FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2011-13

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

AD No.	Information	Manufacturer	Applicability

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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Biweekly 2011-12			
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
Biweekly 2011-13			
2009-18-19 R1		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343 series, A340-211, -212, -213, -311, -312, and -313 series
2011-12-05		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2011-12-06		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)
2011-12-09		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2011-12-11	S 2001-14-19	Boeing	767-200, -300, -300F series, 767-400ER series
2011-12-12		Boeing	MD-90-30
2011-12-13		Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2011-12-14		Fokker Services B.V.	F.28 Mark 0070 and 0100

2009-18-19 R1 Airbus: Amendment 39-16722. Docket No. FAA-2010-1277; Directorate Identifier 2010-NM-218-AD.

Effective Date

(a) This rescission becomes effective June 10, 2011.

Affected ADs

(b) This AD rescinds AD 2009-18-19, Amendment 39-16016.

Applicability

(c) Airbus airplanes, certificated in any category, identified in paragraphs (c)(1) and (c)(2) of the AD.

(1) Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 series airplanes, all serial numbers.

(2) Airbus Model A340-211, -212, -213, -311, -312, and -313 series airplanes, all serial numbers.

Related Information

(d) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0083-CN, dated September 20, 2010, for related information.

Materials Incorporated by Reference

(e) None.

Issued in Renton, Washington, on June 1, 2011.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-12-05 The Boeing Company: Amendment 39-16712; Docket No. FAA-2010-1272; Directorate Identifier 2010-NM-226-AD.

Effective Date

(a) This AD is effective July 15, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, all variable numbers, certificated in any category.

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 (l) 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) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 28, Fuel.

Unsafe Condition

(e) This AD was prompted by fuel system reviews conducted by the manufacturer. We are issuing this AD to increase the level of protection from lightning strikes and prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

Compliance

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

Installation

(g) Within 60 months after the effective date of this AD, install double shielded fuel quantity indicating system (FQIS) wire bundles, install a new wire feed-through fitting, and ground the wire

shields, as applicable, in accordance with Part 1 of the Accomplishment Instructions of Boeing Service Bulletin 727-28-0131, dated August 18, 2010.

Repetitive Inspections

(h) At the applicable times specified in paragraphs (h)(1) or (h)(2) of this AD, do low frequency eddy current (LFEC) inspections for cracking of the fuselage skin, in accordance with Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 727-28-0131, dated August 18, 2010.

(1) For Model 727, 727-100, 727-100C, and 727C series airplanes: Before the accumulation of 45,000 total flight cycles, or within 8,000 flight cycles after the effective date of this AD, whichever occurs later. Repeat the inspections thereafter at intervals not to exceed 8,000 flight cycles.

(2) For Model 727-200 and 727-200F series airplanes: Before the accumulation of 45,000 total flight cycles, or within 16,000 flight cycles after the effective date of this AD, whichever occurs later. Repeat the inspections thereafter at intervals not to exceed 16,000 flight cycles.

(i) If any cracking is found during any inspection required by paragraph (h) of this AD: Before further flight, repair the crack in accordance with a method approved by the Manager, Seattle ACO, FAA. 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. An alternative method of compliance 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.

Maintenance Program Revision

(j) Before or concurrently with doing the actions required by paragraph (g) of this AD, or within 30 days after the effective date of this AD, whichever occurs later: Revise the maintenance program by incorporating airworthiness limitations (AWL) No. 28-AWL-18 and 28-AWL-19 in Section D of Section 9 ("AIRWORTHINESS LIMITATIONS-FUEL SYSTEMS") of the Boeing 727-100/200 Airworthiness Limitations (AWLs) Document, D6-8766-AWL, Revision August 2010. The initial compliance time for AWL No. 28-AWL-18 is within 10 years after the accomplishment of paragraph (g) of this AD, or within 10 years after the effective date of this AD, whichever occurs later.

No Alternative Inspections, Inspection Intervals, or Critical Design Configuration Control Limitations (CDCCLs)

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

Alternative Methods of Compliance (AMOCs)

(l)(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.

(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 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.

Related Information

(m) For more information about this AD, contact Louis Natsiopoulos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: 425-917-6478; fax: 425-917-6590; e-mail: elias.natsiopoulos@faa.gov.

Material Incorporated by Reference

(n) You must use Boeing Service Bulletin 727-28-0131, dated August 18, 2010; and Section 9 of the Boeing 727-100/200 Airworthiness Limitations (AWLs) Section 9, Document D6-8766-AWL, Revision August 2010; to do the actions required by this AD, unless the AD specifies otherwise. "Section 9" is referenced only in the List of Effective Pages section of the Boeing 727-100/200 AWLs Document.

(1) The Director of the Federal Register approved the incorporation by reference of the 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 May 11, 2011.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-12-06 Bombardier, Inc.: Amendment 39-16713. Docket No. FAA-2011-0159; Directorate Identifier 2010-NM-246-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 15, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900) airplanes, certificated in any category, equipped with a horizontal stabilizer trim actuator having part numbers (P/Ns) 8489-5, 8489-6, 8489-7, and 8489-7R.

Subject

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

Reason

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

> An inspection by the vendor revealed that a number of Rubber Bull Gears (RBG) in the Horizontal Stabilizer Trim Actuator (HSTA) of the CL-600-2C10, CL-600-2D15 and CL-600-2D24 aeroplanes were installed with a wheel material hardness out of specification. This non-conformity has a direct impact on the HSTA life limit. The teeth of these non-conformant RBGs could break and in extreme cases, could lead to uncontrolled HSTA movement without the ability to re-trim the aeroplane. If not corrected, this condition could result in a difficulty to control the pitch and subsequent loss of 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.

Modifying the HSTA

(g) For airplanes having any HSTA with S/N 107, 111, 124, 126, 135, 139, 142, 145, 146, 266, 268, 271, 274, 276, 277, 280, 282 through 285 inclusive, 290, 292, 294, 297, 299, 307, 309, 320, 337,

400, 402, 403, 410, 412, 418, 421 through 428 inclusive, 430, 435 through 439 inclusive, 441, 443 through 446 inclusive, 448 through 450 inclusive, 452 through 454 inclusive, 456, 459, 461, 463 through 470 inclusive, 472, 474 through 476 inclusive, 478, 545 through 549 inclusive, 570, 571, 573, 574, 600, 603, 608, 612 through 616 inclusive, 623, 627, and 629 through 659 inclusive: At the applicable compliance time specified in paragraph (g)(1) or (g)(2) of this AD, replace the HSTA with a modified HSTA, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-27-058, dated August 31, 2010.

(1) For HSTAs that have accumulated 8,700 total flight cycles or less as of the effective date of this AD: Within 3,000 flight cycles from the effective date of this AD, or before the HSTA has accumulated 10,500 flight cycles, whichever occurs first.

(2) For HSTAs that have accumulated more than 8,700 total flight cycles as of the effective date of this AD: Within 1,800 flight cycles after the effective date of this AD.

(h) For airplanes having any HSTA with S/N 185, 479, 481, 482, 485, 487, 489, 491 through 496 inclusive, 498, 499, 501, 503, 504, 506, 507, 509, 512 through 514 inclusive, 517, 519 through 522 inclusive, 524, 526 through 528 inclusive, 530, 534 through 536 inclusive, 539, 542, and 543: Within 1,800 flight cycles after the effective date of this AD, replace the affected HSTA with a modified HSTA in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-27-058, dated August 31, 2010.

Parts Installation

(i) As of the effective date of this AD, no person may install a HSTA, having P/N 8489-5, 8489-6, 8489-7, or 8489-7R, with any serial numbers identified in paragraph (g) or (h) of this AD, on any airplane, unless that HSTA has been modified in accordance with SAGEM Service Bulletin 8489-27-007, Revision 1, dated August 10, 2010, and that HSTA has a suffix "B" beside the serial number.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office, 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. 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

(k) Refer to MCAI Canadian Airworthiness Directive CF-2010-34, dated October 5, 2010; Bombardier Service Bulletin 670BA-27-058, dated August 31, 2010; and SAGEM Service Bulletin 8489-27-007, Revision 1, dated August 10, 2010; for related information.

Material Incorporated by Reference

(l) You must use Bombardier Service Bulletin 670BA-27-058, dated August 31, 2010; and SAGEM Service Bulletin 8489-27-007, Revision 1, dated August 10, 2010; 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 May 20, 2011.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-12-09 The Boeing Company: Amendment 39-16716; Docket No. FAA-2011-0028; Directorate Identifier 2009-NM-228-AD.

Effective Date

(a) This AD is effective July 15, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 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 according to paragraph (p) 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 damage to the fuel pumps caused by electrical arcing that could introduce an ignition source in the fuel tank, which, 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.

Part 1: Wiring Changes, Relay Replacements, and Certain Bonding Resistance Measurements for Certain Airplanes

(g) For airplanes on which Boeing Alert Service Bulletin 737-28A1212, dated July 23, 2009, has not been incorporated as of the effective date of this AD: Within 60 months after the effective date of this AD, do the applicable actions required by paragraph (g)(1) or (g)(2) of this AD.

(1) Airplanes without the M181, M182, and M183 supplier relay modules installed: Do the wiring changes; replace the fuel pump power control relays for the main, center, and auxiliary tanks, as applicable, with new relays having a ground fault interrupter (GFI) feature; and do certain bonding resistance measurements to verify that certain bonding requirements are met; in accordance with Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010, except as provided by paragraphs (j) and (k) of this AD.

(2) Airplanes with the M181, M182, and M183 supplier relay modules installed: Modify the M181, M182, and M183 relay module assemblies, and do certain bonding resistance measurements to verify that certain bonding requirements are met, in accordance with Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010, except as provided by paragraphs (j) and (k) of this AD.

Note 2: Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010, refers to BAE Systems Service Bulletin 65-49808-24-01, Revision 1, dated July 19, 2010, as an additional source of guidance for doing the modification and certain bonding resistance measurements on the M181, M182, and M183 supplier relay modules.

Part 2: Wiring Changes and Certain Bonding Measurements for Certain Airplanes

(h) For airplanes on which Boeing Alert Service Bulletin 737-28A1212, dated July 23, 2009, has been incorporated as of the effective date of this AD, and on which the M181, M182, and M183 supplier relay modules are not installed: Within 60 months after the effective date of this AD, do the wiring changes and certain bonding measurements to verify that certain bonding requirements are met, in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010, except as provided by paragraphs (j) and (k) of this AD.

Part 3: Certain Bonding Measurements for Certain Airplanes

(i) For airplanes on which Boeing Alert Service Bulletin 737-28A1212, dated July 23, 2009, has been incorporated as of the effective date of this AD, and on which the M181, M182, and M183 supplier relay modules are installed: Within 60 months after the effective date of this AD, do certain bonding measurements to verify that certain bonding requirements are met, in accordance with Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010, except as provided by paragraphs (j) and (k) of this AD.

Note 3: Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010, refers to BAE Systems Service Bulletin 65-49808-24-01, Revision 1, dated July 19, 2010, as an additional source of guidance for doing the modification and certain bonding resistance measurements on the M181, M182, and M183 supplier relay modules.

Exceptions to the Service Information

(j) Where paragraph 3.B.1.s. of Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010, states the applicability as "Group 11, Configuration 1," that paragraph also applies to "Group 13, Configuration 1."

(k) The figure in Appendix A, paragraph 1., of Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010, should be identified as Figure 1 (immediately following the text).

Maintenance Program Revisions

(l) Concurrently with accomplishing the actions required by paragraph (g), (h), or (i) of this AD, as applicable, or within 30 days after the effective date of this AD, whichever occurs later, revise the maintenance program by incorporating the applicable airworthiness limitation (AWL) specified in paragraph (l)(1) or (l)(2) of this AD.

(1) For Model 737-100, -200, and -200C series airplanes: AWL 28-AWL-23 of Section 9 of Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR, Revision August 2010. The initial compliance time for the actions specified in AWL 28-AWL-23 is within 1 year after accomplishing the installation required by paragraph (g), (h), or (i) of this AD, or within 1 year after the effective date of this AD, whichever occurs later.

(2) For Model 737-300, -400, and -500 series airplanes: AWL 28-AWL-22 of Section 9 of Boeing 737-100/200/200C/300/400/500 AWL and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR, Revision August 2010. The initial compliance time for the actions specified in AWL 28-AWL-22 is within 1 year after accomplishing the installation required by paragraph (g), (h), or (i) of this AD, or within 1 year after the effective date of this AD, whichever occurs later.

No Alternative Inspections or Inspection Intervals

(m) After accomplishment of the actions required by paragraph (g), (h), or (i) of this AD, as applicable, no alternative inspections or inspection intervals may be used, unless the inspections or intervals are approved as an alternative method of compliance in accordance with the procedures specified in paragraph (p) of this AD.

Optional Terminating Action

(n) Revising the maintenance program to incorporate AWLs 28-AWL-22 (for Model 737-300, -400, and -500 series airplanes) and 28-AWL-23 (for Model 737-100, -200, and -200C series airplanes) in accordance with paragraphs (g)(1) and (g)(2) of AD 2008-10-09 R1, amendment 39-16148, terminates the requirements of paragraph (l) of this AD.

Credit for Actions Accomplished in Accordance With Earlier Revisions of AWLs

(o) Revising the maintenance program to incorporate AWLs 28-AWL-22 (for Model 737-300, -400, and -500 series airplanes) and 28-AWL-23 (for Model 737-100, -200, and -200C series airplanes) before the effective date of this AD, in accordance with Section 9 of Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR, Revision May 2009, is acceptable for compliance with the requirements of paragraph (l) of this AD.

Alternative Methods of Compliance (AMOCs)

(p)(1) The Manager, Seattle Aircraft Certification Office, 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, sent it to ATTN: Georgios Roussos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft

Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: 425-917-6482; fax: 425-917-6590; e-mail: georgios.roussos@faa.gov. 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. The AMOC approval letter must specifically reference this AD.

Material Incorporated by Reference

(q) You must use Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010; and Section 9 of the Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR, Revision August 2010; as applicable; to do the actions required by this AD, unless the AD specifies otherwise. This document is identified as Section 9 only on the List of Effective Pages.

(1) The Director of the Federal Register approved the incorporation by reference of the 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 May 27, 2011.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-12-11 The Boeing Company: Amendment 39-16718; Docket No. FAA-2010-0957; Directorate Identifier 2010-NM-062-AD.

Effective Date

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

Affected ADs

(b) This AD supersedes AD 2001-14-19, Amendment 39-12330.

Applicability

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

(1) Model 767-200, -300, and -300F series airplanes, as identified in Boeing Service Bulletin 767-57A0094, Revision 2, dated December 17, 2009.

(2) Model 767-400ER series airplanes, as identified in Boeing Service Bulletin 767-57A0095, Revision 2, dated December 17, 2009.

Subject

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

Unsafe Condition

(e) This AD results from (1) reports of fuel leaks from certain drain locations of the slat track housing near the engine exhaust nozzle, which could result in a fire when the airplane is stationary, or taxiing at low speed; (2) reports of a bonding jumper assembly of certain drain tubes that did not meet bonding specifications and could result in electrostatic discharge and an in-tank ignition source; and (3) reports of fuel leaks onto the main landing gear (MLG) as a result of a cracked drain tube at the number 5 or 8 slat track housing, which could let fuel drain from the main fuel tanks into the dry bay area of the wings and onto hot MLG brakes and result in a 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 Requirements of AD 2001-14-19, Amendment 39-12330, With Revised Service Information

Repetitive Inspections/Corrective Action

(g) For airplanes identified in Boeing Service Bulletin 767-57A0060, Revision 1, dated December 31, 1998: Within 500 flight hours after August 28, 2001 (the effective date of AD 2001-14-19), do a general visual inspection of the drain tube assemblies of the slat track housings of the wings to find discrepancies (loose fittings, cracked tubes, fuel leaks), per Part I of the Accomplishment Instructions of Boeing Service Bulletin 767-57A0060, Revision 1, dated December 31, 1998; or Revision 2, dated January 31, 2002. After the effective date of this AD, only Revision 2 may be used.

(1) If any discrepancies are found, before further flight, rework the drain tube assembly per Part II of the Accomplishment Instructions of Boeing Service Bulletin 767-57A0060, Revision 1, dated December 31, 1998; or Revision 2, dated January 31, 2002. After the effective date of this AD, only Revision 2 may be used. Repeat the inspection at intervals not to exceed 500 flight hours until accomplishment of the requirements in paragraph (h) of this AD.

(2) If no discrepancies are found, repeat the inspection thereafter at intervals not to exceed 500 flight hours, until accomplishment of the requirements in paragraph (h) of this AD.

Note 1: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to find obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Terminating Action for Repetitive Inspections

(h) For airplanes specified in paragraph (g) of this AD: Within 6,000 flight hours or 24 months after August 28, 2001, whichever occurs first, replace the drain tube assemblies of the slat track housings of the wings (including general visual inspection and repair) per Part III of the Accomplishment Instructions of Boeing Service Bulletin 767-57A0060, Revision 1, dated December 31, 1998; or Revision 2, dated January 31, 2002. After the effective date of this AD, only Revision 2 may be used. Any applicable repair must be accomplished prior to further flight. Accomplishment of this paragraph terminates the repetitive inspections required by paragraph (g) of this AD.

Rework of Bonding Jumper Assemblies

(i) For airplanes identified in Boeing Service Bulletin 767-57-0068, dated September 16, 1999: Within 5,000 flight cycles or 22 months after August 28, 2001, whichever occurs first, rework the bonding jumper assembly of the drain tube assemblies of the slat track housing of the wings (including general visual inspection and repair) per the Accomplishment Instructions of Boeing Service Bulletin 767-57-0068, dated September 16, 1999; or Revision 1, dated May 9, 2002. After the effective date of this AD, only Revision 1 may be used. Any applicable repair must be accomplished prior to further flight.

New Requirements of This AD

Drain Tube Replacement

(j) Within 24 months after the effective date of this AD, replace affected drain tube assemblies of the number 5 and number 8 inboard slat track housing, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0094 (for Model 767-200, -300, and -300F series airplanes) or 767-57A0095 (for Model 767-400ER series airplanes), both Revision 2, both dated December 17, 2009; except, in Figure 13 (Sheet 2 of 5) on page 104 and Figure 14 (Sheet 2 of 5) on page 109 of Boeing Service Bulletin 767-57A0094, the view identified as "C" should be identified as "A."

Concurrent Requirements

(k) For airplanes in Groups 1, 2, and 3, as identified in Boeing Service Bulletin 767-57A0094, Revision 2, dated December 17, 2009: The actions specified in paragraphs (k)(1), (k)(2), and (k)(3) of this AD, as applicable, must be done before or concurrently with the requirements of paragraph (j) of this AD.

(1) For Groups 1 and 2: The requirements of paragraph (h) of this AD.

(2) For Group 2 airplanes: Installation of an additional electrostatic bond path for the number 5 and 8 inboard slat track drain tube assemblies, in accordance with Part IV of the Accomplishment Instructions of Boeing Service Bulletin 767-57A0060, Revision 1, dated December 31, 1998; or Revision 2, dated January 31, 2002.

(3) For Group 3 airplanes: The requirements of paragraph (i) of this AD.

(l) For airplanes identified in paragraph (i) of this AD, on which the actions required by paragraph (i) of this AD were done before the effective date of this AD in accordance with Boeing Service Bulletin 767-57-0068, dated September 16, 1999: Prior to or concurrently with the requirements of paragraph (j) of this AD, rework the bonding jumper assembly for the number 5 and 8 inboard slat track housing drain tube installation, in accordance with Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 767-57-0068, Revision 1, dated May 9, 2002.

Credit for Actions Accomplished in Accordance With Previous Service Information

(m) Actions done before the effective date of this AD in accordance with an applicable service bulletin identified in table 1 of this AD are acceptable for compliance with the corresponding requirements of paragraph (j) of this AD.

Table 1–Credit Service Bulletins

Affected airplanes	Service Bulletin	Revision level	Date
Model 767–200, –300, and –300F series airplanes	Boeing Service Bulletin 767–57A0094	Original	June 2, 2005.
		1	December 19, 2006.
Model 767–400ER series airplanes	Boeing Service Bulletin 767–57A0095	Original	June 2, 2005.
		1	December 19, 2006.

Alternative Methods of Compliance (AMOCs)

(n)(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. 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.

(3) AMOCs approved previously in accordance with AD 2001-14-19, Amendment 39-12330, are approved as AMOCs for the corresponding provisions of this AD.

Related Information

(o) For information about this AD, contact Rebel Nichols, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: 425-917-6509; fax: 425-227-6590; e-mail: rebel.nichols@faa.gov.

Material Incorporated by Reference

(p) 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	Revision	Date
Boeing Service Bulletin 767–57A0060	1	December 31, 1998.
Boeing Service Bulletin 767–57A0060	2	January 31, 2002.
Boeing Service Bulletin 767–57–0068	Original	September 16, 1999.
Boeing Service Bulletin 767–57–0068	1	May 9, 2002.
Boeing Service Bulletin 767–57A0094	2	December 17, 2009.
Boeing Service Bulletin 767–57A0095	2	December 17, 2009.

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in Table 3 of this AD under 5 U.S.C. 552(a) and 1 CFR part 51.

Table 3–New Material Incorporated by Reference

Document	Revision	Date
Boeing Service Bulletin 767–57A0060	2	January 31, 2002.
Boeing Service Bulletin 767–57–0068	1	May 9, 2002.
Boeing Service Bulletin 767–57A0094	2	December 17, 2009.
Boeing Service Bulletin 767–57A0095	2	December 17, 2009.

(2) The Director of the Federal Register previously approved the incorporation by reference of the service information contained in Table 4 of this AD on August 28, 2001 (66 FR 38350, July 24, 2001).

Table 4–Material Previously Incorporated by Reference

Document	Revision	Date
Boeing Service Bulletin 767–57A0060	1	December 31, 1998.
Boeing Service Bulletin 767–57–0068	Original	September 16, 1999.

(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 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.

(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 May 31, 2011.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-12-12 The Boeing Company: Amendment 39-16719; Docket No. FAA-2011-0218; Directorate Identifier 2010-NM-164-AD.

Effective Date

(a) This AD is effective July 22, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company Model MD-90-30 airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin MD90-55A014, dated June 24, 2010.

Subject

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

Unsafe Condition

(e) This AD was prompted by reports of cracked vertical stabilizer skin, a severed front spar cap, elongated fastener holes at the leading edge of the vertical stabilizer, and cracked front spar web and front spar cap bolt holes in the vertical stabilizer. We are issuing this AD to detect and correct such cracking damage, which could result in the structure being unable to support limit load, and could lead to the loss of the vertical stabilizer.

Compliance

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

Inspections for Distress/Repairs

(g) Within 4,100 flight cycles after the effective date of this AD, do a detailed inspection for distress in and existing repairs to the leading edge structure of the vertical stabilizer at the splice at Station Zfs=52.267, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A014, dated June 24, 2010.

Repetitive Inspections for Cracks, and Related Investigative and Corrective Actions

(h) Before further flight after doing the inspection required by paragraph (g) of this AD, inspect for cracks of the left and right vertical stabilizer front spar cap, in accordance with either Option 1 or Option 2 as specified in the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-

55A014, dated June 24, 2010. If any crack is found, before further flight, evaluate and verify to confirm all crack indications, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A014, dated June 24, 2010.

(1) If any cracking is confirmed, before further flight, repair using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

(2) If no cracking is confirmed, repeat the inspection thereafter at intervals not to exceed the applicable interval specified in paragraph (h)(2)(i) or (h)(2)(ii) of this AD.

(i) If the most recent inspection was done using Option 1, the next inspection must be done within 4,400 flight cycles.

(ii) If the most recent inspection was done using Option 2, the next inspection must be done within 3,000 flight cycles.

Leading Edge Repair

(i) If leading edge distress is found during the detailed inspection required by paragraph (g) of this AD, before further flight and after accomplishing the inspection required by paragraph (h) of this AD, repair the leading edge, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A014, dated June 24, 2010.

Inspection for Loose/Missing Fasteners

(j) For airplanes on which no cracking is confirmed during the initial inspection required by paragraph (h) of this AD: At the applicable time specified in paragraph (j)(1) or (j)(2) of this AD, do a detailed inspection for indications of loose and missing fasteners, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A014, dated June 24, 2010. If any loose or missing fastener is found, before further flight, repair the leading edge, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A014, dated June 24, 2010.

(1) If the inspection required by paragraph (h) was done using Option 1, do the inspection required by paragraph (j) of this AD within 4,400 flight cycles after accomplishing the inspection required by paragraph (h) of this AD.

(2) If inspection required by paragraph (h) was done using Option 2, do the inspection required by paragraph (j) of this AD within 3,000 flight cycles after accomplishing the inspection required by paragraph (h) of this AD.

(k) For airplanes on which no cracking is confirmed during the most recent inspection required by paragraph (h) of this AD: Repeat the inspection for loose and missing fasteners required by paragraph (j) of this AD thereafter at intervals not to exceed the applicable time specified in paragraph (k)(1) or (k)(2) of this AD.

(1) If the most recent inspection required by paragraph (h) was done using Option 1, the next inspection required by paragraph (j) of this AD must be done within 4,400 flight cycles after accomplishing the most recent inspection required by paragraph (j) of this AD.

(2) If the most recent inspection required by paragraph (h) was done using Option 2, the next inspection required by paragraph (j) of this AD must be done within 3,000 flight cycles after the most recent inspection required by paragraph (j) of this AD.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Los Angeles Aircraft Certification Office, 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 the approval must specifically refer to this AD.

Related Information

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

Material Incorporated by Reference

(n) You must use of Boeing Alert Service Bulletin MD90-55A014, dated June 24, 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, 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 May 31, 2011.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2011-12-13 The Boeing Company: Amendment 39-16720; Docket No. FAA-2010-0853; Directorate Identifier 2010-NM-116-AD.

Effective Date

(a) This AD is effective July 22, 2011.

Affected ADs

(b) This AD affects AD 88-22-09, Amendment 39-6054 (Docket No. 88-NM-132-AD). This AD does not supersede the requirements of AD 88-22-09.

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 737-27-1289, dated April 7, 2010.

Subject

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

Unsafe Condition

(e) This AD was prompted by reports that the warning horn did not sound during the takeoff warning system test of the S132 "nose up stab takeoff warning switch." The Federal Aviation Administration is issuing this AD to detect and correct a takeoff warning system switch failure, which could reduce the ability of the flightcrew to maintain the safe flight and landing 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.

Test

(g) Within 6 months after the effective date of this AD, test the stabilizer takeoff warning switches, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-27-1289, dated April 7, 2010. Repeat the test thereafter at intervals not to exceed 750 flight hours. Accomplishment of the repetitive tests required by paragraph (g) of this AD terminates the operational and functional checks of the takeoff configuration warning system required by paragraph A., required item 3 ("Elevator out of Green Band switches") of AD 88-22-09.

Replacement and Re-test

(h) If any stabilizer takeoff warning switch fails the test required in paragraph (g) or (h) of this AD, replace the stabilizer takeoff warning switch with a new switch and test the new switch before further flight, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-27-1289, dated April 7, 2010. Within 750 flight hours after replacement of any switch, test the replaced switch, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-27-1289, dated April 7, 2010; and repeat this test on the replaced switch thereafter at intervals not to exceed 750 flight hours.

Special Flight Permit

(i) 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)

(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. 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

(k) For more information about this AD, contact Jeffrey W. Palmer, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: 425-917-6472; fax: 425-917-6590; e-mail: jeffrey.w.palmer@faa.gov.

Material Incorporated by Reference

(l) You must use Boeing Service Bulletin 737-27-1289, dated April 7, 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 Service Bulletin 737-27-1289, dated April 7, 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, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; phone: 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 June 3, 2011.

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

2011-12-14 Fokker Services B.V.: Amendment 39-16721. Docket No. FAA-2011-0220; Directorate Identifier 2010-NM-259-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 22, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new actions (e.g., inspections) and/or CDCCLs. Compliance with these actions and/or CDCCLs is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this AD, the operator may not be able to accomplish the actions 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 (l) of this AD. The request should include a description of changes to the required actions that will ensure the continued operational safety of the airplane.

Subject

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

Reason

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

> * * * The Federal Aviation Administration (FAA) has published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) have published Interim Policy INT/POL/25/12. The review, conducted by Fokker Services on the Fokker 100 and Fokker 70 type design in response to these regulations, revealed that the fuel sense line from the overflow valves may touch the adjacent fuel-quantity indication-probe. Under certain conditions, this may result in an ignition source in the wing tank vapour space.
>
> This condition, if not detected and corrected, could result in a wing fuel tank explosion and consequent loss of 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) At a scheduled opening of the fuel tank, but not later than 84 months after the effective date of this AD, do a general visual inspection of the routing and clamping of the sense line hose and wiring conduit hose to each wing tank overflow valve, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-050, Revision 1, dated July 28, 2010.

(h) If incorrect routing or clamping of the hoses is found during the inspection required by paragraph (g) of this AD, before further flight, install two brackets next to the overflow valve on the main tank access panel, make a modification to the routing of the hose for the sense line, and install clamps to keep the hoses in position, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-050, Revision 1, dated July 28, 2010.

Critical Design Configuration Control Limitations (CDCCL)

(i) Before further flight after determining that the routing and clamping of the sense line hose and wiring conduit hose to each wing tank overflow valve are correct, as required by paragraph (g) of this AD; or before further flight after doing the modification, as required by paragraph (h) of this AD; as applicable: Revise the aircraft maintenance program by incorporating the CDCCL in paragraph 1.L.(1)(c) of Fokker Service Bulletin SBF100-28-050, Revision 1, dated July 28, 2010.

No Alternative Inspections, Inspection Intervals, or CDCCLs

(j) After accomplishing the revision required by paragraph (i) of this AD, no alternative actions (e.g., inspections), intervals, and/or CDCCLs may be used unless the actions, intervals, and/or CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (l) of this AD.

Credit for Actions Accomplished in Accordance With Previous Service Information

(k) Actions done before the effective date of this AD in accordance with Fokker Service Bulletin SBF100-28-050, dated June 3, 2010, are acceptable for compliance with the corresponding requirements of this AD.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: Although European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0159, dated August 3, 2010, specifies revising the maintenance program to include limitations, doing certain repetitive actions (e.g., inspections), and/or maintaining CDCCLs, this AD only requires the revision. Requiring a revision of the maintenance program, rather than requiring individual repetitive actions and/or maintaining CDCCLs, requires operators to record AD compliance only at the time the revision is made. Repetitive actions and/or maintaining CDCCLs specified in the airworthiness limitations must be complied with in accordance with 14 CFR 91.403(c).

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. 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 International Branch, send it to Attn: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. 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 2010-0159, dated August 3, 2010; and Fokker Service Bulletin SBF100-28-050, Revision 1, dated July 28, 2010; for related information.

Material Incorporated by Reference

(n) You must use Fokker Service Bulletin SBF100-28-050, Revision 1, dated July 28, 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 Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands; telephone +31 (0)252-627-350; fax +31 (0)252-627-211; e-mail technicalservices.fokkerservices@stork.com; Internet http://www.myfokkerfleet.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 June 2, 2011.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.