FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2011-12

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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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

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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

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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
Biweekly 2011-08			
2011-07-04		Boeing	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A), DC-9-32F (C9-B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51
2011-07-05		Sicma Aero Seat	Appliance: See AD
2011-07-06		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-07-07		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2011-07-08		Airbus	A340-211, -212, -213, -311, -312 and -313
2011-07-10	S 2010-10-18	Bombardier, Inc.	BD-100-1A10 (Challenger 300)
2011-07-11		Dassault Aviation	Mystere-Falcon 50
2011-08-51	E	Boeing	737-300, -400, and -500 series
Biweekly 2011-09			
2011-07-12		Fokker Services B.V.	F.27 Mark 050
2011-08-02		Fokker Services B.V.	F.27 Mark 050
2011-08-03		Airbus	A340-541 and -642
2011-08-04		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-08-05		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-08-08		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2011-08-10	S 98-19-12	Rolls-Royce plc	Engine: RB211-Trent 768-60 and RB211-Trent 772-60 turbofan
2011-08-11	S 2005-13-19	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2011-08-12		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313
2011-09-01		Airbus	A340-541, and -642
2011-09-02		Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2011-09-03		Lockheed Martin Corp	382, 382B, 382E, 382F, and 382G
2011-09-05		Boeing	777-200, -300, and -300ER series
2011-09-06	S 2002-02-07	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

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Biweekly 2011-10			
2011-08-07		Rolls-Royce plc	Engine: RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan
2011-09-07		Rolls-Royce plc	Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, -524H2-T-19; RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61; RB211 Trent 768-60, 772-60, 772B-60; RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan
2011-09-10		Airbus	A300 B4-601, B4-603, B4-605R, C4-605R Variant F, and F4-605R airplanes, and A310-204 and -304
2011-09-11		Boeing	777-200 and -300 series
2011-09-12		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -315, DHC-8-401, and -402
2011-09-13		Airbus	A340-211, -212, -213, -311, -312, and -313
2011-09-14		Boeing	747-200B, -300, -400, -400D, and -400F series
2011-09-15		Boeing	777-200, -200LR, -300, and -300ER series
2011-09-17	S 2010-01-07	Airbus	A340-211, -212, -213, -311, -312, -313, -541, and -642
2011-09-18		Dassault Aviation	FALCON 7X
2011-10-01		Dassault Aviation	FALCON 7X
2011-10-04		Rolls-Royce plc	Engine: RB211-Trent 875-17, -Trent 877-17, -Trent 884-17, -Trent 884B-17, -Trent 892-17, -Trent 892B-17, and -Trent 895-17 turbofan
Biweekly 2011-11			
2011-08-51		Boeing	737-300, -400, and -500 series
2011-09-04		Lockheed Martin Corporation	382, 382B, 382E, 382F, and 382G
2011-10-02		Boeing	747-400, 747-400D, and 747-400F series
2011-10-03		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW, ERJ 190-200 STD, ERJ 190-200 LR, and ERJ 190-200 IGW
2011-10-05		Airbus	A310-203, -204, -222, -304, -322, and -324
2011-10-06		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-10-07		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-10-08	S 98-26-01 S 91-13-01	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-10-10		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2011-10-14	S2010-24-08	Dassault Aviation	MYSTERE-FALCON 50
2011-10-15		Airbus	A318-112, A319-111, A319-112, A319-115, A319-132, A319-133, A320-214, A320-232, A320-233, A321-211, A321-213, and A321-231
2011-10-17	S 2007-04-11 S 2007-20-03 S 2007-25-02	Airbus	A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, B4-203, A310-203, -204, -221, -222, -304, -322, -324, 325, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F
2011-11-02		Bombardier, Inc.	DHC-8-400, -401, and -402

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2010-24-13	COR	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2011-07-06	COR	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-11-05	S 2007-15-05	Boeing	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2011-11-06	S 2002-03-10	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2011-11-08		Rolls-Royce plc	Engine: RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan
2011-12-01		Koito Industries, Ltd.	Appliance: Seats and seating systems
2011-12-51	E	Dassault Aviation	FALCON 7X

CORRECTION: [*Federal Register Volume 76, Number 101 (Wednesday, May 25, 2011)]; Pages 30253-30254; www.access.gpo.gov/su_docs/aces/aces140.html*]

2010-24-13 The Boeing Company: Amendment 39-16532; Docket No. FAA-2008-1098; Directorate Identifier 2008-NM-108-AD.

Effective Date

(a) This AD is effective January 20, 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, 747SR, and 747SP series airplanes, certificated in any category; as identified in Boeing Service Bulletin 747-28A2288, Revision 1, dated January 21, 2010.

Note 1: This AD requires revisions to certain operator maintenance documents to include a new inspection. Compliance with this inspection is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this inspection, 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 (l) of this AD. The request should include a description of changes to the required inspection 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 uncommanded operation of the override/jettison pumps of the center wing tanks, and failure to manually shut off the override/jettison pumps at the correct time, either of which could lead to an ignition source inside the center wing tank. This condition, in combination with flammable fuel vapors, could result in a center 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.

Installation of Indicator Lights and Replacement of Switches

(g) Within 36 months after the effective date of this AD: For airplanes with a P10 panel installed, add two new indicator lights on the P10 panel to inform the captain and first officer of a low pressure condition in the left and right override/jettison pumps of the center wing tanks, and, for airplanes that do not have the warning panel (P10 panel) installed, add a mounting bracket and two new indicator lights to the Autopilot Flight Director panel; and replace the left and right override/jettison switches on the M154 fuel control module on the P4 panel with improved switches; and do the associated wiring changes. Accomplish these actions by doing all of the applicable actions specified in the Accomplishment Instructions of Boeing Service Bulletin 747-28A2288, Revision 1, dated January 21, 2010, except where that service bulletin states "20-60-00," the correct sub-section number is "20-60-06," and except as described in Table 1 of this AD.

Table 1- Part number correction

Part name	Part number specified in Figures 22 through 32 of Boeing Service Bulletin 747-28A2288, Revision 1, dated January 21, 2010	Part name of correct part	Correct part number
Nut	BACN10JC06CD	Nut	BACN10NW1
Bolt	BACS12HN06-10	Screw	BACS12HN04-6
Washer	NAS1149D0632J	Washer	NAS1149DN416J

Note 2: For airplanes equipped with certain M154 fuel control modules, paragraph 2.C.2 of Boeing Service Bulletin 747-28A2288, Revision 1, dated January 21, 2010, refers to the BAE Systems service bulletins identified in Table 2 of this AD, as applicable, as additional sources of guidance for replacing the switches.

Table 2 – Additional Sources of Guidance

Service Bulletin	Date
BAE Systems Service Bulletin 65B46124-28-01	February 16, 2006
BAE Systems Service Bulletin 65B46124-28-02	March 28, 2007
BAE Systems Service Bulletin 65B46124-28-03	March 28, 2007
BAE Systems Service Bulletin 65B46214-28-01	February 16, 2006
BAE Systems Service Bulletin 65B46214-28-02	March 28, 2007
BAE Systems Service Bulletin 65B46214-28-03	March 28, 2007

Maintenance Program Revision

(h) Concurrently with accomplishing the actions required by paragraph (g) of this AD, revise the maintenance program by incorporating Airworthiness Limitation (AWL) No. 28-AWL-22 of Section D of the Boeing 747-100/200/300/SP Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-13747-CMR, Revision March 2008. Where the AWL states "28-31-00," the correct section number is "28-42-00."

Airplane Flight Manual (AFM) Revision

(i) Concurrently with accomplishing the actions required by paragraph (g) of this AD, revise Section 1, "Certificate Limitations," of the applicable Boeing 747 AFM to include the following statement. This may be done by inserting a copy of this AD into the AFM.

> "When the center tank override jettison pumps are selected off, the amber pump low pressure lights on the Flight Engineer's panel should illuminate and remain on. If a pump low pressure light on the Flight Engineer's panel does not illuminate, open the associated pump circuit breaker."

Note 3: When a statement identical to that in paragraph (i) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

No Alternative Inspections or Inspection Intervals

(j) After accomplishing the action specified in paragraph (h) of this AD, no alternative inspections or inspection intervals may be used unless the inspections or inspection intervals are approved as an AMOC in accordance with the procedures specified in paragraph (l) of this AD.

Terminating Action for Maintenance Program Revision

(k) Incorporating AWL No. 28-AWL-22 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 (h) of this AD.

Alternative Methods of Compliance (AMOCs)

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

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

Related Information

(m) For more information about this AD, contact Douglas Bryant, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 917-6505; fax (425) 917-6590; e-mail: douglas.n.bryant@faa.gov.

Material Incorporated by Reference

(n) You must use Boeing Service Bulletin 747-28A2288, Revision 1, dated January 21, 2010; and Boeing 747-100/200/300/SP Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-13747-CMR, Revision March 2008; 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 Boeing Service Bulletin 747-28A2288, Revision 1, dated January 21, 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 Boeing 747-100/200/300/SP Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-13747-CMR, Revision March 2008, on June 12, 2008 (73 FR 25977, May 8, 2008).

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

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

(5) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at 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 November 18, 2010.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

CORRECTION: [*Federal Register Volume 76, Number 100 (Tuesday, May 24, 2011); Pages 29997-29998; www.access.gpo.gov/su_docs/aces/aces140.html*]

2011-07-06 Bombardier, Inc.: Amendment 39-16643. Docket No. FAA-2010-0436; Directorate Identifier 2009-NM-230-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 6, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, serial numbers 7003 through 8101 inclusive.

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 according to paragraph (h)(1) 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 30 and 31: Ice and rain protection, and instruments, respectively.

Reason

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

> * * * There have recently been several in-service occurrences that have highlighted the inability of the existing [wing anti-ice] system to detect a low-heat condition in the wing leading edge at all times, with the potential consequence of unannunciated asymmetric ice build-up on the wing. * * *
>
> Such a condition, in combination with maneuvers close to stick shaker activation, could possibly result in reduced controllability of the aircraft.

* * * * *

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) Do the following actions.

(1) Within 30 days after the effective date of this AD, revise the Limitations and Normal Procedures sections of the Canadair Regional Jet Airplane Flight Manual (AFM), CSP A-012, to include the information in Canadair (Bombardier) Temporary Revision (TR) RJ/164-2, dated May 14, 2009. This TR introduces procedures for operation in icing conditions. Operate the airplane according to the limitations and procedures in this TR.

Note 2: This may be done by inserting a copy of Canadair (Bombardier) TR RJ/164-2, dated May 14, 2009, into the AFM. When this TR has been included in general revisions of the AFM, the general revisions may be inserted in the AFM, provided the relevant information in the general revision is identical to that in Canadair (Bombardier) TR RJ/164-2, dated May 14, 2009.

(2) Within 30 days after the effective date of this AD, revise the maintenance program by incorporating the inspection requirements for Tasks C30-10-141-03, C30-10-141-05, and C30-10-141-07, contained in Bombardier TR 2A-46, dated July 24, 2009, into Appendix A, "Certification Maintenance Requirements," of Part 2 of the Bombardier CL-600-2B19 Maintenance Requirements Manual (MRM). The initial compliance times for the tasks identified in Bombardier TR 2A-46, dated July 24, 2009, are specified in Table 1 of this AD.

Note 3: The actions required by paragraph (g)(2) of this AD may be done by inserting a copy of Bombardier TR 2A-46, dated July 24, 2009, into the Bombardier CL-600-2B19 MRM. When this TR has been included in general revisions of the MRM, the general revisions may be inserted into the MRM, provided the relevant information in the general revision is identical to that in Bombardier TR 2A-46, dated July 24, 2009.

Table 1–Initial Compliance Times for Tasks in Bombardier TR 2A-46

Task	Applicability	Initial compliance time (whichever occurs later)	
C30–10–141–03	Airplanes on which Modification Summary TC601R17494 or actions specified in Bombardier Service Bulletin 601R–30–031 have been done.	Before the accumulation of 6,000 total flight hours; or if accomplished previously, within 6,000 flight hours since this task was last accomplished.	Within 5 flight hours or 30 days after the effective date of this AD, whichever occurs later.
C30–10–141–05	Airplanes with outboard sufficient heat switches installed in accordance with Modification Summary TC601R17494 or actions specified in Bombardier Service Bulletin 601R–30–031 have been done.	Before the accumulation of 6,000 total flight hours; or if accomplished previously, within 6,000 flight hours since this task was last accomplished.	Within 5 flight hours or 30 days after the effective date of this AD, whichever occurs later.

C30–10–141–07	Airplanes with outboard sufficient heat switches installed in accordance with Modification Summary TC601R17494 or actions specified in Bombardier Service Bulletin 601R–30–031 have been done.	Before the accumulation of 6,000 total flight hours; or if accomplished previously, within 6,000 flight hours since this task was last accomplished.	Within 5 flight hours or 30 days after the effective date of this AD, whichever occurs later.

(3) For airplanes having S/Ns 7003 through 8095 inclusive: Before or concurrently with accomplishing the actions required by paragraph (g)(5) of this AD: Replace any data concentrator units (DCUs) having part number (P/N) 622-9820-007, 622-9820-008, or 622-9820-009 with modified DCUs having P/N 622-9820-010, and, if applicable, modify the configuration strapping units (CSUs), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-31-034, Revision A, dated April 10, 2008.

(4) Before or concurrently with accomplishing the actions required by paragraph (g)(5) of this AD: Install the outboard low-heat detection switches, and wing A/ICE box assembly and its associated wires, in accordance with the Accomplishment Instructions of Parts A, C, D, and E of Bombardier Service Bulletin 601R-30-031, Revision D, dated February 3, 2010.

Note 4: A small number of cases have been reported in which piccolo ducts were found to have been installed in the opposite wing, resulting in the incorrect orientation of the bleed holes. During reinstallation of the piccolo ducts and leading edge assemblies after installing the low-heat detection switches, particular attention should be paid to the correct alignment of the piccolo ducts. Guidance can be found in Task 30-11-41-820-801 of the Canadair CRJ Series Regional Jet Aircraft Maintenance Manual.

(5) Within 11 months after the effective date of this AD: Activate the outboard low-heat detection switches in accordance with Part F of the Accomplishment Instructions of Bombardier Service Bulletin 601R-30-031, Revision D, dated February 3, 2010.

(6) Actions accomplished in accordance with the service information specified in Table 2 of this AD, before the effective date of this AD, are acceptable for compliance with the corresponding actions required by paragraphs (g)(4) and (g)(5) of this AD.

Table 2–Acceptable Service Information

Bombardier Service Bulletin—	**Revision—**	**Dated—**
601R–30–031	Original	May 15, 2009.
601R–30–031	A	September 8, 2009.
601R–30–031	B	October 28, 2009.
601R–30–031	C	December 23, 2009.

(7) Replacing DCUs P/N 622-9820-007, 622-9820-008, or 622-9820-009 with modified DCUs having P/N 622-9820-010, and modifying CSUs, are also acceptable for compliance with the requirements of paragraph (g)(3) of this AD if done before the effective date of this AD, in accordance with Accomplishment Instructions of Bombardier Service Bulletin 601R-31-034, dated November 19, 2007.

FAA AD Differences

Note 5: This AD differs from the MCAI and/or service information as follows: The MCAI specifies to include the revised Task C30-10-141-01. This AD does not include Task 30-10-141-01. This difference has been coordinated with TCCA.

Other FAA AD Provisions

(h) 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. 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 ACO, send it 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

(i) Refer to MCAI Transport Canada Civil Aviation (TCCA) Airworthiness Directive CF-2009-37, dated September 30, 2009; and the service information specified in Table 3 of this AD; for related information.

Table 3–Service Information

Service information	Revision	Date
Bombardier Service Bulletin 601R–30–031	D	February 3, 2010.
Bombardier Service Bulletin 601R–31–034	A	April 10, 2008.
Bombardier Temporary Revision 2A–46 to Appendix A—Certification Maintenance Requirements of Part 2 of the Bombardier CL-600–2B19 Maintenance Requirements Manual.	Original	July 24, 2009.
Canadair (Bombardier) Temporary Revision RJ/164–2 to the Canadair Regional Jet Airplane Flight Manual CSP A–012.	Original	May 14, 2009.

Material Incorporated by Reference

(j) You must use the service information contained in Table 4 of this AD, as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

Table 4–Material Incorporated by Reference

Service information	Revision	Date
Bombardier Service Bulletin 601R–30–031	D	February 3, 2010.
Bombardier Service Bulletin 601R–31–034	A	April 10, 2008.
Bombardier Temporary Revision 2A–46 to Appendix A—Certification Maintenance Requirements of Part 2 of the Bombardier CL-600–2B19 Maintenance Requirements Manual.	Original	July 24, 2009.
Canadair (Bombardier) Temporary Revision RJ/164–2 to the Canadair Regional Jet Airplane Flight Manual CSP A–012.	Original	May 14, 2009.

Issued in Renton, Washington, on March 14, 2011.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-11-05 The Boeing Company: Amendment 39-16704; Docket No. FAA-2010-1044; Directorate Identifier 2010-NM-033-AD.

Effective Date

(a) This airworthiness directive (AD) is effective July 6, 2011.

Affected ADs

(b) This AD supersedes AD 2007-15-05, Amendment 39-15134.

Applicability

(c) This AD applies to all The Boeing Company Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F airplanes, certificated in any category.

Subject

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

Unsafe Condition

(e) This AD results from reports of failures of the fuel pump housing electrical connector having P/N 60-84355-1. The Federal Aviation Administration is issuing this AD to detect and correct insulation resistance degradation and arcing in the potted backside of the electrical connector assembly of the fuel boost/transfer pump housing, which could compromise its performance and cause an ignition source in the fuel tank, resulting 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.

Inspection and Change

(g) For all airplanes: Within 10 months after the effective date of this AD, do an inspection of the fuel pump housing electrical connector to determine if part number (P/N) 60-84355-1 is installed. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the fuel pump housing electrical connector can be conclusively determined from that review.

(h) If, during the inspection required by paragraph (g) of this AD, any airplane is determined to have fuel pump housing electrical connector assembly having P/N 60-84355-1: Within 10 months after the effective date of this AD, do the actions in paragraph (h)(1) or (h)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin DC10-28A261,

dated December 1, 2009; or Boeing Alert Service Bulletin MD11-28A143, dated December 2, 2009; as applicable.

(1) Replace the fuel pump housing electrical connector assembly having P/N 60-84355-1 with new P/N 60-84351; or

(2) Do the actions required by paragraphs (h)(2)(i) and (h)(2)(ii) of this AD.

(i) Using a digital multi-meter, do a continuity, resistance, and insulation resistance inspection from the terminal strip through the fuel boost/transfer pump; and all applicable corrective actions specified in Boeing Alert Service Bulletin DC10-28A261, dated December 1, 2009; or Boeing Alert Service Bulletin MD11-28A143, dated December 2, 2009; as applicable. Do all applicable corrective actions before further flight.

(ii) Within 12 months after accomplishing the inspection required by paragraph (h)(2)(i) of this AD: Replace the fuel pump housing electrical connector assembly having P/N 60-84355-1 with a new fuel pump housing electrical connector assembly having P/N 60-84351.

(i) Before further flight after installing t
he new fuel pump housing electrical connector assembly, insert the applicable interim operating procedure regarding abnormal operations for failure of the fuel pump housing electrical connector into the Procedures section of the applicable Boeing airplane flight manual, in accordance with the applicable service information identified in Table 1 of this AD.

Table 1–Service Information

Bulletin—	**Date—**	**To the—**
Boeing DC–10 Operations Bulletin 2–001B	January 25, 2010	Boeing DC–10 Flight Crew Operating Manual.
Boeing MD–10 Flight Crew Operations Manual Advisory Bulletin 2–01B	January 25, 2010	Boeing MD–10 Flight Crew Operations Manual.
Boeing MD–11 Flight Crew Operations Manual Advisory Bulletin 2–05C	January 25, 2010	Boeing MD–11 Flight Crew Operations Manual.

Repetitive Inspections for P/N 60-84351

(j) Within 18 months after installing the fuel pump housing electrical connector assembly having P/N 60-84351, in accordance with Boeing Alert Service Bulletin DC10-28A261 or Boeing Alert Service Bulletin MD11-28A143: Do a continuity, resistance, and insulation resistance inspection from the terminal strip through the fuel boost/transfer pump, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin DC10-28A261, dated December 1, 2009; or Boeing Alert Service Bulletin MD11-28A143, dated December 2, 2009; as applicable. Do all applicable corrective actions before further flight in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin DC10-28A261, dated December 1, 2009; or Boeing Alert Service Bulletin MD11-28A143, dated December 2, 2009; as applicable. Repeat the inspections thereafter at intervals not to exceed 18 months.

Alternative Methods of Compliance (AMOCs)

(k)(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 ACO, send it to ATTN: Philip Kush, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles

Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; phone: 562-627-5263; fax: 562-627-5210; e-mail: philip.kush@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.

Material Incorporated by Reference

(l) You must use the service information contained in table 2 of this AD, as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

Table 2–All Material Incorporated by Reference

Document	Date
Boeing Alert Service Bulletin DC10-28A261	December 1, 2009.
Boeing Alert Service Bulletin MD11-28A143	December 2, 2009.
Boeing DC–10 Operations Bulletin 2-001B to the Boeing DC–10 Flight Crew Operating Manual	January 25, 2010.
Boeing MD–10 Flight Crew Operations Manual Advisory Bulletin 2–01B to the Boeing MD–10 Flight Crew Operations Manual.	January 25, 2010.
Boeing MD–11 Flight Crew Operations Manual Advisory Bulletin 2–05C to the Boeing MD–11 Flight Crew Operations Manual.	January 25, 2010.

(The document number of Boeing DC-10 Operations Bulletin 2-001B is specified only on the first page of the document.)

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in table 2 of this AD 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; telephone: 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 referenced 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 May 12, 2011.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-11-06 BAE Systems (Operations) Limited: Amendment 39-16705. Docket No. FAA-2010-0673; Directorate Identifier 2009-NM-208-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 6, 2011.

Affected ADs

(b) This AD supersedes AD 2002-03-10, Amendment 39-12651.

Applicability

(c) This AD applies to BAE Systems (OPERATIONS) LIMITED Model BAe 146-100A, -200A, and -300A airplanes and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes; certificated in any category; all serial numbers.

Subject

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

Reason

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

> In June 2000, prompted by a crack found at the top of the Nose Landing Gear (NLG) oleo, BAE Systems (Operations) Ltd (BAE Systems) issued Inspection Service Bulletin (ISB) ISB.32-158. * * *
>
> Later, as part of an accident investigation, the examination of a fractured NLG main fitting showed that M-D (Messier-Dowty) SB.146-32-150 was not accomplished * * *. BAE Systems determined that more NLG units could be similarly affected. * * *
>
> Subsequently, investigation and analysis by M-D identified the need for a reduction of the inspection threshold and the repetitive inspection interval for the affected NLG units * * *.
>
> * * * * *
>
> * * * [I]nvestigation by M-D showed that if any undetected crack was present at the time of the embodiment of M-D SB 146-32-150, Part B or Part C, it could continue to grow while the NLG is in service and could lead to the failure of the main fitting and possible collapse of the NLG. * * * [B]AE Systems have received additional reports of cracked NLG main fittings. One operator reported a crack in a premodification main fitting. * * *
>
> * * * * *

Undetected cracks could lead to failure of the NLG Main Fitting and collapse of the NLG.

* * * * *

The unsafe condition is cracking of the NLG, which could adversely affect the airplane's safe landing.

Compliance

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

Inspection

(g) Before the accumulation of 5,000 total flight cycles on the NLG main fitting, or within 300 flight cycles after the effective date of this AD, whichever occurs later, do an ultrasonic inspection on the upper part of the NLG main fitting for any crack, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin 146-32-174, Revision 2, dated August 16, 2010, including Appendix A, Revision 1, dated September 2, 2009. Thereafter, repeat the inspection at intervals not to exceed 300 flight cycles.

(h) An inspection that has been done in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin 146-32-174, Revision 1, dated September 2, 2009; or in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin 146-32-175, Revision 2, dated March 5, 2010; before the effective date of this AD but not more than 300 flight cycles before the effective date of this AD, is considered acceptable for compliance with the initial inspection required by paragraph (g) of this AD.

Replacement

(i) If any crack is found from the inspections required by paragraph (g) of this AD, before further flight, replace the NLG main fitting with a serviceable NLG main fitting, using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

Note 1: Guidance on replacing the NLG main fitting with a serviceable NLG main fitting can be found in Subsection 32-20-11 of BAE SYSTEMS (OPERATIONS) LIMITED BAe 146 Series/Avro 146-RJ Series Aircraft Maintenance Manual, AMM 146.153, Revision 101, dated July 15, 2010.

(j) Replacing the NLG main fitting with a serviceable NLG main fitting is not a terminating action for the repetitive inspections required by paragraph (g) of this AD.

Parts Installation

(k) As of the effective date of this AD, no person may install an affected NLG main fitting on any airplane, unless that NLG main fitting has been inspected in accordance with paragraph (g) of this AD and no cracking is found.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. Before using any approved AMOC, 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

(m) Refer to MCAI EASA Airworthiness Directive 2010-0202R1, dated October 14, 2010; and Messier-Dowty Service Bulletin 146-32-174, Revision 2, dated August 16, 2010, including Appendix A, Revision 1, dated September 2, 2009; for related information.

Material Incorporated by Reference

(n) You must use Messier-Dowty Service Bulletin 146-32-174, Revision 2, dated August 16, 2010, including Appendix A, Revision 1, dated September 2, 2009; to do the actions required by this AD, unless the AD specifies otherwise. (Page 6 of this document does not contain a revision level or date.)

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

(2) For Messier-Dowty service information identified in this AD, contact Messier Services Americas, Customer Support Center, 45360 Severn Way, Sterling, Virginia 20166-8910; telephone 703-450-8233; fax 703-404-1621; Internet https://techpubs.services.messier-dowty.com.

(3) For BAE SYSTEMS (OPERATIONS) LIMITED service information identified in this AD, contact BAE SYSTEMS (OPERATIONS) LIMITED, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone +44 1292 675207; fax +44 1292 675704; e-mail RApublications@baesystems.com; Internet http://www.baesystems.com/Businesses/RegionalAircraft/index.htm.

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

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

Issued in Renton, Washington, on May 13, 2011.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-11-08 Rolls-Royce plc: Amendment 39-16707. Docket No. FAA-2010-0994; Directorate Identifier 2009-NE-39-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 30, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce plc RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan engines. These engines are installed on, but not limited to, Boeing 757-200 series, -200PF series, -200CB series, and -300 series airplanes and Tupolev Tu204 series airplanes.

Reason

(d) This AD results from several findings of cracking at the firtrees of low-pressure (LP) turbine discs. Fatigue crack initiation and subsequent crack propagation at the firtree may result in multiple LP turbine blade release. We are issuing this AD to detect cracks in the LP turbine stage 1, 2, and 3 discs, which could result in an uncontained release of LP turbine blades and damage to the airplane.

Actions and Compliance

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

Initial Inspection Requirements

(1) At the next engine shop visit after the effective date of this AD, perform a visual and a fluorescent penetrant inspection (FPI) of the LP turbine stage 1, 2, and 3 disc.

Repeat Inspection Requirements

(2) At each engine shop visit after accumulating 1,500 cycles since the last inspection of the LP turbine stage 1, 2 and 3 discs, repeat the inspections specified in paragraph (e)(1) of this AD.

Remove Cracked Discs

(3) If you find cracks, remove the disc from service.

Definitions

(f) For the purpose of this AD, an "engine shop visit" is:

(1) Induction of an engine into the shop for maintenance involving the separation of the intermediate-pressure/low-pressure (IP/LP) turbine module from the engine, or

(2) Separation of the IP turbine case from the combustion outer case, or

(3) Separation of the LP turbine case from the IP turbine case, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(g) Engines that have been approved for return to service but are still physically in the shop are not considered to be in the shop.

FAA AD Differences

(h) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and or service information as follows in that while the MCAI compliance requires action at a current shop visit, this AD requires compliance at the next shop visit after the effective date of this AD.

Other FAA AD Provisions

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

Related Information

(j) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2009-0244, dated November 9, 2009, and Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AG272 for related information. Contact Rolls-Royce plc., P.O. Box 31, Derby, DE24 8BJ, United Kingdom; phone: 011 44 1332 242424, fax: 011 44 1332 249936; or e-mail from:http://www.rollsroyce.com/contact/civil_team.jsp, for a copy of this service information or download the publication from https://www.aeromanager.com.

(k) Contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: frederick.zink@faa.gov; telephone (781) 238-7779; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(l) None.

Issued in Burlington, Massachusetts, on May 20, 2011.
Peter A. White,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

2011-12-01 Koito Industries, Ltd: Amendment 39-16708; Docket No. FAA-2010-0857; Directorate Identifier 2010-NM-156-AD.

Effective Date

(a) This AD is effective August 1, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Koito Industries, Ltd., seats and seating systems having a model number identified in table 1 of this AD that are approved under technical standard order (TSO) TSO-C39b, TSO-C39c, or TSO-C127a, and installed on, but not limited to, airplanes of the manufacturers identified in table 2 of this AD, all type certificated models in any category.

Table 1–Seat Models

Model Numbers
AFS-105, AFS-136,
AFS-235, AFS-315,
ARS-183, ARS-189, ARS-190,
ARS-200, ARS-242, ARS-242-TA, ARS-254, ARS-255, ARS-263, ARS-276, ARS-277, ARS-281, ARS-289,
ARS-29, ARS-29-03,
ARS-304, ARS-308, ARS-311, ARS-311-A, ARS-311-B, ARS-336, ARS-339, ARS-341, ARS-347, ARS-352, ARS-354, ARS-357, ARS-360, ARS-384, ARS-385, ARS-392, ARS-397, ARS-398,
ARS-415, ARS-417, ARS-418, ARS-419, ARS-423, ARS-424, ARS-425, ARS-427, ARS-431, ARS-437, ARS-446, ARS-447, ARS-448, ARS-451, ARS-452, ARS-465, ARS-478, ARS-480, ARS-482, ARS-483, ARS-493, ARS-494,
ARS-507, ARS-510, ARS-511, ARS-514, ARS-516, ARS-518, ARS-527, ARS-542, ARS-543, ARS-550, ARS-552, ARS-553, ARS-554, ARS-571, ARS-574, ARS-577, ARS-588, ARS-589, ARS-591, ARS-592, ARS-593, ARS-594, ARS-595, ARS-596, ARS-597, ARS-598, ARS-599,

ARS-600, ARS-601, ARS-604, ARS-605, ARS-607, ARS-610, ARS-611, ARS-613, ARS-615, ARS-616, ARS-617, ARS-620, ARS-626, ARS-627, ARS-629, ARS-636, ARS-641, ARS-642, ARS-643, ARS-644, ARS-646, ARS-647, ARS-649, ARS-651, ARS-652, ARS-657, ARS-658, ARS-659, ARS-667, ARS-668, ARS-669, ARS-670, ARS-671, ARS-672, ARS-673, ARS-674, ARS-694, ARS-697,
ARS-704, ARS-707, ARS-709, ARS-710,
ARS-813, ARS-814, ARS-815, ARS-823, ARS-831, ARS-832, ARS-833, ARS-835, ARS-836, ARS-837, ARS-838, ARS-840, ARS-841, ARS-843, ARS-844, ARS-846, ARS-847, ARS-849, ARS-851, ARS-852, ARS-853, ARS-857, ARS-858, ARS-859, ARS-861, ARS-862, ARS-869,
ASS-197D,
ASS-215,
ASS-30, ASS-30-1,
B-317,
F11M11,
F44A33,
P11B31, P11B33, P11M93,
P21B33, P21B35, P21B73,
P22A23,
P32B73,
P52B41,
P56B63,
PB7-2001,
T-316,
Y11B31, Y11B33, Y11B73, Y15B73,
Y21A23, Y21B73,
Y27B73,
YE1B35,
YG7B35,
YH1B73,
YK2B73

Table 2–Affected Airplanes

Manufacturer	Product Subtype
Airbus	Transport Airplane
The Boeing Company	Transport Airplane
McDonnell Douglas Corporation	Transport Airplane
Mitsubishi Heavy Industries, Ltd.	Transport Airplane
Fokker Services B.V.	Transport Airplane

Subject

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

Unsafe Condition

(e) This AD results from a determination that the affected seats and seating systems may not meet certain flammability, static strength, and dynamic strength criteria. Failure to meet static and dynamic strength criteria could result in injuries to the flightcrew and passengers during emergency landing conditions. In the event of an in-flight or post-emergency landing fire, failure to meet flammability criteria could result in an accelerated fire. The Federal Aviation Administration is issuing this AD to prevent accelerated fires and injuries to the flightcrew and passengers.

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.

Determination of Compliance and Removal

(g) At the applicable times specified in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD, determine if the seats and seating systems and their components are compliant with FAA regulations specified in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD, in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA. For a method to be approved, the approval must specifically refer to this AD. Before re-installing any seat or seating system, modify the existing TSO tag by defacing the TSO number and letter of designation, e.g., overstrike the TSO identification with an "X" (such as "TSO-C127a" is defaced to look like "~~TSO-C127a~~"), and add a tag that specifies non-compliance to the TSO number and letter designation, this AD number, and removal date if applicable.

Note 1: Determining if the seats and seating systems and their components are compliant may be done by independent re-qualification of the affected TSO article that has thorough control of the design and production process.

Note 2: Components of seats and seating systems include any non-metallic exposed part, assembly, or item. A component can include a seat cushion, recline cable, hook and loop (hook and loop is a generic term for Velcro), and a leather cover that is glued to a seat, headrest, or arm cap.

(1) For Koito Industries, Ltd., seats approved under TSO-C39b or TSO-C39c: Within 2 years after the effective date of this AD, determine if the seats are compliant with 14 CFR 25.561(b)(3)(ii)

and 14 CFR 25.561(b)(3)(iii) at the level that the TSO was issued and determine if seats exhibit sharp or injurious surfaces. If any seats are not shown to be compliant with 14 CFR 25.561(b)(3)(ii) and 14 CFR 25.561(b)(3)(iii), or if any seats are shown to exhibit sharp or injurious surfaces in testing conducted to satisfy the original TSO authorization program or subsequent verification tests required by this paragraph, within 2 years after the effective date of this AD, remove the non-compliant seats.

(2) For Koito Industries, Ltd., seating systems approved under TSO-C127a: Within 2 years after the effective date of this AD, determine if the seating systems are compliant with either of the regulations specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD and determine if seating systems exhibit sharp or injurious surfaces. If any seating systems are not shown to be compliant with either of the regulations specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD, or if any seating systems are shown to exhibit sharp or injurious surfaces in testing conducted to satisfy the original TSO authorization program or subsequent verification tests required by this paragraph, within 2 years after the effective date of this AD, remove the non-compliant seating systems, except as provided by paragraph (h) of this AD.

(i) 14 CFR 25.561(b)(3)(ii) and 14 CFR 25.561(b)(3)(iii).

(ii) 14 CFR 25.562(b)(2), and 14 CFR 25.562(c)(7).

(3) For Koito Industries, Ltd., seating systems approved under TSO-C127a that are shown to be compliant with 14 CFR 25.561(b)(3)(ii) and 14 CFR 25.561(b)(3)(iii) and that are shown to not exhibit sharp or injurious surfaces during the actions required by paragraph (g)(2) or (h)(2) of this AD: Within 6 years after the effective date of this AD, determine if the seating systems are compliant with 14 CFR 25.562(b)(2), and 14 CFR 25.562(c)(7) and determine if seating systems exhibit sharp or injurious surfaces. If any seating systems are not shown to be compliant with 14 CFR 25.562(b)(2), and 14 CFR 25.562(c)(7), or if any seating systems are shown to exhibit sharp or injurious surfaces in testing conducted to satisfy the original TSO authorization program or subsequent verification tests required by this paragraph, within 6 years after the effective date of this AD, remove the non-compliant seating systems.

(4) For components of Koito Industries, Ltd., seats approved under TSO-C39b or TSO-C39c and components of seating systems approved under TSO-C127a: Within 3 years after the effective date of this AD, determine if the seat bottom cushion assembly and seat back cushion assembly are shown to be compliant with 14 CFR 25.853(c). If any seat bottom or seat back cushion assembly is not shown to be compliant with 14 CFR 25.853(c), within 3 years after the effective date of this AD, remove the non-compliant seat bottom and or seat back cushion assembly. If a seat cushion is replaced on airplanes required to meet 14 CFR 25.562 requirements (either by their original certification basis or post-type certificate modifications), the replacement seat cushion must have consistent seat bottom stiffness and seat reference point locations using the guidance found in paragraph 9 of Appendix 3 of FAA Advisory Circular 25.562-1B, dated January 10, 2006 (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/808324bf7790fda3862571010075bcbf/$FILE/AC25.562-1b.pdf); however, compliance with 14 CFR 25.562(c)(2), i.e. lumbar load, does not need to be shown.

(h) For seating systems that are shown to be compliant with the regulations specified in paragraph (g)(2)(ii) of this AD, but are shown to exhibit sharp or injurious surfaces during the tests required to show compliance with paragraph (g)(2)(ii) of this AD: Do the actions specified in paragraph (h)(1) or (h)(2) of this AD using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

(1) Within 2 years after the effective date of this AD: Remove the non-compliant seating systems.

(2) Within 2 years after the effective date of this AD: Determine if the seating systems are compliant with the regulations specified in paragraph (g)(2)(i) of this AD, and determine if the seating systems exhibit sharp or injurious surfaces during the tests required to show compliance with paragraph (g)(2)(i) of this AD. If any seating systems are not shown to be compliant with the regulations specified in paragraph (g)(2)(i) of this AD, or if any seating systems are shown to exhibit sharp or injurious surfaces in testing conducted to satisfy the original TSO authorization program or

subsequent verification tests required by this paragraph, within 2 years after the effective date of this AD, remove the non-compliant seating systems.

Note 3: For airplanes not required to comply with any 14 CFR 25.562 requirements in either original certification basis or post-type certificate modifications, the use of an FAA Part 21 Production Approval Holder to develop and conduct the test program (in accordance with their procedures, including the control and oversight of the test facility) will facilitate the FAA approval process.

Note 4: For airplanes not required to comply with any 14 CFR 25.562 requirements in either original certification basis or post-type certificate modifications, the use of a new-build test article is acceptable for static testing.

Note 5: For airplanes not required to comply with any 14 CFR 25.562 requirements in either original certification basis or post-type certificate modifications, conformity inspections of test articles consisting of a seat from the fleet (or from spares), should confirm aspects such as matching the seat part number to that noted in the test plan, noting the general condition of the seat, noting revisions/modifications that have been made to the seat (typically noted on modification placards), and verifying the date of manufacture.

Note 6: For all airplanes, it is not required to test all in-service seat part numbers. The use of similarity is acceptable to show that the results obtained from a chosen test article are valid for other seat part numbers. Koito Interface Loads Reports/drawings may be used as a source of guidance for input data for the similarity analysis. The similarity methodology must be agreed on using the procedures specified in paragraph (l) of this AD. For airplanes required to comply with any 14 CFR 25.562 requirements in either original certification basis or post-type certificate modifications, the similarity methodology does not necessarily need to follow all guidelines as given in FAA AC 25.562-1B (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/808324bf7790fda3862571010075bcbf/$FILE/AC25.562-1b.pdf). However, it must be agreed on using the procedures specified in paragraph (l) of this AD.

Note 7: For airplanes required to comply with any 14 CFR 25.562 requirements in either original certification basis or post-type certificate modifications, the use of an FAA Part 21 Production Approval Holder to develop and conduct the test program (in accordance with their procedures, including the control and oversight of the test facility) will facilitate the FAA approval process.

Note 8: For airplanes required to comply with any 14 CFR 25.562 requirements in either original certification basis or post-type certificate modifications, the use of a new-build test article is acceptable for static testing. However, in order to account for unknown production non-conformities, test articles for dynamic testing must be seats removed from service or spare seats delivered at the same time as the aircraft, unless newly produced test articles are shown to conform with in-service seats.

Note 9: For airplanes required to comply with any 14 CFR 25.562 requirements in either original certification basis or post-type certificate modifications, conformity checks of test articles consisting of a seat from the fleet (or from spares) should confirm aspects such as matching the seat part number to that noted in the test plan, noting the general condition of the seat, noting revisions/modifications that have been made to the seat (typically noted on modification placards), and verifying the date of manufacture.

Note 10: Regarding 14 CFR 25.853(c), in order to account for unknown production non-conformities, test articles should be constructed from in-service cushions. The guidance in FAA AC 25.853-1 (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/7f0b93c640a3ae48862569d100732cfe/$FILE/ATT9758X/AC25.853-1.pdf) is applicable. However, it may also be acceptable to test brand new test specimens, provided that it is shown that the in-service cushions consist of foams/covers which were supplied to Koito and marked by a different production organization approved in the FAA and/or EASA system. Test reports issued by any qualified design organization acceptable to the FAA will be acceptable; after May 23, 2011, any tests performed in the Koito seat cushion oil burner test facility, under JCAB supervision, will be acceptable. An independent approval of the seat cushion, such as a TSO-C72 (individual floatation device) may be sufficient to show compliance.

Parts Installation: Seats and Seating Systems

(i) As of the effective date of this AD, no person may install on any airplane any Koito Industries, Ltd., seat and seating system having any model number identified in table 1 of this AD that are approved under TSO-C39b, TSO-C39c, or TSO-C127a; unless it is shown to meet applicable airworthiness requirements, except as specified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD.

(1) Seats and seating systems may be removed from service and re-installed on airplanes operated by the same operator.

(2) New seats and seating systems may be installed as direct spares for the same part number seats or seating systems.

Note 11: A "direct" spare has the same part number of the part it replaces.

(3) Seats and seating systems installed as direct spares are subject to the applicable requirements and compliance times specified in this AD.

Parts Installation: Installation and Re-arrangement

(j) Installation of seats and seating systems other than those installed as direct spares, as specified in paragraph (i) of this AD, is considered a new installation that needs approval and must comply with all regulations, except that re-arrangement of the existing installed seats on an airplane is acceptable following the same installation instructions and limitations as the original certification (e.g., if the original limitations allowed 32" to 34" pitch, the new layout must be pitched within that range).

Parts Installation: Components of Seats and Seating Systems

(k) As of the effective date of this AD, no person may install on any airplane any component of any seat or seating system having any model number identified in table 1 of this AD that is approved under TSO-C39b, TSO-C39c, or TSO-C127a, unless the component is shown to meet the applicable airworthiness requirements; except as specified in paragraphs (k)(1), (k)(2), and (k)(3) of this AD.

(1) Components specified in paragraph (g)(4) of this AD may be removed from service and re-installed on airplanes operated by the same operator.

(2) New components may be installed as direct spares for the same part number components.

(3) Components specified in paragraph (g)(4) of this AD that are installed as direct spares are subject to the applicable requirements and compliance times specified in paragraph (g)(4) of this AD.

Alternative Methods of Compliance (AMOCs)

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

Related Information

(m) For more information about this AD, contact Patrick Farina, Aerospace Engineer, Cabin Safety Branch, ANM-150L, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712-4137; phone: 562-627-5344; fax: 562-627-5210; e-mail: Patrick.Farina@faa.gov.

Material Incorporated by Reference

(n) None.

Issued in Renton, Washington on May 23, 2011.
Ali Bahrami,
Manager, Transport Airplane Directorate
Aircraft Certification Service.

FAA
Aviation Safety

EMERGENCY AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: May 27, 2011
AD #: 2011-12-51

Emergency airworthiness directive (AD) 2011-12-51 is sent to owners and operators of Dassault Aviation Model FALCON 7X airplanes.

Background

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued Emergency Airworthiness Directive 2011-0102-E, dated May 26, 2011 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products.

EASA has advised that a Model FALCON 7X airplane experienced an uncontrolled pitch trim runaway during descent. The crew succeeded in recovering a stable situation and performed an uneventful landing. Analysis of the Digital Flight Data Recorder (DFDR) and Fault History Database (FHDB) confirmed the event, but did not identify the cause of the pitch trim runaway. This condition, if not corrected, could result in loss of control of the airplane.

To address this unsafe condition, the EASA AD prohibits, from the effective date of the EASA AD, any flight operations of FALCON 7X airplanes.

FAA's Determination

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

AD Requirements

This AD requires that, as of receipt of this AD, operation of Model FALCON 7X airplanes is prohibited.

Interim Action

We consider this AD interim action pending the outcome of the investigation currently being carried out by the manufacturer. We may consider further rulemaking when additional information is available.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2011-12-51 Dassault Aviation: Directorate Identifier 2011-NM-108-AD.

Effective Date

(a) This Emergency AD is effective upon receipt.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Dassault Aviation Model FALCON 7X airplanes, certificated in any category, all serial numbers.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 27: Flight controls.

Unsafe Condition

(e) This AD was prompted by a report of an uncontrolled pitch trim runaway during descent. We are issuing this AD to prevent loss of control of the airplane.

Compliance

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

Flight Prohibited

(g) As of receipt of this AD, operation of the airplane is prohibited.

Special Flight Permit

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

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, 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-116-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

(j)(1) For further information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-227-1137; fax: 425-227-1149; e-mail: tom.rodriguez@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency (EASA) Emergency Airworthiness Directive 2011-0102-E, dated May 26, 2011, for related information.

Issued in Renton, Washington, on May 27, 2011.
Original signed by:
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.