airworthiness Limitations, Document 95A.1928/05, Issue 2, dated May 11, 2007 (approved by the European Aviation Safety Agency (EASA) on July 6, 2007), Section 1, "Maintenance/Inspection Tasks." For all tasks identified in Section 1 of Document 95A.1928/05, the initial compliance times start from the later of the times specified in paragraphs (f)(1) and (f)(2) of this AD, and the repetitive inspections must be accomplished thereafter at the intervals specified in Section 1 of Document 95A.1928/05, except as provided by paragraph (g) of this AD.

(1) The effective date of this AD.

(2) The date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness.

Note 2: Airbus Operator Information Telex SE 999.0079/07, Revision 01, dated August 14, 2007, identifies the applicable sections of the Airbus A300 airplane maintenance manual necessary for accomplishing the tasks specified in Section 1 of Document 95A.1928/05.

Initial Compliance Time for Task 28-18-00-03-1

(g) For Task 28-18-00-03-1 identified in Section 1 of Document 95A.1928/05, "Maintenance/Inspection Tasks," of Airbus A300 Fuel Airworthiness Limitations, Document 95A.1928/05, Issue 2, dated May 11, 2007 (approved by the EASA on July 6, 2007): The initial compliance time is the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD. Thereafter, Task 28-18-00-03-1 must be accomplished at the repetitive interval specified in Section 1 of Document 95A.1928/05.

(1) Prior to the accumulation of 40,000 total flight hours.

(2) Within 72 months or 20,000 flight hours after the effective date of this AD, whichever occurs first.

Revise ALS To Incorporate CDCCLs

(h) Within 12 months after the effective date of this AD, revise the ALS of the Instructions for Continued Airworthiness to incorporate Airbus A300 Fuel Airworthiness Limitations, Document 95A.1928/05, Issue 2, dated May 11, 2007 (approved by the EASA on July 6, 2007), Section 2, "Critical Design Configuration Control Limitations."

No Alternative Inspections, Inspection Intervals, or CDCCLs

(i) Except as provided by paragraph (j) of this AD: After accomplishing the actions specified in paragraphs (f) and (h) of this AD, no alternative inspections, inspection intervals, or CDCCLs may be used.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(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 appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(k) EASA airworthiness directive 2007-0094 R1, dated May 2, 2007, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Airbus A300 Fuel Airworthiness Limitations, Document 95A.1928/05, Issue 2, dated May 11, 2007, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 15, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20820 Filed 10-23-07; 8:45 am]



2007-22-04 Airbus: Amendment 39-15240. Docket No. FAA-2007-0073; Directorate Identifier 2007-NM-229-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 8, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all Airbus Model A330 airplanes, certificated in any category, all certified models, all serial numbers.

Subject

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

Reason

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

During cruise, an A330 operator experienced a LH (left-hand) wing tank pump 1 low pressure message followed immediately by LH wing tank stand-by pump low pressure message, then LH wing tank pumps low pressure message. The flight crew opened the cross-feed valve to feed the engine on LH wing from RH (right-hand) wing but RH wing tank pumps low-pressure message was displayed as well as advisory unbalanced fuel message. It was reported that the cross-feed was closed in accordance with applicable procedure and the aircraft was landed successfully.

It has been identified that both engines were gravity fed above the certified gravity feed ceiling for a brief period of time.

It has been confirmed following fuel tank entry that outlet of the LH pump 2 canister had broken due to static overload.

If this situation is not corrected, it can lead to the loss of fuel on both engines in flight which constitutes an unsafe condition.

To prevent a dual engine flameout, this Emergency Airworthiness Directive (EAD) mandates an operational procedure which covers the scenario of small or large engine feed line ruptures and to add also a method to recover fuel in the unlikely event that the engine on the affected wing fails to restart at or below the gravity feed ceiling.

Actions and Compliance

(f) Within 10 days after the effective date of this AD, unless already done, revise the Procedures and Emergency sections of the Airbus A330 Airplane Flight Manual (AFM) to include the information in Airbus A330 Temporary Revision (TR) 4.02.00/39, dated June 21, 2007. The TR revises the procedure to follow in the event of fuel pump low pressure warnings and adds operational procedures to follow in the event of a feed fuel line rupture.

Note 1: The action required by paragraph (f) of this AD may be done by inserting into the appropriate AFM sections a copy of the TR listed in paragraph (f) of this AD. When this TR has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, provided the relevant information in the general revision is identical to that in the TR listed in paragraph (f) of this AD.

Note 2: This AFM TR will be incorporated in another AFM TR associated to the introduction of Flight Warning Computer T2 standard.

FAA AD Differences

Note 3: 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: Tim Backman, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-2797; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, 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 Emergency Airworthiness Directive 2007-0216-E, dated August 8, 2007, and Airbus A330 Temporary Revision 4.02.00/39, dated June 21, 2007, to the Airbus A330 AFM, for related information.

Material Incorporated by Reference

(i) You must use Airbus A330 Temporary Revision 4.02.00/39, dated June 21, 2007, to the Airbus A330 Airplane Flight Manual, to do the actions required by this AD, unless the AD specifies otherwise. (The issue date is identified only on the first page of the temporary revision; no other page of the document contains the date.)

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

(2) For service information identified in this AD, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 12, 2007.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20817 Filed 10-23-07; 8:45 am]



2007-22-05 Airbus: Amendment 39-15241. Docket No. FAA-2007-28853; Directorate Identifier 2006-NM-218-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 28, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Airbus Model A300-600 series airplanes, manufacturing serial numbers (MSN) 0815 up to MSN 0821 inclusive, certificated in any category.

Subject

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

Reason

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

During installation of the wing to the centre box junction on the Final Assembly Line, some "taperlocks" fasteners were found non compliant with the specification.

Fatigue tests on samples and calculation performed on non-conform fasteners demonstrated that this defect could lead to decrease the fatigue life of the wing to centre wing box assembly.

At some locations, the new calculated fatigue life falls below the aircraft Design Service Goal.

The aim of this Airworthiness Directive (AD) is to mandate repetitive inspections to ensure detection of cracks on the panels and stiffeners at rib No. 1. This situation, if left uncorrected, could affect the structural integrity of the area.

The corrective action includes contacting Airbus for repair instructions in the event of crack finding.

Actions and Compliance

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

(1) Action No. 1, for the center wing box:

(i) At the later of the times in paragraphs (f)(1)(i)(A) and (f)(1)(i)(B) of this AD: Do an external ultrasonic inspection for cracking of the taperlocks fasteners of the center wing box, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6154, excluding Appendix 01, dated June 20, 2006. If any crack is detected: Before further flight, contact Airbus for repair instructions, and repair.

(A) Before the accumulation of 19,800 total flight cycles or 41,200 total flight hours, whichever occurs first.

(B) Within 3 months after the effective date of this AD.

(ii) Repeat the inspection thereafter at intervals not to exceed 3,300 flight cycles or 6,900 flight hours, whichever occurs first, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6154, excluding Appendix 01, dated June 20, 2006.

(iii) The repetitive interval specified in paragraph (f)(1)(ii) of this AD is valid until the threshold of Airbus A300-600 Airworthiness Limitation Items (ALI) Task 571006-02-1 is reached. After reaching this threshold, the ultrasonic inspection is to be done according to Task 571006-02-1, "Special detailed inspection (Ultrasonic) of wing junction at rib 1 horizontal flange of lower T section, between FR40 and FR47 inboard side, LH/RH," of Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.0502/06, Issue 11, dated April 2006.

(2) Action No. 2, for the outer wing box:

(i) At the later of the times in paragraphs (f)(2)(i)(A) and (f)(2)(i)(B) of this AD: Do an external ultrasonic inspection for cracking of the taperlocks fasteners of the outer wing box, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6154, excluding Appendix 01, dated June 20, 2006. If any crack is detected: Before further flight, contact Airbus for repair instructions, and repair.

(A) Before the accumulation of 15,200 total flight cycles or 31,700 total flight hours, whichever occurs first.

(B) Within 3 months after the effective date of this AD.

(ii) Repeat the inspection thereafter at intervals not to exceed 3,700 flight cycles or 7,700 flight hours, whichever occurs first, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6154, excluding Appendix 01, dated June 20, 2006.

(iii) The repetitive interval specified in paragraph (f)(2)(ii) of this AD is valid until reaching the threshold of Airbus A300-600 Airworthiness Limitation Items (ALI) Task 571022-01-2, "Special detailed inspection (Ultrasonic) of wing-fuselage lower skin splice at rib 1 (wing side)." After reaching this threshold, the ultrasonic inspection is to be done according to Task 571022-01-2 of Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.0502/06, Issue 11, dated April 2006.

(3) Action No. 3, for the outer wing box:

(i) At the later of the times in paragraphs (f)(3)(i)(A) and (f)(3)(i)(B) of this AD: Do an internal x-ray inspection for cracking of the taperlocks fasteners of the outer wing box, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6154, excluding Appendix 01, dated June 20, 2006. If any crack is detected: Before further flight, contact Airbus for repair instructions, and repair.

(A) Before the accumulation of 20,900 total flight cycles or 43,400 total flight hours, whichever occurs first.

(B) Within 3 months after the effective date of this AD.

(ii) Repeat the inspection thereafter at intervals not to exceed 1,800 flight cycles or 3,700 flight hours, whichever occurs first, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6154, excluding Appendix 01, dated June 20, 2006.

(iii) The repetitive interval specified in paragraph (f)(3)(ii) of this AD is valid until reaching the threshold of Airbus A300-600 Airworthiness Limitation Items (ALI) Task 571022-02-2, "Special detailed inspection (XRAY) of wing-fuselage lower skin splice at rib 1 (wing side)." After reaching this threshold, the x-ray inspection is to be done according to Task 571022-02-2 of Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.0502/06, Issue 11, dated April 2006.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, 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 Stafford, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1622; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, 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 EASA Airworthiness Directive 2006-0257, dated August 24, 2006; Airbus Service Bulletin A300-53-6154, excluding Appendix 01, dated June 20, 2006; and Airbus A300-600 Airworthiness Limitations Items Document AI/SE-M2/95A.0502/06, Issue 11, dated April 2006; for related information.

Material Incorporated by Reference

(i) You must use the service information specified in Table 1 of this AD 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 Airbus Service Bulletin A300-53-6154, excluding Appendix 01, dated June 20, 2006, 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 Airbus A300-600 Airworthiness Limitations Items Document AI/SE-M2/95A.0502/06, Issue 11, dated April 2006, on October 31, 2007 (72 FR 54536, September 26, 2007).

(3) For service information identified in this AD, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

(4) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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 1 – Material Incorporated by Reference

Service Information	Revision Level	Date
Airbus Service Bulletin A300-53-6154, excluding Appendix 01	Original	June 20, 2006
Airbus A300-600 Airworthiness Limitations Items Document AI/SE-M2/95A.0502/06	Issue 11	April 2006

Issued in Renton, Washington, on October 12, 2007.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20815 Filed 10-23-07; 8:45 am]



2007-22-06 Fokker Services B.V.: Amendment 39-15242. Docket No. FAA-2007-28923;
Directorate Identifier 2007-NM-133-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 28, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Fokker Model F.28 Mark 0070 and 0100 airplanes; certificated in any category; all serial numbers, if equipped with Messier-Dowty main landing gear (MLG) units.

Subject

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

Reason

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

Over the years, several Fokker 100 (F28 Mark 0100) operators reported that a MLG (main landing gear) wheel fell off during regular operation of the aircraft. These incidents occurred due to a missing spacer, which had inadvertently not been installed during a previous wheel change. Omitting the installation of the wheel spacer allows the wheel to move sideways along the axle, which subsequently leads to bearing failure, followed by loss of the wheel. Investigation by Fokker and Messier-Dowty has shown that two separate items, the spacer and the axle nut, can be replaced by a single axle-nut/spacer assembly, to prevent the possibility of omitting the spacer. In 1995, Messier-Dowty issued Service Bulletin (SB) F100-32-72 to make sure that the operator does not assemble the axle nut without the spacer. Fokker subsequently issued SB F100-32-096 to notify Fokker 100 operators of the (optional) Messier-Dowty SB's existence. At a later stage, Fokker revised the SB to the status of "recommended". In spite of all this attention to the spacer problem, wheel losses are still being reported due to missing wheel nut spacers. This condition, if not corrected, may lead to further wheel loss incidents, each of which could conceivably result in loss of control of the aircraft during the take-off run, landing rollout or taxiing operations. Since a potentially unsafe condition has been identified that may exist or develop on aircraft of the same type design, this Airworthiness Directive requires the replacement of the axle-nut and spacer with an

integrated axle-nut/spacer assembly. In addition, the Aircraft Maintenance Manual (AMM) and Illustrated Parts Catalogue (IPC) must be amended to prevent reversal to a separate axle-nut and spacer installation during a subsequent wheel change.

Actions and Compliance

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

(1) Within 12 months after the effective date of this AD, replace each MLG wheel axle-nut and spacer with an integrated axle-nut/spacer assembly in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin F100-32-72, Revision 1, dated March 5, 2007.

Note 1: Fokker 70/100 Service Letter 102, Revision 1, dated February 12, 1998; and Fokker Service Bulletin SBF100-32-096, Revision 2, dated April 29, 2005; also pertain to this subject.

(2) As of 12 months after the effective date of this AD, no person may install an axle nut having part number (P/N) 201072670 or alternate P/N 201072765, or any spacer having P/N 201072699, on any airplane. Only axle nut subassemblies having P/N 201251273 or P/N 201650216 may be installed.

(3) Actions accomplished before the effective date of this AD in accordance with Messier-Dowty Service Bulletin F100-32-72, dated January 25, 1995, are considered acceptable for compliance with the corresponding action specified in this AD.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

(1) The MCAI requires revising the AMM and IPC. As these documents are not FAA-approved, we do not require these revisions. Therefore, this AD requires compliance with paragraph (f)(2) of this AD, which accomplishes the intent of revising the AMM and IPC.

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 appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, 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 Dutch Airworthiness Directive NL-2005-008, dated June 30, 2005, and the service information identified in Table 1 of this AD, for related information.

Table 1 – Related Service Information

Service Information	Revision Level	Date
Fokker 70/100 Service Letter 102	1	February 12, 1998
Fokker Service Bulletin SBF100-32-096	2	April 29, 2005
Messier-Dowty Service Bulletin F100-32-72	1	March 5, 2007

Material Incorporated by Reference

(i) You must use Messier-Dowty Service Bulletin F100-32-72, Revision 1, dated March 5, 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 Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; 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>.

Issued in Renton, Washington, on October 12, 2007.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20814 Filed 10-23-07; 8:45 am]



2007-22-07 General Electric Company: Amendment 39-15243. Docket No. FAA-2007-28319; Directorate Identifier 2007-NE-27-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 28, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6-80C2D1F turbofan engines, installed on, but not limited to, McDonnell Douglas Corporation MD-11 series airplanes.

Unsafe Condition

(d) This AD results from reports of engine flameout events during flight, including reports of events where all engines simultaneously experienced a flameout or other adverse operation. We are issuing this AD to minimize engine flameout due to ice accretion and shedding during flight. Exposure to ice crystals during flight is believed to be associated with these flameout events.

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.

Interim Action

(f) These actions are interim actions due to the on-going investigation, and we may take further rulemaking actions in the future based on the results of the investigation and field experience.

Engine Electronic Control Unit (ECU) Software Removal

(g) At the next shop visit of the engine or of the ECU, whichever occurs first, and not to exceed 60 months from the effective date of this AD, remove the following software versions from the ECUs:

Table 1.—Removal of ECU Software Versions

Software version	Installed in ECU Part No.
(1) 8.5.A	1851M51P01, 1851M51P02, 1851M52P01, 1851M52P02, 1851M53P01, 1851M53P02
(2) 8.3C	1471M69P01, 1471M69P02, 1519M91P01
(3) 8.3.D	1519M91P02
(4) 8.3.E	1519M91P03, 1519M91P04
(5) 8.3.F	1519M91P05
(6) 8.3.G	1519M91P06, 1820M34P01
(7) 8.3.H	1519M91P07, 1820M34P02
(8) 8.3.J	1519M91P09, 1519M91P10, 1820M34P04, 1820M34P05

Previous Software Versions of ECU Software

(h) For a period of 24 months after the effective date of this AD, once an ECU containing a software version not listed in Table 1 of this AD is installed on an engine, that ECU can be replaced with an ECU containing a previous version of software listed in Table 1.

(i) Once the software version listed in Table 1 of this AD has been removed and new FAA-approved software version is installed in an ECU, reverting to those older software versions in that ECU is prohibited.

(j) After 60 months from the effective date of this AD, use of an ECU with a software version listed in Table 1 of this AD is prohibited.

Definitions

(k) For the purposes of this AD:

(1) Next shop visit of the ECU is when the ECU is removed from the engine for overhaul or maintenance after the effective date of this AD.

(2) Next shop visit of the engine is when the engine is removed from the airplane for maintenance in which a major flange is disassembled after the effective date of this AD. The following engine maintenance actions, either separately or in combination with each other, are not considered a next shop visit of the engine:

(i) Removal of the upper high pressure compressor (HPC) stator case solely for airfoil maintenance.

(ii) Module-level inspection of the HPC rotor stages 3-9 spool.

(iii) Replacement of stage 5 HPC variable stator vane bushings or lever arms.

(iv) Removal of the accessory gearbox.

(v) Replacement of the inlet gearbox polytetrafluoroethylene seal.

Alternative Methods of Compliance

(l) 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.

Special Flight Permits

(m) Special flight permits are not authorized.

Related Information

(n) Information on removing ECU software and installing new software, which provides increased margin to flameout, can be found in GE Service Bulletin No. CF6-80C2 S/B 73-0351, dated April 11, 2007.

(o) Contact John Golinski, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: john.golinski@faa.gov; telephone: (781) 238-7135, fax: (781) 238-7199, for more information about this AD.

Issued in Burlington, Massachusetts, on October 17, 2007.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E7-20813 Filed 10-23-07; 8:45 am]



2007-22-08 Rolls-Royce plc: Amendment 39-15244; Docket No. FAA-2007-28976; Directorate Identifier 2007-NE-28-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 13, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Rolls-Royce plc RB211 Trent 768-60, 772-60, 772B-60, and 772C-60 turbofan engines. These engines are installed on, but not limited to, Airbus A330 series airplanes.

Reason

(d) This action is necessary following the discovery of IP Compressor Rotor stage 2-3 interstage spacer cracking on an in-service Trent 700 engine. Stress analysis of the damaged rotor has shown a possible threat to the rotor integrity, the cracking therefore presents a potential unsafe condition. The cause of the cracking is currently under investigation.

We are issuing this AD to detect cracks in the stage 2-3 interstage spacer of the IP Compressor Rotor. Cracking of the stage 2-3 interstage spacer could result in an uncontained engine failure and damage to the airplane.

Actions and Compliance

- (e) Inspect the IP compressor drum stage 2-3 interstage spacer for cracking at every shop visit as follows:

Inspection In-shop

(1) If the IP Compressor rotor is not removed from the IP Compressor Casing, inspect the IP compressor drum stage 2-3 interstage spacer by borescope in accordance with Rolls-Royce RB211 Propulsion System Alert Non Modification Service Bulletin RB211-72-AE753 revision 1, section 3 Accomplishment Instructions (paragraphs F and G are applicable in revision 1).

(2) If the IP Compressor rotor is removed from the IP Compressor Casing inspect the IP compressor drum stage 2-3 interstage spacer by Eddy Current Inspection in accordance with Rolls-Royce RB211 propulsion System Alert Non Modification Service Bulletin RB211-72-AF197 initial issue, section 3 accomplishment Instructions.

(3) IP compressor drums on which cracking is identified by the above means must be rejected from service.

FAA AD Differences

(f) None.

Other FAA AD Provisions

(g) Alternative Methods of Compliance (AMOCs): The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Refer to EASA Airworthiness Directive 2007-0136, dated May 14, 2007, for related information.

(i) Contact Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: christopher.spinney@faa.gov; telephone (781) 238-7175; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use the service information specified in Table 1 of this AD 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 Rolls-Royce plc, P.O. Box 31, DERBY, DE24 8BJ, UK, telephone: 44 (0) 1332 242424; fax: 44 (0) 1332 249936.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA 01803; 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 1 – Material Incorporated by Reference

Service Bulletin No.	Page	Revision	Date
RB.211-72-AE753	All	1	May 24, 2005
RB.211-72-AF197	All	Original	December 20, 2006

Issued in Burlington, Massachusetts, on October 17, 2007.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E7-20913 Filed 10-25-07; 8:45 am]