FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2011-07

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

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

LARGE AIRCRAFT

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

Biweekly 2011-04

2011-02-07	S 2010-12-10	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, CF6-50C2-F and CF6-50C2-R
2011-03-07		Fokker Services	F.28 Mark 1000, 2000, 3000, 4000, and F.28 Mark 0100
2011-03-08		Bombardier	CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2011-03-09		Boeing	MD-90-30
2011-03-10	S 2005-20-32	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-03-11		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, and A300 C4-605R Variant F
2011-03-12		Hawker Beechcraft	400A and 400T
2011-03-13		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-03-14		Boeing	737-100, -200, -200C, -300, -400, -500 series, and 737-400 series
2011-04-02		Hamilton Sundstrand	Propeller: 247F series

Biweekly 2011-05

2011-03-15		Boeing	767-200, -300, -300F, and -400ER series
2011-03-16		Cessna	750
2011-04-01		Fokker	F.28 Mark 0070 and 0100
2011-04-03		Bombardier	CL-600-2B19 (Regional Jet Series 100 and 440)
2011-04-04	S 2005-18-02	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 turbofan
2011-04-05		Airbus	A340-211, -212, -213; A340-311, -312, -313; A340-541; and A340-642
2011-04-06		Airbus	A340-211, -212, -213; A340-311, -312, -313; A340-541; A340-642
2011-04-07		Fokker	F.28 Mark 0070 and 0100
2011-04-08		Learjet	45
2011-04-10	S 2009-23-10	Boeing	737-300, -400, and -500 series
2011-05-03	S 2005-06-04	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-05-04	S 2008-23-19	Boeing	757-200, -200CB, -200PF, and -300 series
2011-05-05		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642

Biweekly 2011-06

98-09-27R1		Rolls-Royce plc	Engine: RB211-Trent 768, 772, and 772B turbofan
2011-04-09		Transport Category Airplanes	Transport Category Airplanes
2011-05-10		BAE Systems (Operations) Limited	ATP, HS 748 2A and series 2B
2011-05-11	S 2007-19-19	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2011-05-12		Boeing	777-200, -200LR, -300, and -300ER series
2011-05-13		Saab AB, Saab Aerosystems	SAAB 2000
2011-05-14		Bombardier	DHC-8-400, -401, and -402
2011-06-04		Airbus	A330-243F

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2011-07

2011-06-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2011-06-05	S 2007-18-52	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2011-06-08		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-06-09	S 2009-11-09	Airbus	A300 B4-601, A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R; A300 F4-605R, A300 F4-622R; and A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-06-11		Rolls-Royce plc	Engine: RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan
2011-06-12		Boeing	MD-90-30
2011-07-01	S 2009-04-17	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B
2011-07-02	S 2005-02-03	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 series turbofan

2011-06-03 The Boeing Company: Amendment 39-16627; Docket No. FAA-2008-0090; Directorate Identifier 2007-NM-312-AD.

Effective Date

(a) This AD is effective April 26, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company 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, certificated in any category; as identified in Boeing Service Bulletin 747-28A2292, Revision 3, dated December 9, 2010.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections 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, the operator may not be able to accomplish the inspections 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 (AMOC) according to paragraph (q) of this AD. The request should include a description of changes to the required inspections that will ensure the continued operational safety of the airplane.

Subject

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

Unsafe Condition

(e) This AD results from fuel system reviews conducted by the manufacturer. The Federal Aviation Administration is issuing this AD to prevent electrical current from flowing through a motor operated valve (MOV) actuator into a fuel tank, which could create a potential ignition source inside the fuel tank. This condition, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

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

Measurement, Corrective Action, and Replacement

(g) Within 60 months after the effective date of this AD, do the actions required by paragraphs (g)(1) and (g)(2) of this AD, as applicable.

(1) Measure the electrical bond resistance between the MOV actuators and the airplane structure for the main, center, and auxiliary fuel tanks, as applicable; and do all applicable corrective actions; by accomplishing all of the applicable actions in the Accomplishment Instructions of Boeing Service Bulletin 747-28A2292, Revision 3, dated December 9, 2010. The corrective actions must be accomplished before further flight.

(2) For airplanes in Groups 12, 16, 17, 18, and 19, as identified in Boeing Service Bulletin 747-28A2292, Revision 3, dated December 9, 2010: Within 60 months after the effective date of this AD, replace production-installed laminate phenolic spacers with metallic spacers, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-28A2292, Revision 3, dated December 9, 2010.

(h) For airplanes identified in Boeing Service Bulletin 747-28A2294, Revision 1, dated March 5, 2009: Within 60 months after the effective date of this AD, measure the electrical bond resistance between the MOV actuators and airplane structure for the horizontal stabilizer fuel tanks (HST), and do all the applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-28A2294, Revision 1, dated March 5, 2009. The corrective actions must be accomplished before further flight.

Deactivation of the HST

(i) For airplanes identified in Boeing Service Bulletin 747-28A2294, Revision 1, dated March 5, 2009: Deactivation of the HST, in accordance with the applicable Boeing service information specified in table 1 of this AD, terminates the requirements of paragraph (h) of this AD, except as provided by paragraph (j) of this AD. Deactivation of the HST before the effective date of this AD in accordance with the applicable service information specified in table 2 of this AD also terminates the requirements of paragraph (h) of this AD, except as provided by paragraph (j) of this AD.

Table 1–Deactivation Service Information

Boeing –	Revision –	Dated –
Service Bulletin 747-28-2265	Original	February 22, 2006
Service Bulletin 747-28-2272	Original	February 21, 2006
Service Bulletin 747-28-2274	1	May 21, 2008
Service Bulletin 747-28-2275	4	February 2, 2009
Service Bulletin 747-28-2279	2	October 16, 2007
Service Bulletin 747-28-2285	3	August 30, 2007
Service Bulletin 747-28-2293	2	March 4, 2008
Service Bulletin 747-28-2295	2	January 19, 2009
Service Bulletin 747-28-2296	Original	July 13, 2007
Service Bulletin 747-28-2300	1	June 2, 2008
Service Bulletin 747-28-2314	Original	December 9, 2008

Table 2–Deactivation Credit Service Information

Boeing –	Revision –	Dated –
Service Bulletin 747-28-2274	Original	March 13, 2006
Service Bulletin 747-28-2275	Original	June 12, 2006
Service Bulletin 747-28-2275	1	March 16, 2007
Service Bulletin 747-28-2275	2	July 2, 2007
Service Bulletin 747-28-2275	3	March 11, 2008
Service Bulletin 747-28-2279	Original	June 12, 2006
Service Bulletin 747-28-2279	1	May 25, 2007
Service Bulletin 747-28-2285	Original	January 23, 2007
Service Bulletin 747-28-2285	1	May 9, 2007
Service Bulletin 747-28-2285	2	August 3, 2007
Service Bulletin 747-28-2293	Original	May 9, 2007
Service Bulletin 747-28-2293	1	August 29, 2007
Service Bulletin 747-28-2295	Original	November 17, 2006
Service Bulletin 747-28-2295	1	March 20, 2008
Service Bulletin 747-28-2300	Original	January 16, 2008

Reactivation of the HST

(j) For airplanes identified in Boeing Service Bulletin 747-28A2294, Revision 1, dated March 5, 2009, on which the HST is reactivated, the HST must be reactivated in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. For any airplane on which the HST is reactivated, the requirements of paragraphs (h) and (l) of this AD must be done before further flight following the reactivation, or within 60 months after the effective date of this AD, whichever occurs later. For a reactivation method to be approved, the reactivation method must meet the certification basis of the airplane, and the approval must specifically reference this AD.

Maintenance Program Revision

(k) For Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series airplanes: Concurrently with accomplishing the actions required by paragraph (g)(1) of this AD, revise the maintenance program by incorporating airworthiness limitation (AWL) No. 28-AWL-21 of Section D of Boeing 747-100/200/300/SP Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-13747-CMR, Revision March 2008.

(l) For Model 747-400, 747-400D, and 747-400F series airplanes: Concurrently with accomplishing the actions required by paragraph (g)(1) of this AD, revise the maintenance program by incorporating AWL No. 28-AWL-27 of Subsection D of Boeing 747-400 Maintenance Planning Data (MPD) Document, Section 9, D621U400-9, Revision December 2009.

No Alternative Critical Design Configuration Control Limitations (CDCCLs)

(m) After accomplishing the applicable action required in paragraph (k) or (l) of this AD, no alternative CDCCLs may be used unless the CDCCLs are approved as an AMOC in accordance with the procedures specified in paragraph (q) of this AD.

Terminating Action for Maintenance Program Revision

(n) For Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series airplanes: Incorporating AWL No. 28-AWL-21 into the maintenance program in accordance with paragraph (g) of AD 2008-10-07, Amendment 39-15513; or AD 2008-10-07 R1, Amendment 39-16070; terminates the action required by paragraph (k) of this AD.

Credit for Actions Accomplished in Accordance With Previous Service Information

(o) Actions done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 747-28A2294, dated September 21, 2007; and Boeing Service Bulletin 747-28A2292, Revision 2, dated May 13, 2010; are acceptable for compliance with the corresponding requirements of this AD.

Incorporation of Previous Issues of Airworthiness Limitation (AWL)

(p) Incorporation of AWL No. 28-AWL-21 of Section D of the Boeing 747-100/200/300/SP Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-13747-CMR, Revision January 2007, September 2007, or January 2008, is acceptable for compliance with the corresponding requirements of this AD if done before the effective date of this AD.

Alternative Methods of Compliance (AMOCs)

(q)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

Related Information

(r) For more information about this AD, contact Tung Tran, Aerospace Engineer, Propulsion Branch, Seattle Aircraft Certification Office, ANM-140S, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: 425-917-6505; fax: 425-917-6590; e-mail: tung.tran@faa.gov.

Material Incorporated by Reference

(s) You must use the applicable service information contained in table 3 of this AD to do the actions required by this AD, unless the AD specifies otherwise. If you accomplish the optional terminating action specified in this AD, you must use the applicable service information specified in table 4 of this AD, unless the AD specifies otherwise.

Table 3–Material Incorporated by Reference for Required Actions

Document	Revision	Date
Boeing Service Bulletin 747-28A2292	3	December 9, 2010
Boeing Service Bulletin 747-28A2294	1	March 5, 2009
Section 9 of Boeing 747-100/200/300/SP Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-13747-CMR		March 2008
Section 9 of Boeing 747-400 Maintenance Planning Data (MPD) Document, Section 9, D621U400-9		December 2009

Table 4–Material Incorporated by Reference for Optional Terminating Action

Boeing –	Revision –	Dated –
Service Bulletin 747-28-2265	Original	February 22, 2006
Service Bulletin 747-28-2272	Original	February 21, 2006
Service Bulletin 747-28-2274	1	May 21, 2008
Service Bulletin 747-28-2275	4	February 2, 2009
Service Bulletin 747-28-2279	2	October 16, 2007
Service Bulletin 747-28-2285	3	August 30, 2007
Service Bulletin 747-28-2293	2	March 4, 2008
Service Bulletin 747-28-2295	2	January 19, 2009
Service Bulletin 747-28-2296	Original	July 13, 2007
Service Bulletin 747-28-2300	1	June 2, 2008
Service Bulletin 747-28-2314	Original	December 9, 2008

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

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

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

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

Issued in Renton, Washington, on February 23, 2011.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-06-05 The Boeing Company: Amendment 39-16629. Docket No. FAA-2009-1253; Directorate Identifier 2009-NM-080-AD.

Effective Date

(a) This AD becomes effective April 26, 2011.

Affected ADs

(b) This AD supersedes AD 2007-18-52, Amendment 39-15197.

Applicability

(c) This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category, as identified in Boeing Service Bulletin 737-57A1302, Revision 1, dated October 18, 2010.

Subject

(d) Air Transport Association (ATA) of America Code 57: Wings.

Unsafe Condition

(e) This AD results from reports of parts coming off the main slat track downstop assemblies. The Federal Aviation Administration is issuing this AD to prevent loose or missing parts from the main slat track downstop assemblies from falling into the slat can and causing a puncture, which could result in a fuel leak and consequent fire.

Compliance

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

Restatement of AD 2007-18-52, With No Changes

Note 1: Paragraph (g) of this AD merely restates the requirements of paragraph (f)(1) of emergency AD 2007-18-51 (which was superseded by AD 2007-18-52). As allowed by the phrase, ‘‘unless the actions have already been done," if the applicable initial inspections required by paragraph (f)(1) of emergency AD 2007-18-51 have already been done, this AD does not require that those inspections be repeated until the repetitive interval of 3,000 flight cycles.

Repetitive Detailed Inspections

(g) Within 10 days after September 26, 2007 (the effective date of AD 2007-18-52): Do a detailed inspection or a borescope inspection of each main slat track downstop assembly to verify

proper installation of the slat track hardware (i.e., the bolt, washers, downstops, stop location, and nut shown in Figure 1 of Boeing Service Letter 737-SL-57-084-B, dated July 10, 2007, and in this AD). Proper installation of the sleeve need not be confirmed, and the stop location part may be installed on either the inboard or the outboard side of the slat track. If any part is missing or is installed improperly, before further flight, install a new or serviceable part using a method approved in accordance with the procedures specified in paragraph (j) of this AD; and do a detailed inspection of the inside of the slat can for foreign object debris (FOD) and damage. Before further flight, remove any FOD found and repair any damage found using a method approved in accordance with the procedures specified in paragraph (j) of this AD. Verify proper installation; install a new or serviceable part; and inspect for damage and FOD, and remove FOD and repair damage; in accordance with a method by approved by the Manager, Seattle Aircraft Certification Office, FAA; or in accordance with Boeing Multi Operator Message Number 1-523812011-1, issued August 25, 2007, or 1-527463441-1, issued August 28, 2007. Repeat the actions required by paragraph (g) of this AD thereafter at intervals not to exceed 3,000 flight cycles.

Note 2: Paragraph (h) of this AD merely restates the requirements of paragraph (f)(2) of emergency AD 2007-18-51. As allowed by the phrase, ‘‘unless the actions have already been done," if the torque application required by paragraph (f)(2) of AD emergency 2007-18-51 has already been done, this AD does not require that the torque application be repeated.

One-Time Torquing

(h) Within 24 days after receipt of emergency AD 2007-18-51: Apply a torque between 50 to 80 inch-pounds to the nut. The bolt head must be held with the torque applied to the nut.

Note 3: 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."

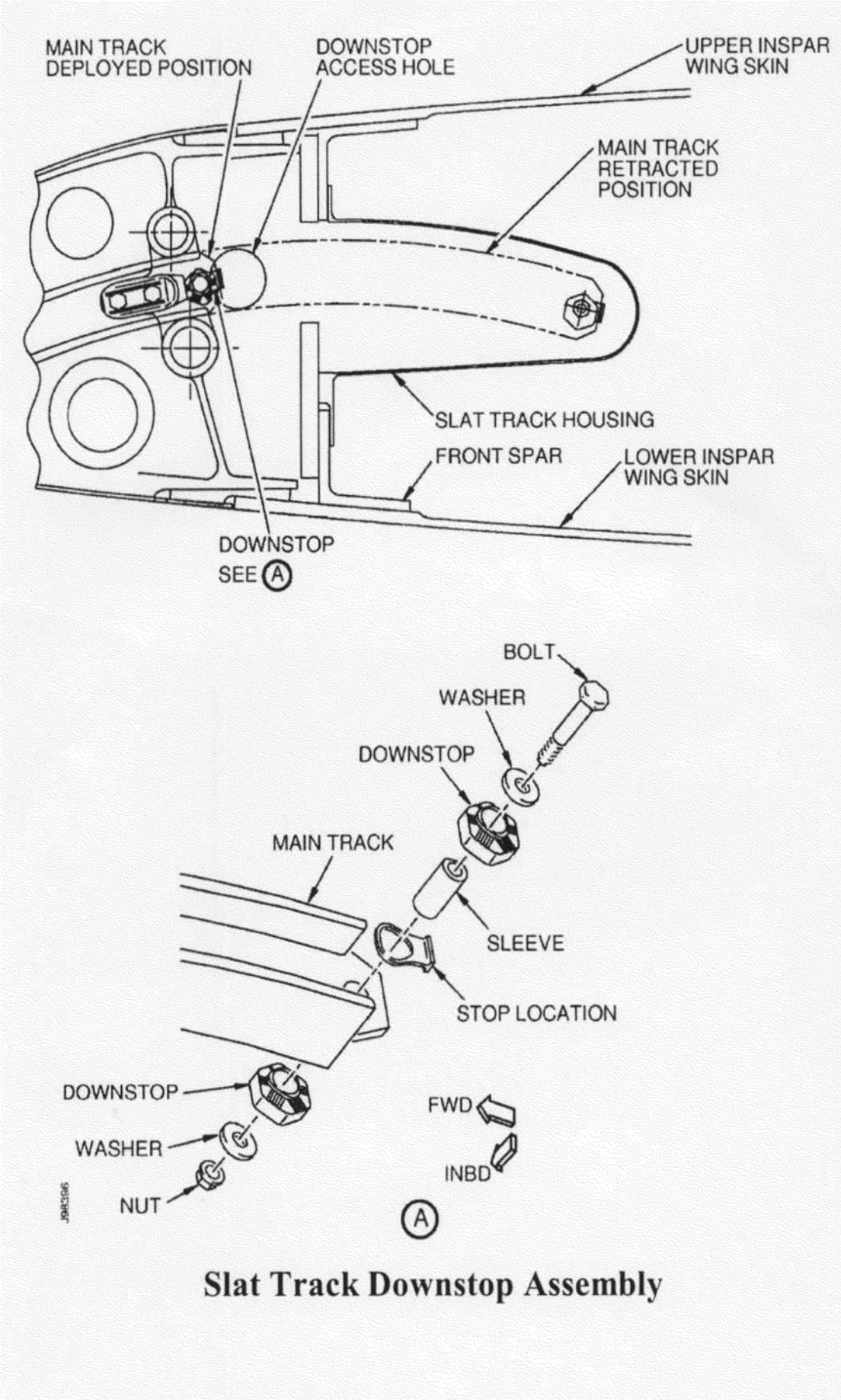
MAIN TRACK
DEPLOYED POSITION
DOWNSTOP
ACCESS HOLE
UPPER INSPAR
WING SKIN
MAIN TRACK
RETRACTED
POSITION
SLAT TRACK HOUSING
FRONT SPAR
LOWER INSPAR
WING SKIN
DOWNSTOP
SEE A
BOLT
WASHER
DOWNSTOP
MAIN TRACK
SLEEVE
STOP LOCATION
DOWNSTOP
WASHER
NUT
FWD
INBD
A
Slat Track Downstop Assembly

Figure 1

New Requirements of This AD

Modification and Inspection

(i) Within 36 months after the effective date of this AD: Replace the hardware of the down stop assembly with new hardware, do a detailed inspection or a borescope inspection of the slat cans on each wing and the lower rail of the slat main tracks for debris, and replace the bolts of the aft side guide with new bolts, in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-57A1302, dated December 15, 2008; or Boeing Service Bulletin 737-57A1302, Revision 1, dated October 18, 2010; except, where Boeing Alert Service Bulletin 737-57A1302, dated December 15, 2008, and Boeing Service Bulletin 737-57A1302, Revision 1, dated October 18, 2010, specify to replace the slat main track or to contact Boeing for further repair instructions if the hole diameter is greater than 0.5005 inch, before further flight, replace the slat main track in accordance with Boeing Alert Service Bulletin 737-57A1302, dated December 15, 2008, Boeing Service Bulletin 737-57A1302, Revision 1, dated October 18, 2010, or repair using a method approved in accordance with the procedures specified in paragraph (j) of this AD. If debris is found during any inspection required by this AD, before further flight, remove the debris in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-57A1302, dated December 15, 2008; or Boeing Service Bulletin 737-57A1302, Revision 1, dated October 18, 2010. Doing the actions required by paragraph (i) of this AD terminates the actions required by paragraphs (g) and (h) of this AD. Installation of stainless steel lockwire having part number (P/N) MS20995C32 is acceptable for compliance in lieu of lockwire P/N MS20995NC32, as specified in Boeing Alert Service Bulletin 737-57A1302, dated December 15, 2008, for this AD.

Alternative Methods of Compliance

(j)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Or, e-mail information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(4) AMOCs approved previously in accordance with AD 2007-18-52 are approved as AMOCs for the corresponding provisions of this AD.

Related Information

(k) For more information about this AD, contact Nancy Marsh, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone: 425-917-6440; fax: 425-917-6590; e-mail: nancy.marsh@faa.gov.

Material Incorporated by Reference

(l) You must use Boeing Alert Service Bulletin 737-57A1302, dated December 15, 2008; or Boeing Service Bulletin 737-57A1302, Revision 1, dated October 18, 2010; to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on February 23, 2011.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-06-08 Bombardier, Inc.: Amendment 39-16633. Docket No. FAA-2010-0703; Directorate Identifier 2010-NM-040-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 26, 2011.

Affected ADs

(b) None.

Applicability

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

(1) Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7305 through 7990 inclusive, and 8000 through 8107 inclusive.

(2) Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10003 through 10302 inclusive.

(3) Bombardier, Inc. Model CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15259 inclusive.

Subject

(d) Air Transport Association (ATA) of America Code 24: Electrical power.

Reason

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

There have been failures of the harness assembly (power feeder wires) connecting the Air-Driven Generator (ADG) to the aeroplane electrical system, in the area close to the ADG cannon plug. Several electrical wires were found cut as a combined result of corrosion and bending stress from the harness mounting to the ADG.

The ADG electrical wires are insulated with a silver-plating for corrosion protection. It has been determined that the silver-plating of wire strands in the area of tight bend is highly susceptible to breakdown. The plating layer may crack as a result of mechanical stress, and consequently lead to the onset of corrosion on all, or a majority, of the wire strands.

In the event of a damaged harness assembly, the ADG may not be able to provide emergency electrical power to the aeroplane. * * *

Compliance

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

Actions

(g) Within 6,000 flight hours or 72 months after the effective date of this AD, whichever occurs first, do the applicable actions specified in paragraph (g)(1) or (g)(2) of this AD.

(1) For Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes: Modify the air-driven generator (ADG) in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-24-128, Revision C, dated May 14, 2010.

(2) For Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900) airplanes: Modify the ADG in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-24-027, dated September 17, 2009.

Credit for Actions Accomplished in Accordance With Previous Service Information

(h) Actions accomplished before the effective date of this AD in accordance with the Bombardier service bulletins identified in Table 1 of this AD are considered acceptable for compliance with the corresponding action specified in this AD.

Table 1–Credit Service Bulletins

Bombardier Service Bulletin -	Revision -	Dated -
601R-24-128	Original	September 17, 2009
601R-24-128	A	November 27, 2009
601R-24-128	B	April 16, 2010

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: The Canadian airworthiness directive includes Model CL-600-2B19 airplanes having serial numbers 8108 through 8111 in the applicability. This AD does not apply to those airplanes.

Other FAA AD Provisions

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

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

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

Related Information

(j) Refer to MCAI Canadian Airworthiness Directive CF-2009-47, dated December 14, 2009; Bombardier Service Bulletin 601R-24-128, Revision C, dated May 14, 2010; and Bombardier Service Bulletin 670BA-24-027, dated September 17, 2009; for related information.

Material Incorporated by Reference

(k) You must use Bombardier Service Bulletin 601R-24-128, Revision C, dated May 14, 2010; or Bombardier Service Bulletin 670BA-24-027, dated September 17, 2009; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; e-mail thd.crj@aero.bombardier.com; Internet http://www.bombardier.com.

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

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

Issued in Renton, Washington, on March 4, 2011.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-06-09 Airbus: Amendment 39-16634. Docket No. FAA-2010-1162; Directorate Identifier 2010-NM-099-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 26, 2011.

Affected ADs

(b) This AD supersedes AD 2009-11-09, Amendment 39-15919.

Applicability

(c) This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category; all serial numbers having SOGERMA 2510112 series pilot electrical seats or SOGERMA 2510113 series co-pilot electrical seats installed.

(1) Airbus Model A300 B4-601, A300 B4-603, A300 B4-620, and A300 B4-622, A300 B4-605R and A300 B4-622R; A300 F4-605R and A300 F4-622R; and A300 C4-605R Variant F airplanes.

(2) Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.

Subject

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

Reason

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

Prompted by a reported in-service event, EASA issued AD 2009-0084 to prevent unwanted movement of pilot or co-pilot seat in the horizontal direction which is considered as potentially unsafe, especially during the takeoff phase when the speed of the aeroplane is greater than 100 knots and until landing gear retraction.

* * * * *

Uncommanded movement of the pilot and co-pilot seats during takeoff or landing could interfere with the operation of the airplane and, as a result, could cause loss of control of the airplane.

Compliance

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

Restatement of Requirements of AD 2009-11-09, With No Changes

(g) Within 15 days after June 12, 2009 (the effective date of AD 2009-11-09): Deactivate the electrical supply of SOGERMA 2510112 series pilot seats and SOGERMA 2510113 series co-pilot seats, in accordance with the instructions of Airbus All Operators Telex (AOT) A310-25A2203, Revision 02, dated March 2, 2009; or Airbus AOT A300-25A6215, Revision 02, dated March 2, 2009; as applicable.

(h) For optional intermediate action for restoration of the electrical adjustment of the vertical seat movement only: Deactivating the electrical powered horizontal movement of SOGERMA 2510112 series pilot seats or SOGERMA 2510113 series co-pilot seats, in accordance with the instructions of EADS SOGERMA Alert Service Bulletin A2510112-25-764, Revision 1, dated February 17, 2009, allows restoration of the vertical adjustment only.

(i) For optional intermediate action for restoration of the electrical adjustment of the vertical seat and horizontal seat movement: Inspecting the position of switch ‘S4' and the related shim of SOGERMA 2510112 series pilot seats or SOGERMA 2510113 series co-pilot seats, in accordance with EADS SOGERMA Inspection Service Bulletin 2510112-25-807, dated February 20, 2009, allows reactivation of both horizontal and vertical electrical movements, provided the measurement results of the inspection are within the acceptable value indicated in that service bulletin, and provided that the inspection is repeated thereafter at intervals not to exceed 2 months. If the measurement result of any inspection is not within the acceptable value indicated in EADS SOGERMA Inspection Service Bulletin 2510112-25-807, dated February 20, 2009, the horizontal movement must be deactivated before further flight.

(j) At the applicable time specified in paragraph (j)(1) or (j)(2) of this AD: Submit a report of the findings for the first inspection done in accordance with paragraph (i) of this AD to Airbus SAS-EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. The report must include a detailed fleet inspection report, including measurement values, and pin and serial numbers for each seat.

(1) If the inspection was done on or after June 12, 2009: Submit the report within 30 days after the inspection.

(2) If the inspection was accomplished prior to June 12, 2009: Submit the report within 30 days after June 12, 2009.

(k) Modifications made prior to June 12, 2009, in accordance with EADS SOGERMA Alert Service Bulletin A2510112-25-764, dated December 19, 2008, are considered acceptable for compliance with the applicable action specified in this AD.

New Requirements of This AD

(l) Within 12 months after the effective date of this AD: Install an enlarged shim for the horizontal switch actuation on each affected seat, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-25-6217, dated August 31, 2009 (for Model A300-600 series airplanes) or A310-25-2205, Revision 01, dated November 19, 2010 (for Model A310 series airplanes). Doing the installation required by paragraph (l) of this AD terminates the requirements of paragraphs (g), (h), and (i) of this AD.

(m) As of the effective date of this AD, no person may install any SOGERMA 2510112 series pilot seat or SOGERMA 2510113 series co-pilot seat, on any airplane, unless that seat has been modified in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-25-6217, dated August 31, 2009 (for Model A300-600 series airplanes) or A310-25-2205, Revision 01, dated November 19, 2010 (for Model A310 series airplanes).

(n) Actions accomplished before the effective date of this AD according to Airbus Mandatory Service Bulletin A310-25-2205, dated August 31, 2009 (for Model A310 airplanes), are considered acceptable for compliance with the corresponding actions required by paragraphs (l) and (m) of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: 425-227-2125; fax: 425-227-1149. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(3) Reporting Requirements: A Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(p) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0070, dated April 14, 2010, and the service information specified in table 1 of this AD, for related information.

Table 1–Related Service Information

Document	Revision	Date
Airbus All Operators Telex A300-25A6215	02	March 2, 2009
Airbus All Operators Telex A310-25A2203	02	March 2, 2009
Airbus Mandatory Service Bulletin A300-25-6217	Original	August 31, 2009
Airbus Mandatory Service Bulletin A310-25-2205	01	November 19, 2010

Document	Revision	Date
EADS SOGERMA Alert Service Bulletin A2510112-25-764	1	February 17, 2009
EADS SOGERMA Inspection Service Bulletin 2510112-25-807	Original	February 20, 2009

Material Incorporated by Reference

(q) You must use the service information contained in table 2 of this AD to do the actions required by this AD, unless the AD specifies otherwise. If you do the optional actions specified in this AD, you must use EADS SOGERMA Alert Service Bulletin A2510112-25-764, Revision 1, dated February 17, 2009; or EADS SOGERMA Inspection Service Bulletin 2510112-25-807, dated February 20, 2009; as applicable; to perform those actions, unless the AD specifies otherwise.

Table 2–All Material Incorporated by Reference for Required Actions

Document	Revision	Date
Airbus All Operators Telex A300-25A6215	02	March 2, 2009
Airbus All Operators Telex A310-25A2203	02	March 2, 2009
Airbus Mandatory Service Bulletin A300-25-6217	Original	August 31, 2009
Airbus Mandatory Service Bulletin A310-25-2205	01	November 19, 2010

(1) The Director of the Federal Register approved the incorporation by reference of Airbus Mandatory Service Bulletin A300-25-6217, dated August 31, 2009; and Airbus Mandatory Service Bulletin A310-25-2205, Revision 01, dated November 19, 2010; 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 the service information contained in table 3 of this AD on June 12, 2009 (74 FR 25399, May 28, 2009).

Table 3–Material Previously Incorporated by Reference

Document	Revision	Date
Airbus All Operators Telex A300-25A6215	02	March 2, 2009
Airbus All Operators Telex A310-25A2203	02	March 2, 2009
EADS SOGERMA Alert Service Bulletin A2510112-25-764	1	February 17, 2009
EADS SOGERMA Inspection Service Bulletin 2510112-25-807	Original	February 20, 2009

(3) For Airbus service information identified in this AD, contact Airbus SAS–EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail: account.airworth-eas@airbus.com; Internet http://www.airbus.com.

(4) For EADS SOGERMA service information identified in this AD, contact EADS SOGERMA, Zone Industrielle de l'Arsenal, BP 60109, 17303 Rochefort, Cedex France; phone: 33 5 49 82 84 84; fax: 33 5 46 82 88 13; e-mail: SCOD1@sogerma.eads.net; Internet: http://www.sogerma.eads.net.

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

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

Issued in Renton, Washington, on March 7, 2011.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-06-11 Rolls-Royce plc (RR): Amendment 39-16636; Docket No. FAA-2011-0176; Directorate Identifier 2011-NE-05-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 4, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to RR model RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines. These engines are installed on, but not limited to, Airbus A380 series airplanes.

Reason

(d) An uncontained engine failure has recently occurred on a Rolls-Royce RB211 Trent 900 involving release of high energy debris and resulting in damage to the aeroplane. Analysis of the available elements from the incident investigation shows that an oil fire in the High Pressure/Intermediate Pressure (HP/IP) structure cavity may have initiated a sequence of events leading to rupture of the drive arm of the IP Turbine (IPT) disc and subsequent overspeed and burst of that same disc.

Rolls-Royce has developed a modification of the Engine Electronic Controller (EEC) software, featuring an IPT Overspeed Protection System (IPTOS). The purpose of the IPTOS functionality is to detect engine conditions that may potentially lead to an IP turbine overspeed, and shut down the engine before the level of overspeed reaches the disc burst speed.

We are issuing this AD to prevent overspeed of the intermediate pressure turbine, which could result in loss of disc integrity, an uncontained failure of the engine, and damage to the airplane.

Actions and Compliance

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

(1) Within 10 flight cycles after the effective date of this AD, incorporate software 10.6 to the EEC.

(2) Guidance on incorporating software 10.6 can be found in Rolls-Royce plc Trent 900 Series Propulsion Systems Alert Service Bulletin (SB) No. RB.211-73-AG639, dated December 3, 2010.

Prior Software Version Prohibition

(3) After incorporation of software 10.6, do not incorporate any software version prior to 10.6 to the EEC.

FAA AD Differences

(f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) as follows:

(1) MCAI European Aviation Safety Agency (EASA) AD 2010-0262, dated December 13, 2010, requires that after EEC modification of an installed engine as required by that AD, do not intermix with any EEC software standards prior to modification 73-F328 (standard 9.2.1) on that airplane. This AD does not, because there are no U.S. registered airplanes with RB211-Trent 900 engines.

(2) MCAI EASA AD 2010-0262, dated December 13, 2010, states that from the effective date of the AD, no engine may be installed in an airplane unless the engine has incorporated the new software. This AD does not, because there are no U.S. registered airplanes with RB211-Trent 900 engines.

(3) MCAI EASA AD 2010-0262, dated December 13, 2010, allows incorporation of later approved versions of EEC software standards that will include IPTOS functionality. This AD does not. Instead, we prohibit software installation prior to version 10.6.

Alternative Methods of Compliance (AMOCs)

(g) 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 MCAI EASA AD 2010-0262, dated December 13, 2010, and Rolls-Royce plc Trent 900 Series Propulsion Systems Alert SB No. RB.211-73-AG639, dated December 3, 2010, for related information.

(i) Contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; phone: 44 1332 242424; fax: 44 1332 249936, for a copy of the service information referenced in this AD.

(j) Contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: alan.strom@faa.gov; phone: (781) 238-7143; fax: (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(k) None.

Issued in Burlington, Massachusetts, on March 11, 2011.
Peter A. White,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

2011-06-12 The Boeing Company: Amendment 39-16637; Docket No. FAA-2010-1202; Directorate Identifier 2010-NM-167-AD.

Effective Date

(a) This AD is effective April 26, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all The Boeing Company Model MD-90-30 airplanes, certificated in any category.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55, Stabilizers.

Unsafe Condition

(e) This AD was prompted by a report of a crack found in the upper center skin panel at the aft inboard corner of a right horizontal stabilizer. We are issuing this AD to detect and correct cracks in the upper center skin panel of the horizontal stabilizer. Uncorrected cracks might ultimately lead to the loss of overall structural integrity of the horizontal stabilizer.

Compliance

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

Inspections

(g) Before the accumulation of 20,000 total flight cycles, or within 3,778 flight cycles after the effective date of this AD, whichever occurs later, do eddy current inspections to detect cracking of the left and right upper center skin panels of the horizontal stabilizer, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A015, dated July 16, 2010.

(1) If no crack is found during any inspection required by paragraph (g) of this AD, repeat the applicable inspections thereafter at the applicable times specified in paragraph 1.E., ‘‘Compliance," of Boeing Alert Service Bulletin MD90-55A015, dated July 16, 2010.

(2) If any crack is found during any inspection required by paragraph (g) of this AD, before further flight, replace the skin panel with a serviceable skin panel, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A015, dated July 16, 2010.

Within 20,000 flight cycles after the replacement, do eddy current inspections as required by paragraph (g) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Los Angeles 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, 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.

Related Information

(i) For more information about this AD, contact Roger Durbin, Aerospace Engineer, Los Angeles ACO, Airframe Branch, ANM-120L, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5233; fax: 562-627-5210; e-mail: Roger.Durbin@faa.gov.

Material Incorporated by Reference

(j) You must use Boeing Alert Service Bulletin MD90-55A015, dated July 16, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin MD90-55A015, dated July 16, 2010, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; phone: 206-544-5000, extension 2; fax: 206-766-5683; e-mail: dse.boecom@boeing.com; Internet: https://www.myboeingfleet.com.

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

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

Issued in Renton, Washington, on March 9, 2011.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-07-01 General Electric Company: Amendment 39-16638 ; Docket No. FAA-2006-24145; Directorate Identifier 2006-NE-06-AD.

Effective Date

(a) This airworthiness directive (AD) is effective April 22, 2011.

Affected ADs

(b) This AD supersedes AD 2009-04-17, Amendment 39-15823.

Applicability

(c) This AD applies to the following engines with a long fixed core exhaust nozzle (LFCEN) assembly forward centerbody, part number (P/N) 1313M55G01 or G02, P/N 9076M28G05, G06, G08, G09, or G10, P/N 9076M82G01 or G03, and aft centerbody P/N 1313M56G01, or P/N 9076M46G02, G04, or G05, installed in:

(1) General Electric Company (GE) CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B turbofan engines, including engines marked on the engine data plate as CF6-50C2-F and CF6-50C2-R.

(2) These engines are installed on, but not limited to, Airbus A300 series, Boeing 747-200B, 747-200C, 747-200F, 747-300 and 747SR, McDonnell Douglas DC-10-15, DC-10-30, DC-10-30F (KC-10A, KDC-10), and MD-10-30F airplanes.

Unsafe Condition

(d) This AD was prompted by the discovery of more LFCEN forward and aft centerbody P/Ns that require replacement. We are issuing this AD to prevent the forward and aft centerbody of the LFCEN assembly from separating from the engine, causing damage to the engine, and damage to the airplane.

Compliance

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

(1) Within 18 months after the effective date of this AD, replace forward centerbody, P/N 1313M55G01 and G02, P/N 9076M28G05, G06, G08, G09, and G10, P/N 9076M82G01 and G03, and aft centerbody P/N 1313M56G01, P/N 9076M46G02, G04, and G05 with a forward and aft centerbody that has been modified using the Accomplishment Instructions, Section 3, of GE Service Bulletin (SB) No. CF6-50 S/B 78-0244, Revision 1, dated March 13, 2008, CF6-50 S/B 78-0244, dated July 30, 2007, or CF6-50 S/B 78-0242, dated September 26, 2005.

Centerbody Installation Prohibition

(2) After 18 months from the effective date of this AD, do not install any engine with forward centerbody, P/N 1313M55G01 or G02, P/N 9076M28G05, G06, G08, G09, or G10, P/N 9076M82G01 or G03, or aft centerbody P/N 1313M56G01, P/N 9076M46G02, G04, or G05 on any airplane.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) For more information about this AD, contact Tomasz Rakowski, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate; phone: 781-238-7735; fax: 781-238-7199; e-mail: tomasz.rakowski@faa.gov.

(h) For service information identified in this AD, contact GE-Aviation M/D Rm. 285, One Neumann Way, Cincinnati, OH 45215, telephone 513-552-3272; e-mail: geae.aoc@ge.com. You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

Issued in Burlington, Massachusetts, on March 14, 2011.
Peter A. White,
Acting Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2011-07-02 Pratt & Whitney: Amendment 39-16639. Docket No. FAA-2010-0452; Directorate Identifier 98-ANE-80-AD.

Effective Date

(a) This airworthiness directive (AD) is effective April 28, 2011.

Affected ADs

(b) This AD supersedes AD 2005-02-03, Amendment 39-13948.

Applicability

(c) This AD applies to Pratt & Whitney (PW) JT8D-209, -217, -217A, -217C, and -219 series turbofan engines. These engines are installed on, but not limited to, Boeing 727 series and McDonnell Douglas MD-80 series airplanes.

Unsafe Condition

(d) This AD results from nine reports of failure of Tinidur material LPT-to-exhaust case bolts, as a result of blade failure, since AD 2005-02-03 became effective. We are issuing this AD to prevent turbine blade failures that could result in uncontained engine debris 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.

Requirements of AD 2005-02-03

Initial Torque Inspection for JT8D-209, -217, and -217A Engines

(f) For JT8D-209, -217, and -217A engines, perform the initial torque inspection of 3rd and 4th stage LPT blades for shroud notch wear. Use the procedures described in Accomplishment Instructions, Part 1, Paragraphs 1 through 3, of PW Alert Service Bulletin (ASB) No. JT8D A6224, Revision 6, dated May 3, 2007, at the applicable threshold in the following Table 1:

Table 1–Initial Torque Inspection Threshold for JT8D-209, -217, and -217A Engines

Blade Type	Hours Time-In-Service (TIS) as of March 3, 2005 (the effective date of AD 2005-02-03)	Inspection Threshold
(1) New pre-Service Bulletin (SB) No. 5867 (small notch) 3rd stage turbine blades.	Any number.	Within 6,000 hours TIS.
(2) Refurbished pre-SB No. 5867 (small notch) 3rd stage turbine blades.	(i) Fewer than 3,000.	Within 4,000 hours TIS.
	(ii) 3,000 or more.	Within 6,000 hours TIS, or within 1,000 hours TIS from March 3, 2005, whichever occurs first.
(3) New post-SB No. 5867 (large notch) 3rd stage turbine blades.	Any number.	Within 10,000 hours TIS.
(4) Refurbished post-SB No. 5867 (large notch) 3rd stage turbine blades.	(i) Fewer than 6,000.	Within 7,000 hours TIS.
	(ii) 6,000 or more.	Within 8,000 hours TIS, or within 1,000 hours TIS from March 3, 2005, whichever occurs first.
(5) New pre-SB No. 6029 (small notch) 4th stage turbine blades.	Any number.	Within 6,000 hours TIS.
(6) Refurbished pre-SB No. 6029 (small notch) 4th stage turbine blades.	(i) Fewer than 3,000.	Within 4,000 hours TIS.
	(ii) 3,000 or more.	Within 6,000 hours TIS, or within 1,000 hours TIS from March 3, 2005, whichever occurs first.
(7) New post-SB No. 6029 or new post-SB No. 6308 (large notch) 4th stage turbine blades.	Any number.	Within 10,000 hours TIS.
(8) Refurbished post-SB No. 6029 or refurbished post-SB No. 6308 (large notch) 4th stage turbine blades.	(i) Fewer than 6,000.	Within 7,000 hours TIS.
	(ii) 6,000 or more.	Within 8,000 hours TIS, or within 1,000 hours TIS from March 3, 2005, whichever occurs first.

Repetitive Torque Inspections for JT8D-209, -217, and -217A Engines

(g) For JT8D-209, -217, and -217A engines, perform repetitive torque inspections of 3rd and 4th stage LPT blades for shroud notch wear. Use the procedures described in Accomplishment

Instructions, Part 1, Paragraph 1 of PW ASB No. JT8D A6224, Revision 6, dated May 3, 2007, at the applicable intervals in the following Table 2 and Table 3:

Table 2–3rd Stage Repetitive Torque Inspection Intervals for JT8D-209, -217, and -217A Engines

Inspection Torque Readings	Number of Readings	Disposition
Greater than or equal to 15 LB-IN (1.695 N.m).	All.	Repeat torque inspection within 1,000 hours TIS since last inspection.
Less than 15 LB-IN (1.695 N.m) but greater than or equal to 10 LB-IN (1.130 N.m).	One or more.	Repeat torque inspection within 500 hours TIS since last inspection.
Less than 10 LB-IN (1.130 N.m) but greater than or equal to 5 LB-IN (0.565 N.m).	One to three.	Repeat torque inspection within 125 hours TIS since last inspection.
Less than 10 LB-IN (1.130 N.m) but greater than or equal to 5 LB-IN (0.565 N.m).	Four or more.	Remove engine from service within 20 hours TIS since last inspection.
Less than 5 LB-IN (0.565 N.m).	One or more.	Remove engine from service within 20 hours TIS since last inspection.

Table 3–4th Stage Repetitive Torque Inspection Intervals for JT8D-209, -217, and -217A Engines

Inspection Torque Readings	Number of Readings	Disposition
Greater than or equal to 15 LB-IN (1.695 N.m).	All.	Repeat torque inspection within 1,000 hours TIS since last inspection.
Less than 15 LB-IN (1.695 N.m) but greater than or equal to 10 LB-IN (1.130 N.m).	One or more.	Repeat torque inspection within 500 hours TIS since last inspection.
Less than 10 LB-IN (1.130 N.m) but greater than or equal to 5 LB-IN (0.565 N.m).	One to six.	Repeat torque inspection within 125 hours TIS since last inspection.
Less than 10 LB-IN (1.130 N.m) but greater than or equal to 5 LB-IN (0.565 N.m).	Seven or more.	Remove engine from service within 20 hours TIS since last inspection.
Less than 5 LB-IN (0.565 N.m).	One or more.	Remove engine from service within 20 hours TIS since last inspection.

(h) Subsequent repeat inspection intervals must not exceed the previous inspection interval.

JT8D-209, -217, and -217A Engines Removed From Service

(i) JT8D-209, -217, and -217A engines removed from service may be returned to service after a detailed inspection and repair or replacement of all blades of the failed stage, that exceed Engine Manual limits, is done. Information on repairing or replacing turbine blades can be found in Sections 72-53-12 through 72-53-13 of the JT8D-200 Engine Manual, Part No. 773128.

Initial Inspection for JT8D-217C and -219 Engines

(j) For JT8D-217C and -219 engines, perform the initial torque inspection of 4th stage LPT blades for shroud notch wear. Use the procedures described in Accomplishment Instructions, Part 2, Paragraphs 1 through 3 of PW ASB No. JT8D A6224, Revision 6, dated May 3, 2007, at the applicable threshold in the following Table 4:

Table 4–Initial Torque Inspection Threshold for JT8D-217C and -219 Engines

Blade Type	TIS as of March 3, 2005	Inspection Threshold
(1) New pre-SB No. 6090 (small notch) 4th stage turbine blades.	Any number.	Within 5,000 hours TIS.
(2) Refurbished pre-SB No. 6090 (small notch) 4th stage turbine blades.	(i) Fewer than 3,000.	Within 4,000 hours TIS.
	(ii) 3,000 or more.	Within 5,000 hours TIS, or within 1,000 hours TIS from March 3, 2005, whichever occurs first.
(3) New post-SB No. 6090, new post-SB No. 6402, or new post-SB No. 6412 (large notch) 4th stage turbine blades.	Any number.	Within 10,000 hours TIS.
(4) Refurbished “As-Cast” post-SB No. 6090, post-SB No. 6402, or post-SB No. 6412 (large notch) 4th stage turbine blades.	Any number.	Within 7,000 hours TIS.
(5) Refurbished “Modified” post-SB No. 6090, post-SB No. 6402, or post-SB No. 6412 (large notch) 4th stage turbine blades.	(i) Fewer than 3,000.	Within 4,000 hours TIS.
	(ii) 3,000 or more.	Within 7,000 hours TIS, or within 1,000 hours TIS from March 3, 2005, whichever occurs first.

Repetitive Torque Inspections for JT8D-217C and -219 Engines

(k) For JT8D-217C and -219 engines, perform repetitive torque inspections of 4th stage LPT blades for shroud notch wear. Use the procedures described in Accomplishment Instructions, Part 2, Paragraph 1 of PW ASB No. JT8D A6224, Revision 6, dated May 3, 2007, at the applicable intervals in the following Table 5:

Table 5–Repetitive Torque Inspection Intervals for JT8D-217C and -219 Engines

Inspection Torque Readings	Number of Readings	Disposition
Greater than or equal to 15 LB-IN (1.695 N.m).	All.	Repeat torque inspection within 1,000 hours TIS since last inspection.
Less than 15 LB-IN (1.695 N.m) but greater than or equal to 10 LB-IN (1.130 N.m).	One or more.	Repeat torque inspection within 500 hours TIS since last inspection.
Less than 10 LB-IN (1.130 N.m) but greater than or equal to 5 LB-IN (0.565 N.m).	One to six.	Repeat torque inspection within 125 hours TIS since last inspection.
Less than 10 LB-IN (1.130 N.m) but greater than or equal to 5 LB-IN (0.565 N.m).	Seven or more.	Remove engine from service within 20 hours TIS since last inspection.
Less than 5 LB-IN (0.565 N.m).	One or more.	Remove engine from service within 20 hours TIS since last inspection.

(l) Subsequent repeat inspection intervals must not exceed the previous inspection interval.

JT8D-217C and -219 Engines Removed From Service

(m) JT8D-217C and -219 engines removed from service may be returned to service after a detailed inspection and repair or replacement of all blades of the failed stage, that exceed Engine Manual limits, is done. Information on repairing or replacing turbine blades can be found in Sections 72-53-12 through 72-53-13 of the JT8D-200 Engine Manual, Part No. 773128.

Other Criteria for All Engine Models Listed in This AD

(n) Whenever a refurbished or used blade is intermixed with new blades in a rotor, use the lowest initial inspection threshold that is applicable.

(o) The initial torque inspection or the repetitive inspection intervals for a particular stage may not be reset, unless the blades for that stage are refurbished or replaced.

(p) Whenever a used (service run) blade is reinstalled in a rotor, the previous used time should be subtracted from the initial torque inspection threshold.

What This AD Changes

LPT-to-Exhaust Case Bolts and Nuts Replacement, and Crushable Sleeve Spacer Installation

(q) At next accessibility to the LPT-to-Exhaust Case bolts and nuts, do the following:
(1) Replace the bolts with part number (P/N) MS9557-26 bolts; and
(2) Replace the nuts with P/N 375095 nuts or P/N 490270 nuts; and
(3) Install crushable sleeve spacers, P/N 822903, under the head of the bolts.
(r) Guidance on replacing the bolts and nuts and installing the crushable sleeve spacers can be found in PW ASB No. JT8D A6494, Revision 1, dated January 26, 2010.

Previous Credit

(s) Initial inspections performed before the effective date of this AD using PW ASB No. JT8D A6224, Revision 5, dated June 11, 2004, or Revision 6, dated May 3, 2007, satisfy the initial inspection requirements of this AD.

Definitions

(t) For the purpose of this AD, ‘‘refurbished" is defined as restoration of the shrouds and/or blade re-twist per the JT8D-200 Engine Manual, Part No. 773128, or per an operator's approved manual system.
(u) For the purpose of this AD, ‘‘As-Cast" refers to blades that were machined from new castings, and ‘‘Modified" refers to blades that were derived from the pre-SB No. 6090 configuration.
(v) For the purpose of this AD, ‘‘accessibility to the LPT-to-exhaust case bolts" refers to when the inner turbine fan ducts are removed.

Alternative Methods of Compliance

(w) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance (AMOCs) for this AD if requested using the procedures found in 14 CFR 39.19. AMOCs approved for the initial and repetitive inspection requirements of AD 2005-02-03 are approved as AMOCs for this AD.

Related Information

(x) For information about this AD, contact Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park; Burlington, MA 01803; phone: 781-238-7178; fax: 781-238-7199; e-mail: ian.dargin@faa.gov.

Material Incorporated by Reference

(y) You must use Pratt & Whitney Alert Service Bulletin No. JT8D A6224, Revision 6, dated May 3, 2007, to perform the torque inspections required by this AD.
(1) The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.
(2) For service information identified in this AD, contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; phone: 860-565-8770, fax: 860-565-4503, for a copy of this service information.
(3) You may review copies of the service information at the FAA, New England Region, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

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

Issued in Burlington, Massachusetts on March 14, 2011.
Peter A. White,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.