



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,  
BALLOONS, & AIRSHIPS**

**BIWEEKLY 2010-09**

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

U.S. Department of Transportation  
Federal Aviation Administration  
Regulatory Support Division  
Delegation and Airworthiness Programs Branch, AIR-140  
P. O. Box 26460  
Oklahoma City, OK 73125-0460  
FAX 405-954-4104



## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
<b>Biweekly 2010-01</b>			
2009-26-05		Pilatus Aircraft Ltd	PC-7
2009-26-07	S 2009-12-51	Turbomeca	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
2009-26-08	S 2006-21-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2009-26-12	S 2008-19-05	Engine Components, Inc. (ECi)	See AD
<b>Biweekly 2010-02</b>			
2009-21-08 R1		PIAGGIO AERO INDUSTRIES S.p.A.	P-180
2010-01-03		Fire Fighting Enterprises Limited	See AD
2010-02-01		Turbomeca S.A	Arriel 1B, 1D, and 1D1
2010-02-51	E	AGUSTA S.p.A	A109A, A109A II, A109C, and A109K2
<b>Biweekly 2010-03</b>			
2009-19-51		Agusta S.p.A	AB139 and AW139
2009-26-11	S 2006-07-15	Thrush Aircraft, Inc.	See AD
2010-02-07		Eurocopter France	Rotorcraft: SE3160, SA315B, SA316B, SA316C, and SA319B
2010-02-08		Turbomeca	Engine: Turmo IV A and IV C
2010-03-01		Eurocopter France	Rotorcraft: AS332L1, AS332L2, and EC225LP
2010-03-02		Lifesaving Systems Corp.	Appliance
<b>Biweekly 2010-04</b>			
2009-23-51		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2010-03-03		Bell Helicopter Textron, Inc	Rotorcraft: 205B and 212
2010-03-04		PIAGGIO AERO INDUSTRIES S.p.A	P-180
2010-03-06		Turbomeca	Engine: Arriel 2B and 2B1
2010-03-09		Piaggio Aero Industries S.p.A	P-180
<b>Biweekly 2010-05</b>			
2010-04-05	S 2003-12-05	McCaughey Propeller Systems	Propeller: 1A103/TCM
2010-04-06		Thielert Aircraft Engines GmbH	Engine: TAE 125-01
2010-04-07		Turbomeca	Engine: Arriel 2S1
2010-04-11		Extra Flugzeugproduktions- und Vertriebs- GmbH	EA-300/200, EA-300/L
2010-04-14		Augustair, Inc	2150, 2150 <sup>a</sup> , 2180
2010-04-15		SCHEIBE-Flugzeugbau GmbH	Glider: SF 25C
2010-04-16		SICLI	Appliance: portable fire extinguishers
2010-05-02	S 2009-08-10	Pilatus Aircraft Ltd	PC-12/47E
2010-05-51	E	Eurocopter	Rotorcraft: EC120B
<b>Biweekly 2010-06</b>			
2010-05-10		Hawker Beechcraft	B300, B300C
2010-06-02		Hawker Beechcraft	G58

## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

**Biweekly 2010-07**

2010-06-03		Eurocopter France	Rotorcraft: AS355E, AS355F, AS355F1, AS355F2, and AS355N
2010-06-06	S 99-16-13	MD Helicopters, Inc	Rotorcraft: MD-900
2010-06-07		Eurocopter France	Rotorcraft: AS 332 C, L, L1, and L2; AS 350 B3; AS355 F, F1, F2, and N; SA 365N and N1; AS 365 N2 and N3; SA 366G1; EC 130 B4; and EC 155B and B1
2010-06-08		Sikorsky Aircraft Corporation	Rotorcraft: S-76C
2010-06-11		Honeywell International Inc.	Engine: TFE731-2, TFE731-2A, TFE731-2C, TFE731-3, TFE731-3A, TFE731-3AR, TFE731-3B, TFE731-3BR, TFE731-3C, TFE731-3CR, TFE731-3D, TFE731-3DR, TFE731-3R, TFE731-4, TFE731-4R, TFE731-5, TFE731-5AR, TFE731-5BR, and TFE731-5R
2010-06-12		Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99

**Biweekly 2010-08**

2009-08-08 R1	R 2010-08-08	Turbomeca S.A	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B and 2B1
2010-07-02	S 2006-22-05	Honeywell, Inc	Appliance: See AD
2010-07-07		Socata	TBM 700
2010-07-08		Kelly Aerospace Energy Systems, LLC	Appliance: See AD
2010-08-01		Aircraft Industries a.s	Glider: L 23 Super Blanik

**Biweekly 2010-09**

2009-08-05R1	R	Liberty Aerospace Incorporated	XL-2
2010-08-04	2007-10-14	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2010-09-08		General Electric Company	Engine: GE CJ610 series turbojet and CF700



**FAA  
Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

---

**2009-08-05 R1 Liberty Aerospace Incorporated:** Amendment 39-16264; Docket No. FAA-2009-0329; Directorate Identifier 2009-CE-020-AD.

### **Effective Date**

(a) This final rule is effective April 19, 2010. The compliance date of this AD is April 20, 2009, which is the same as the effective date of AD 2009-08-05.

### **Affected ADs**

(b) This AD revises AD 2009-08-05.

### **Applicability**

(c) This AD applies to Model XL-2 airplanes, serial numbers 0007, 0009, and subsequent, that are certificated in any category.

### **Unsafe Condition**

(d) This AD is the result of reports that eight cracks have been found in the exhaust muffler during maintenance and service inspections. We are issuing this AD to detect and correct cracks in the exhaust muffler, which could result in carbon monoxide entering the cabin heating system. This condition could lead to incapacitation of the pilot.

### **Compliance**

(e) To address this problem, you must do the following, unless already done:

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
<p>(1) Inspect the following:</p> <p>(i) The exhaust muffler for cracks. There are two different exhaust systems available for the affected airplanes. They are:</p> <p>(A) Standard exhaust system, part number (P/N) DEL200201-002 that incorporates muffler P/N DEL200201-101; and</p> <p>(B) Reduced sound exhaust system, P/N DEL200201-003 that incorporates muffler P/N 200201-104.</p> <p>(ii) The tail pipe and the tail pipe opening in the lower cowl for a 0.5-inch minimum clearance.</p> <p>(iii) Inspect the propeller for proper propeller clocking position.</p>	<p>Initially inspect within the next 10 hours time-in-service (TIS) after April 20, 2009 (the effective date of AD 2009-08-05) or at the next annual inspection, whichever occurs first. Repetitively inspect the exhaust muffler thereafter as specified in paragraph (e)(5) of this AD.</p>	<p>Follow Liberty Aerospace, Inc. Service Document Critical Service Bulletin (CSB) CSB-09-001, Revision Level B, Revised on March 18, 2009.</p>
<p>(2) As a result of the inspections required in paragraphs (e)(1)(ii) and (e)(1)(iii) of this AD:</p> <p>(i) If the clearance between the tail pipe and the tail pipe opening is less than the required 0.5-inch minimum, trim the lower cowl as needed to achieve the minimum clearance.</p> <p>(ii) If there is a discrepancy in the propeller clocking position, remove and reinstall the propeller at the correct position.</p>	<p>Before further flight after the inspection required in paragraph (e)(1) of this AD.</p>	<p>As specified in Liberty Aerospace, Inc. Service Document Critical Service Bulletin (CSB) CSB-09-001, Revision Level B, Revised on March 18, 2009.</p>

<p>(3) As a result of the initial inspection required in paragraph (e)(1)(i) of this AD or any repetitive inspection required in paragraph (e)(5) of this AD, if a crack is found, replace the exhaust muffler.</p> <p>(i) The manufacturer will provide the replacement exhaust system.</p> <p>(ii) A reduced sound exhaust system may be replaced with a standard exhaust system.</p> <p>(iii) Installing a reduced sound exhaust system as a replacement part also requires installing a bypass SCAT tube and a “Do Not Use” placard on or near the heater knob.</p>	<p>Before further flight after the initial inspection required in paragraph (e)(1) of this AD and before further flight after any repetitive inspection required in paragraph (e)(5) of this AD.</p>	<p>Follow Liberty Aerospace, Inc. Service Document Critical Service Bulletin (CSB) CSB-09-001, Revision Level B, Revised on March 18, 2009.</p>
<p>(4) If the airplane is equipped with a reduced sound exhaust system and no cracks are found during the initial inspection required in paragraph (e)(1) of this AD, install a bypass SCAT tube and a “Do Not Use” placard on or near the heater knob.</p>	<p>Within the next 10 hours TIS after April 20, 2009 (the effective date of AD 2009-08-05).</p>	<p>Follow Liberty Aerospace, Inc. Service Document Critical Service Bulletin (CSB) CSB-09-001, Revision Level B, Revised on March 18, 2009.</p>
<p>(5) If no cracks are found in the exhaust muffler during the initial inspection required in paragraph (e)(1) of this AD or if the exhaust muffler was replaced as required in paragraph (e)(3) of this AD, repetitively inspect thereafter at the intervals specified in paragraphs (e)(5)(i), (e)(5)(ii), and (e)(5)(iii) of this AD.</p>	<p>(i) For airplanes equipped with a standard exhaust system and the optional bypass SCAT tube has not been installed, repetitively inspect thereafter every 25 hours TIS or every 12 months, whichever occurs first.</p> <p>(ii) For airplanes equipped with a standard exhaust system and the optional bypass SCAT tube has been installed, repetitively inspect thereafter every 50 hours TIS or every 12 months, whichever occurs first.</p> <p>(iii) For airplanes equipped with a reduced sound exhaust system and the required bypass SCAT tube has been installed, repetitively inspect thereafter every 50 hours TIS or every 12 months, whichever occurs first.</p>	<p>Follow Liberty Aerospace, Inc. Service Document Critical Service Bulletin (CSB) CSB-09-001, Revision Level B, Revised on March 18, 2009.</p>

---

(6) Report the results of the following inspections required in this AD to the FAA.

(i) Initial inspection required in paragraph (e)(1) of this AD.

(ii) Repetitive inspections required in paragraph (e)(5) of this AD ONLY if cracks are found.

(iii) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.

Within 10 days after each inspection required by this AD.

Use the form (Figure 1 of this AD) and submit it to FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, Georgia 30337; fax: (404) 474-5606; e-mail [corey.spiegel@faa.gov](mailto:corey.spiegel@faa.gov).

---

<b>AD 2009-08-05 R1 INSPECTION REPORT</b>		
Airplane Serial Number		
Airplane Tach Hours at time of inspection		
Propeller type (circle one)	MT	Sensenich
Propeller Tach Hours at time of inspection		
Exhaust Type (circle one)	Standard	Reduced Sound
Is Exhaust Cracked? (circle one)	YES	NO
Did lower cowl require trimming at the tail pipe opening? (circle one) <i>Not applicable after initial inspection.</i>	YES	NO
Did the propeller clocking position need to be corrected? (circle one) <i>Not applicable after initial inspection.</i>	YES	NO
Were any other discrepancies noticed during the inspection?		
Name:		
Telephone and/or e-mail address:		
Date:		

Send report to: Corey Spiegel, Aerospace Engineer, Atlanta ACO,  
1701 Columbia Avenue, College Park, Georgia 30337; facsimile: (404) 474-5606;  
email: corey.spiegel@faa.gov

Figure 1

## **Special Flight Permit**

(f) Under 14 CFR part 39.23, we are limiting the special flight permits for this AD by the following conditions:

- (1) The cabin heat turned off; and
- (2) The fresh air vents are open.

## **Alternative Methods of Compliance (AMOCs)**

(g) The Manager, Atlanta 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: Corey Spiegel, Aerospace Engineer, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337. 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**

(h) You must use Liberty Aerospace, Inc. Service Document Critical Service Bulletin (CSB) CSB-09-001, Revision Level B, Revised on March 18, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

(1) On April 20, 2009 (74 FR 16117, April 9, 2009), the Director of the Federal Register previously 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 Liberty Aerospace, 100 Aerospace Drive, Melbourne, Florida 32901; telephone: (321) 752-0332 or (800) 759-5953; fax: (321) 752-0377; Internet: <http://www.libertyaircraft.com>.

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

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on April 7, 2010.

Kim Smith,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



---

**2010-08-04 British Aerospace Regional Aircraft:** Amendment 39-16259; Docket No. FAA-2010-0056; Directorate Identifier 2009-CE-051-AD.

## Effective Date

- (a) This airworthiness directive (AD) becomes effective May 19, 2010.

## Affected ADs

- (b) This AD supersedes AD 2007-10-14, Amendment 39-15055.

## Applicability

(c) This AD applies to Model HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes, all serial numbers, that are:

- (1) Equipped with steering jack part number (P/N) 6182-2, P/N 6182-3, or P/N 6182-4; and
- (2) Certificated in any category.

## Subject

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

## Reason

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

Cracks have been found in the NLG steering jack piston rod adjacent to the eye-end. This was caused by excessive torque which had been applied to the eye-end during assembly of the unit. Severe cracking, if not detected and corrected, can cause the jack to fail during operation, which may lead to loss of directional control of the aeroplane during critical phases of take-off and landing.

To address this unsafe condition, the UK CAA issued AD 003-11-2002 (which references BAE Systems Service Bulletin (SB) 32-JA020741), requiring an inspection for cracks and a measurement of the release torque of the piston rod end fitting to determine a new safe life (remaining fatigue life) for individual units. The revised safe life was calculated in accordance with the formula provided in associated APPH Ltd (the NLG Jack manufacturer) SB 32-76.

Following the completion of testing, APPH determined that the remaining fatigue life needed further reduction and published inspection criteria and a revised formula for calculating the piston safe life. This calculation and a revised end fitting tightening torque are contained in APPH SB 32-76 Revision 1. As a result, pistons which were previously calculated to have significant remaining life could possibly be unserviceable.

In response to this development, BAE Systems issued SB 32-JA030644 so that a revised calculation could be performed to establish the safe life of NLG steering jack pistons. Where not previously accomplished, the SB also recognised the need to inspect the piston for cracking and to measure the torque loading of the piston to eye-end joint so that safe life calculation could be performed. This SB superseded the earlier SB 32-JA020741 that produced an overly optimistic assessment of the component's safe life. The CAA UK issued AD G-2004-0029, superseding AD 003-11-2002, to require the accomplishment of these corrective actions.

Subsequent to the original issue of BAE Systems SB 32-JA030644, APPH introduced a modified unit (optionally installed on aeroplanes by application of BAE Systems SB 32-JM5414) that incorporates a strengthened piston with a defined safe life. This safe life is not calculated in accordance with the instructions of BAE Systems SB 32-JA030644, but is already declared in BAE Systems SB 32-JA981042, currently at revision 7. In response to requests for clarification, BAE Systems has revised SB 32-JA030644 to exclude those aeroplanes from the 'Effectivity' that have the modified steering jack assembly installed in accordance with BAE modification JM5414.

For the reasons described above, this new AD retains the requirements of UK CAA AD G-2004-0029, which is superseded, and confirms that for aeroplanes incorporating BAE modification JM5414, no further action is required.

## **Actions and Compliance**

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

(1) For airplanes where the actions in British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA020741, dated November 2, 2002 (APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003), have not already been done:

(i) Within 2 months after June 26, 2007 (the effective date retained from AD 2007-10-14), inspect the steering jack piston rod, check the torque of the end fitting, and determine the safe life of the steering jack piston rod following BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003. You may do the actions required in this paragraph following paragraph 2, Part 1 of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA030644, Revision No. 1, dated August 19, 2008, to comply with this AD.

(ii) If the piston rod is found cracked or unserviceable during the inspection required in paragraph (f)(1)(i) of this AD, before further flight, remove the steering jack and replace it with a serviceable unit.

(2) For airplanes where the actions in BAE British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA020741, dated November 2, 2002 (APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003), have already been done:

(i) Within 3 months after June 26, 2007 (the effective date retained from AD 2007-10-14), recalculate the safe life of the steering jack piston rod and re-torque the piston rod eye-end following BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003. You may do the actions required in this paragraph following paragraph 2, Part 2 of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA030644, Revision No. 1, dated August 19, 2008, to comply with this AD.

(ii) If the piston rod is found unserviceable during the inspection required in paragraph (f)(2)(i) of this AD, before further flight, remove the steering jack and replace it with a serviceable unit.

(3) For airplanes equipped with steering jack part number (P/N) 6182-2, P/N 6182-3, or P/N 6182-4 incorporating Strike-off 4, installed by BAE Systems modification JM5414 (refer to British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JM5414, dated August 6, 2004; and APPH Ltd. Bulletin 32-77, dated October 2003): the actions specified in paragraph (f)(1), (f)(1)(i), (f)(1)(ii), (f)(2), (f)(2)(i), or (f)(2)(ii) of this AD are not required.

(4) For all airplanes: After June 26, 2007 (the effective date retained from AD 2007-10-14), do not install a steering jack piston rod with P/N 6182-2, P/N 6182-3, or P/N 6182-4, unless it has been inspected and the safe life recalculated following BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003. You may inspect and recalculate the safe life of the steering jack piston rod following paragraph 2 of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA030644, Revision No. 1, dated August 19, 2008, to comply with 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, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: 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 MCAI European Aviation Safety Agency (EASA) AD No.: 2009-0135, dated June 23, 2009; British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA020741, dated November 2, 2002; BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003; British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA030644, Revision No. 1, dated August 19, 2008; British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JM5414, dated August 6, 2004; APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003; and APPH Ltd. Service Bulletin 32-77, dated October 2003, for related information.

## **Material Incorporated by Reference**

(i) You must use British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA020741, dated November 2, 2002; BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003; British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA030644, Revision No. 1, dated August 19, 2008; British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JM5414, dated August 6, 2004; APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003; and APPH Ltd. Service Bulletin 32-77, dated October 2003, 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 British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA030644, Revision No. 1, dated August 19, 2008; British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JM5414, dated August 6, 2004; and APPH Ltd. Bulletin 32-77, dated October 2003, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On June 26, 2007 (72 FR 28587, May 22, 2007), the Director of the Federal Register previously approved the incorporation by reference of BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003; and APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003.

(3) On May 22, 2003 (68 FR 16195, April 3, 2003), the Director of the Federal Register previously approved the incorporation by reference of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin No. 32-JA020741, dated November 2, 2002.

(4) For service information identified in this AD, contact BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: RApublications@baesystems.com.

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

(6) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on March 31, 2010.  
Steven R. Thompson,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



---

**2010-09-08 General Electric Company (GE):** Amendment 39-16273. Docket No. FAA-2009-0502; Directorate Identifier 2009-NE-02-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective May 28, 2010.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to GE CJ610 series turbojet and CF700 series turboprop engines with AFT Technologies combustion liner, part number (P/N) AFT-5016T30G02, installed. These engines are installed on, but not limited to, Learjet Inc. model 24 series and model 25 series airplanes, Dassault Aviation Fan Jet Falcon series airplanes, and Sabreliner Corporation NA-265-70 and NA-265-80 series airplanes.

**Unsafe Condition**

(d) This AD results from a report of an AFT Technologies combustion liner that released a large section of the inner combustion liner and reports of six combustion liners with premature cracks. We are issuing this AD to prevent premature cracks in the combustion liner, which could release pieces of the inner combustion liner. A release of pieces of the inner combustion liner could cause an uncontained failure of the engine turbine and damage to the airplane.

**Compliance**

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

**Replacement of AFT Technologies Combustion Liner P/N AFT-5016T30G02**

(f) For engines that have an AFT Technologies combustion liner, P/N AFT-5016T30G02, with fewer than 200 hours-since-new (HSN) or 300 cycles-since-new (CSN), remove the AFT Technologies combustion liner, P/N AFT-5016T30G02, before exceeding 200 HSN or 300 CSN, whichever occurs first.

(g) For engines that have an AFT Technologies combustion liner, P/N AFT-5016T30G02, with 200 HSN or more or 300 CSN or more, remove the AFT Technologies combustion liner, P/N AFT-5016T30G02, within 15 hours-in-service or 10 cycles-in-service, after the effective date of this AD, whichever occurs first.

(h) After the effective date of this AD, don't install any AFT Technologies combustion liner, P/N AFT-5016T30G02, in any engine.

### **Alternative Methods of Compliance**

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

### **Related Information**

(j) Contact Norman Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; e-mail: norman.perenson@faa.gov; telephone (516) 228-7337; fax (516) 794-5531, for more information about this AD.

### **Material Incorporated by Reference**

(k) None.

Issued in Burlington, Massachusetts, on April 19, 2010.

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

[FR Doc. 2010-9376 Filed 4-22-10; 8:45 am]

BILLING CODE 4910-13-P