FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2007-25

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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 2007-01			
2006-26-04		EMBRAER	EMB-145XR
2006-26-05		Fokker	F27 Mark 100, 200, 300, 400, 500, 600, and 700
2006-26-06		Boeing	777-200 and -300
2006-26-09		Boeing	737-200, -300, -400, and -500 series
2006-26-11		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2006-26-12	S 2005-06-08	Airbus	A330, A340-200, and A340-300 series
Biweekly 2007-02			
2006-17-12	COR	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C-37, and RB211-22B-02 turbofan
2006-20-14		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 STD, -200 LR, and -200 SU airplanes, and Model ERJ 190-100 STD, -100 LR, and -100 IGW
2006-26-10		Airbus	A300
2006-26-13	S 2001-24-02 and AD 2003-20-08	Boeing	See AD
2007-01-01		BAE	BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-01-02	S 2004-01-17	McDonnell Douglas	MD-11 and -11F
2007-01-07	S 2004-20-09	BOMBARDIER, INC	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-01-15	S 2004-25-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2007-02-01		Dassault	Falcon 2000EX airplanes

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

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Biweekly 2007-04

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

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Biweekly 2007-05

2007-04-11	S 96-13-11	Airbus	A300 B2 and B4
2007-04-20		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2007-04-21		Fokker	F.28 Mark 0070 and 0100
2007-04-22		Bombardier	DHC-8-102, -103, and -106 airplanes, and Model DHC-8-200 and DHC-8-300
2007-04-23	S 2004-08-01	Fokker	F.28 Mark 0070 and 0100
2007-04-24		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-04-26	S 2006-17-08	Pratt & Whitney	Engine: PW4077D, PW4084D, PW4090, and PW4090-3
2007-04-27		Fokker	F.28 Mark 1000, 2000, 3000, and 4000
2007-05-01		Construcciones Aeronauticas	C-212
2007-05-02		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and Model ERJ 190-100 STD, -100 LR, and -100 IGW

Biweekly 2007-06

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

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

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Biweekly 2007-11

2006-24-08	COR	Pratt & Whitney Canada	Engine: PW535A turbofan
2007-10-09		Boeing	747-400 series
2007-10-10		Airbus	A300-600 series
2007-10-11		EMBRAER	EMB-145LR, -145XR, -145MP, and -135LRand EMB-135BJ
2007-10-12	S 2005-12-05	Boeing and McDonnell Douglas	737-200, -300, -400, -500, -600, -700, -800, and -900 series, 757-200 and -300 series, DC-10-10, DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F
2007-10-14	S 2003-07-06	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-10-16		British Aerospace Regional Aircraft Jetstream	Jetstream Model 3201
2007-11-03		Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2007-11-07	S 99-21-15	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-11-08	S 99-12-52	Boeing	727, 727C, 727-100, 727 -100C, 727-200, and 727-200F series
2007-11-09	S 2005-12-17	Bombardier	DHC-8-400
2007-11-10		Fokker	F.28 Mark 0700 and 0100
2007-11-11	S 2004-11-13	Airbus	A318, A319, A320 and A321
2007-11-13	S 2003-17-01	McDonnell Douglas	717-200

Biweekly 2007-12

2007-11-12	S 98-16-06	Airbus	A310 series
2007-11-14		EMBRAER	EMB-135BJ
2007-11-15		McDonnell Douglas	DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes, Model DC-10-40 and DC-10-40F airplanes, and Model MD-10-30
2007-11-16		McDonnell Douglas	MD-11 and MD-11F
2007-11-17	S 2006-04-10	Cessna Aircraft Company	500, 501, 550, 551, S550, 560, 560XL, and 750
2007-11-18		General Electric Company	Engine: CF6-50C, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2F, and CF6-50C2R turbofan
2007-11-20		General Electric Company	CF6-80C2 series turbofan
2007-12-01		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -314, and -315
2007-12-02		McDonnell Douglas	DC-8-33, -42, and -43 airplanes; Model DC-8-51, -52, -53, and -55 airplanes; Model DC-8F-54 and -55 airplanes; Model DC-8-61, -62, and -63 airplanes; Model DC-8-61F, -62F, and -63F airplanes; Model DC-8-72 airplanes; and Model DC-8-71F, -72F, and -73F
2007-12-03		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2007-12-04	S 98-16-05	Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; and Model A300 C4-605R Variant F
2007-12-07		General Electric Company	Engine: CF6-80C2B1F, -80C2B2F, -80C2B4F, -80C2B5F, -80C2B6F, -80C2B6FA, -80C2B7F, and -80C2B8F turbofan
2007-12-08	S 2005-20-27	Airbus	A340-211, -212, -311, and -312
2007-12-09		General Electric Company	Engine: CF34-10E2A1, CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, and CF34-10E7 turbofan

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Biweekly 2007-13

2007-12-06	S 2006-23-02	Hawker Beechcraft Corporation	C90A, B200, B200C, B300, B300C
2007-12-10		Airbus	A330 and A340
2007-12-11	S 96-23-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, 747SR, and 747SP
2007-12-12		Dassault Aviation	Mystere-Falcon 50
2007-12-14		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2007-12-15	S 2006-20-06	General Electric Company	CF34-10E2A1, -10E5, -10E5A1, -10E6, -10E6A1, and -10E7 turbofan
2007-12-16		Dassault Aviation	2000EX and 900EX (version F900DX)
2007-12-17		EMBRAER	EMB-135ER, -135KE, -135KL, and -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP, EMB-135BJ
2007-12-18		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
2007-12-19		Airbus	A310 and A300-600 Series
2007-12-20		Aerospatiale	ATR42-200, -300, -320, and -500 and Model ATR72-101, -102, -201, -202, -211, -212, and -212A
2007-12-25		Gulfstream Aerospace Corporation	GIV-X, GV, and GV-SP series
2007-13-01		McDonnell Douglas	717-200
2007-13-02		McDonnell Douglas	DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-72, DC-8-72F, and DC-8-73F
2007-13-03		EMBRAER	EMB-145XR
2007-13-04	S 2002-24-52	Boeing	747-400, 747-400D, and 747-400F series
2007-13-05		Boeing	777-200, -200LR, -300, and -300ER series
2007-13-06		BAE Systems	BAe 146-100A, -200A, and -300A series airplanes, and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-13-07	S 2005-17-18	Airbus	A330 and A340
2007-13-08		Airbus	A318, A319, A320 and A321

Biweekly 2007-14

2007-13-09		McDonnell Douglas	717-200
2007-13-10		McDonnell Douglas	DC-10-30 and DC-10-30F
2007-13-13		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU

Biweekly 2007-15

2007-14-01		Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes; and Model A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642
2007-14-02		Bombardier	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2007-14-05		Airbus	A310
2007-14-06		AEROTECHNIC Vertiebs -u. Service GmbH	Appliance: CAS67A ACAS II systems
2007-14-07		Rolls-Royce plc	Engine: RB211-524 and -535 series turbofan
2007-15-01		British Aerospace	Jetstream HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes

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Biweekly 2007-16

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

Biweekly 2007-17

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2007-18

2007-07-07R1	R 2007-07-07	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan
2007-11-07	C	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-16-18		Boeing	767-200, -300, -300F, and -400ER series
2007-17-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-17-10		Embraer	EMB-135BJ
2007-17-11		McDonnell Douglas	717-200
2007-17-12		Boeing	777
2007-17-13		Boeing	747-100, -200B, -200C, and -200F series
2007-17-14		Airbus	A321
2007-17-15		Airbus	A300 series
2007-17-16		Gulfstream Aerospace LP	Galaxy airplanes and Model Gulfstream 200
2007-17-17		Learjet	31, 31A, 35, 35A (C-21A), 36, 36A, 55, 55B, and 55C airplanes, and Model 45
2007-17-18		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes, and Model MD-88
2007-17-19		McDonnell Douglas	MD090-30
2007-17-21		Pratt & Whitney	Engine; JT9D-7R4G2, -7R4E1, -7R4E4, and -7R4H1 series
2007-18-01		Airbus	A330, A340-200, -300, and A340-500, -600
2007-18-02		Airbus	A300
2007-18-03		Boeing	737-300, -400, and -500
2007-18-04	S 2007-12-10	Airbus	A330 and A340
2007-18-06		Pratt & Whitney	See AD
2007-18-51	E	Boeing	737-600, -700, -700C, -800, -900, and -900ER
2007-18-52	E, S 2007-18-51	Boeing	737-600, -700, -700C, -800, -900, and -900ER

Biweekly 2007-19

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2007-20

2007-15-10	COR	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2007-18-52	FR, S 2007-18-51	Boeing	737-600, -700, -700C, -800, -900, and -900ER
2007-19-04		Airbus	A300F4-605R and A300F4-622R
2007-19-06		General Electric Company	Engine: CF6-45A, 45A2, -50A, -50C, -50CA, -50C1, -50C2, -50C2B, -50C2D, -50C2F, -50C2R, -50E, -50E1, -50E2, and -50E2B
2007-19-10		Rolls-Royce plc	Engine: RB211 Trent 553-61, 556-61, 556B-61, 560-61, 553A2-61, 556A2-61, 556B2-61, and 560A2-61
2007-19-08		Airbus	A310-300 and A300-600R
2007-19-12		SICMA Aero Seat	Appliance: SICMA Aero Seat 50XXX passenger seats
2007-19-13		B/E Aerospace	Appliance: Skyluxe II (AA2) passenger seats
2007-19-15		McDonnell Douglas	MD-10-10F and MD-10-30F airplanes, and Model MD-11 and MD-11F airplanes.
2007-19-16		Boeing	747
2007-19-17		McDonnell Douglas	MD-11 and MD-11F, DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F
2007-19-19	S 2001-15-02	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2007-20-01		Boeing	747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SP
2007-20-02		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2007-20-03		Airbus	A300-600

Biweekly 2007-21

2007-19-10	COR	Rolls-Royce pl	Engine: RB211 Trent 553-61, 556-61, 556B-61, 560-61, 553A2-61, 556A2-61, 556B2-61, and 560A2-61 turbofan
2007-20-04		Airbus	A300 and A310
2007-20-05	S2004-03-06 and 2005-02-09	Airbus	A318-111, A318-112, A319, A320, and A321
2007-20-06		Saab	2000
2007-21-04		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2007-21-05		International Aero Engines	Engine: V2500-A1, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, V2533-A5, V2525-D5, and V2528-D5
2007-21-06		General Electric Company	Engine: CF6-80C2A5F

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2007-22			
2007-19-07		Boeing	757-200, -200PF, and -200CB series
2007-21-03		Airbus	A300-600 series airplanes; and Model A310 series
2007-21-07		Airbus	A310
2007-21-08		Hawker Beechcraft Corporation	800XP
2007-21-12		Embraer	EMB-135BJ
2007-21-13		Boeing	See AD
2007-21-14		Airbus	A310
2007-21-15		Boeing	707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400
2007-21-16		Bombardier, Inc	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2007-21-17		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-21-18		McDonnell Douglas	DC-8-53, DC-8-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, DC-8-73F, DC-8F-54, and DC-8F-55
2007-22-03		Airbus	A300
2007-22-04		Airbus	A330
2007-22-05		Airbus	A300-600
2007-22-06		Fokker Services B.V	F.28 Mark 0070 and 0100
2007-22-07		General Electric Company	Engine: CF6-80C2D1F turbofan
2007-22-08		Rolls-Royce plc	Engine: RB211 Trent 768-60, 772-60, 772B-60, and 772C-60
Biweekly 2007-23			
2007-22-09		Bombardier, Inc	DHC-8-400
2007-22-10	S 2007-03-04	Airbus	A330-200, A330-300, A340-200, A340-300, A340-500, and A340-600
2007-23-01	S 2006-12-08	Goodrich Evacuation Systems	Appliance: Goodrich Evacuation Systems
2007-23-02		Airbus	A330-200 and -300 series airplanes and Model A340-200
2007-23-03		Fokker	F.28 Mark 0070 and 0100
2007-23-04		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2007-23-05		Saab	SAAB 2000
Biweekly 2007-24			
2007-22-04	COR	Airbus	A330
2007-22-10	COR	Airbus	A330-200, A330-300, A340-200, A340-300, A340-500, and A340-600
2007-23-08		Boeing	747-400, 747-400D, 747-400F, 757-200, 767-200, 767-300, and 767-300F
2007-23-09		Boeing	767-200, -300, and -300F
2007-23-10		Boeing	737-600, -700, -700C, -800 and -900
2007-23-11		Boeing	777-200, -200LR, -300, and -300ER
2007-23-12		Boeing	707-100 long body, -200, -100B long body, -100B short body ; 707-300, -300B, -300C, -400; 720 and 720B
2007-23-13		Cessna	560
2007-23-18	S, 2006-06-11	Boeing	747-100B SUD, 747-300, 747-400, and 747-400D series airplanes; and Model 747-200B
2007-24-02	S 2007-11-07	Boeing	737-100, -200, -200C, -300, -400, and -500 s
2007-24-04	S 2001-17-14	CFM International, S.A	Engine: CFM56-5C4/1 series turbofan

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2007-25

2007-24-01		Hawker Beechcraft Corporation	400A
2007-24-03		Embraer	EMB-135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2007-24-05	S 99-02-51	Rolls-Royce Corporation	Engine: AE 3007A and AE 3007C
2007-24-07		General Electric Company	
2007-24-08	S 2006-11-12	Boeing	767-200, -300, -300F, and -400ER
2007-24-09	S 2006-23-11	Rolls-Royce plc	Engine: RB211 Trent 768-60, 772-60, and 772B-60
2007-25-04		Fokker Services B.V.	F27 Mark 050
2007-25-05		Airbus	A330-243, -341, -342, and -343

2007-24-01 Hawker Beechcraft Corporation: Amendment 39-15267. Docket No. FAA-2007-28883; Directorate Identifier 2007-NM-106-AD.

Effective Date

(a) This AD becomes effective January 2, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hawker Beechcraft Model 400A series airplanes, certificated in any category; as identified in Raytheon Service Bulletin SB 25-3758, dated June 2006.

Unsafe Condition

(d) This AD results from reports of undersized, and consequently unprotected, wire in the galley cabinets. We are issuing this AD to prevent overheating of wire insulation and consequent fire or smoke in the airplane cabin.

Compliance

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

Inspection and Related Investigative/Corrective Actions

(f) Within 200 flight hours or 12 months after the effective date of this AD, whichever occurs first, inspect the galley cabinets to determine if Precision Pattern galley cabinet, part number (P/N) 20917, 20918, or 20921 is installed, or if 8 American Wire Gauge (AWG) wire already exists; and, within 20 flight hours or 30 days after the inspection, whichever occurs later, do all applicable related investigative and corrective actions. The actions must be done in accordance with the Accomplishment Instructions of Raytheon Service Bulletin SB 25-3758, dated June 2006.

Note 1: Raytheon Service Bulletin SB 25-3758, dated June 2006, refers to Raytheon Kit 128-3068-0001, Revision 3, dated April 18, 2006, as an additional source of service information for replacing the undersized 10AWG wire with 8AWG wire in the gallery power circuit.

Alternative Methods of Compliance (AMOCs)

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

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(h) You must use Raytheon Service Bulletin SB 25-3758, dated June 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Hawker Beechcraft Corporation, 9709 East Central, Wichita, Kansas 67206, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on November 8, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-22545 Filed 11-27-07; 8:45 am]

2007-24-03 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-15269. Docket No. FAA-2007-28987; Directorate Identifier 2007-NM-127-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 2, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all EMBRAER Model EMB-135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes; certificated in any category.

Subject

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

Reason

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

> It has been found the development of cracks in the forward fuselage right-hand (RH) side skin during full-scale fatigue tests. Those cracks may quickly reach their critical length, reducing the aircraft structural integrity, with possible rapid decompression of the aircraft.

The corrective action includes rework of the aircraft structure on the forward fuselage LH (left-hand) and RH sides.

Actions and Compliance

(f) Prior to the accumulation of 22,000 total flight cycles, or within 6 months after the effective date of this AD, whichever is later, unless already done, do the following actions:

(1) Add two reinforcements to the forward fuselage skin on the LH and RH sides between frames 9 to 10 and 10 to 11, and stringers 12 to 15. Install supports to the reinforcements and stringers as well as new fasteners to the reinforcements and supports, and reroute the electrical wiring on the affected area. Do all actions in accordance with EMBRAER Service Bulletin 145-53-0067, Revision 01, dated February 27, 2007; or Revision 02, dated August 28, 2007.

(2) Accomplishing the detailed instructions and procedures described in the EMBRAER Service Bulletin 145-53-0051, dated July 15, 2004; or EMBRAER Service Bulletin 145-53-0051, Revision 01, dated February 7, 2006; is considered acceptable for compliance with the actions specified in this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

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

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

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

Related Information

(h) Refer to MCAI Brazilian Airworthiness Directive 2007-05-01R1, effective July 4, 2007, and the service bulletins listed in Table 1 of this AD, for related information.

Table 1 – Service Bulletins

EMBRAER Service Bulletin	Revision Level	Date
145-53-0051	Original	July 15, 2004
145-53-0051	01	February 7, 2006
145-53-0067	01	February 27, 2007
145-53-0067	02	August 28, 2007

Material Incorporated by Reference

(i) You must use the service information specified in Table 2 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

Table 2 – Material Incorporated by Reference

EMBRAER Service Bulletin	Revision Level	Date
145-53-0051	Original	July 15, 2004
145-53-0051	01	February 7, 2006
145-53-0067	01	February 27, 2007
145-53-0067	02	August 28, 2007

EMBRAER Service Bulletin 145-53-0051, Revision 01, dated February 7, 2006, has the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 2	01	February 7, 2006.
3-129	Original	July 15, 2004.

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

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

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on November 13, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-22635 Filed 11-27-07; 8:45 am]

2007-24-05 Rolls-Royce Corporation (Formerly Allison Engine Company, Inc.): Amendment 39-15271. Docket No. FAA-2007-26966; Directorate Identifier 99-NE-01-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 2, 2008.

Affected ADs

(b) This AD supersedes AD 99-02-51, Amendment 39-11108.

Applicability

(c) This AD applies to Rolls-Royce Corporation (RRC) (formerly Allison Engine Company, Inc.) AE 3007A and AE 3007C series turbofan engines. These engines are installed on, but not limited to, Cessna Aircraft Company 750 series, and Empresa Brasileira de Aeronautica S. A. (EMBRAER) EMB-135 and EMB-145 series airplanes.

Unsafe Condition

(d) This AD results from design improvements to components in the accessory gearbox air turbine starter mounting pad. We are issuing this AD to prevent an in-flight engine shutdown due to loss of engine oil from the starter shaft seal and possible loss of the airplane.

Compliance

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

Prohibited Flights

(f) All flights after ground engine starts at engine oil temperatures below 32 °F (0 °C), are prohibited except as follows:

(1) If the engine oil temperature has dropped below 32 °F (0 °C), before flight, perform a high-power leak check on each engine (at least three minutes at takeoff power).

(2) Oil consumption greater than 0.32 quart per hour, or 300 cc per hour, is not permitted. Instructions for performing the high-power leak check for the AE 3007A series engines can be found in the Rolls-Royce AE 3007A Series Maintenance Manual, TASK 72-00-00-700-801, SUBTASK 72-00-00-790-002. Leak check limits for the AE 3007A series engines can be found in the Rolls-Royce AE 3007A Series Maintenance Manual, TASK 71-00-00-200-801.

(3) Instructions for performing the high-power leak check for the AE 3007C series engines (including leak check limits) can be found in the Rolls-Royce AE 3007C Series Maintenance Manual, TASK 72-00-00-700-801, SUBTASK 72-00-00-790-002.

Terminating Action

(g) No later than September 30, 2009, as terminating action to the requirements in paragraph (f) through (f)(3) of this AD, do the following, as applicable to your engine configuration:

(1) Remove seal and related component, part numbers (P/Ns) 42520-71, 42520-196-X, 99004-1-6, 42520-75, or 42520-167, from the accessory gearbox (AGB) air turbine starter mounting pad.

(2) Install a new O-ring, P/N AS3209-026, M83248/1-026 or other serviceable part, to the shaft of the starter mounting pad.

(3) Install a new bearing locknut, P/N 42520-170, or other serviceable part, and an AGB air turbine starter mounting pad mechanical seal, P/N 42520-192, or other serviceable part.

(4) Use paragraphs 2. through 2.G. of the Accomplishment Instructions of RRC Service Bulletin (SB) No. AE 3007A-72-321/AE 3007C-72-250, Revision 2, dated November 12, 2007, to do the removals and installations.

(5) For AE 3007A series engines, remove the drain cap or starter drain adapter. Use paragraphs 2. through 2.C.(4)(c) of the Accomplishment Instructions of RRC SB No. AE 3007A-72-274, Revision 1, dated November 12, 2007 to do the removal.

(6) For AE 3007A series engines, install an open starter drain adapter. Use paragraphs 2. through 2.C.(2) of the Accomplishment Instructions of RRC SB No. AE 3007A-72-330, Revision 1, dated November 12, 2007 to do the installation.

(7) For AE 3007C series engines, install an open starter drain adapter. Use paragraphs 2. through 2.E.(2) of the Accomplishment Instructions of RRC SB No. AE 3007C-72-223, Revision 1, dated November 12, 2007 to do the installation.

Definition

(h) A serviceable part is any FAA-approved part not being removed from service, or not otherwise specifically addressed by this AD action.

Prohibition of Seals

(i) Do not install seal and related component P/Ns 42520-71, 42520-196-X, 99004-1-6, 42520-75, and 42520-167, on the air starter mounting pad after the terminating action in this AD is performed.

Previous Credit

(j) Previous credit is allowed for the terminating action in paragraphs (g)(1) through (g)(7) of this AD, that was done before the effective date of this AD using the Accomplishment Instructions of the SBs listed in the following Table 1:

Table 1 – SBs Allowing Previous Credit

For AE 3007A Series Engines:
(1) Engine - Accessory Drive Gearbox Assembly - New Starter Shaft Seal; RRC SB No. AE 3007A-72-321 / AE 3007C-72-250, Revision 1, dated November 7, 2005; and
(2) Engine - Accessory Gearbox Starter Pad Drain - Remove The Drain Cap or Starter Drain Adapter; RRC SB No. AE 3007A-72-274, dated January 19, 2006; and
(3) Engine - Accessory Gearbox Starter Pad Drain - Install the Open Starter Drain Adapter (23083402 or 23077526); RRC SB No. AE 3007A-72-330, dated January 19, 2006.
For AE 3007C Series Engines:
(4) Engine - Accessory Drive Gearbox Assembly - New Starter Shaft Seal; RRC SB No. AE 3007A-72-321 / AE 3007C-72-250, Revision 1, dated November 7, 2005; and
(5) Engine - Accessory Gearbox Starter Pad Drain - Install the Open Starter Drain Adapter (23077526 or 23083403); RRC SB No. AE 3007C-72-223, dated January 19, 2006.

Alternative Methods of Compliance (AMOC)

(k) The Manager, Chicago Aircraft Certification Office, has the authority to approve AMOCs for this AD if requested using the procedures found in 14 CFR 39.19.

(l) AMOCs currently approved for AD 99-02-51 will remain in effect until the terminating action date for this AD, September 30, 2009. After that date, these AMOCs will expire and will not be approved as AMOCs for this AD.

Related Information

(m) Contact Kyri Zaroyiannis, Aerospace Engineer, Chicago Aircraft Certification Office, Small Airplane Directorate, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; e-mail: kyri.zaroyiannis@faa.gov; telephone (847) 294-7836; fax (847) 294-7834, for more information about this AD.

Material Incorporated by Reference

(n) You must use the service information specified in Table 2 to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 2 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206; telephone (317) 230-3774; fax (317) 230-8084; e-mail: indy.pubs.services@rolls-royce.com, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For

information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Table 2 – Incorporation by Reference

Service Bulletin No.	Page	Revision	Date
AE 3007A-72-274	ALL	1	November 12, 2007
Total Pages – 6			
AE 3007A-72-321 AE 3007C-72-250	ALL	2	November 12, 2007
Total Pages – 13			
AE 3007A-72-330	ALL	1	November 12, 2007
Total Pages - 6			
AE 3007C-72-223	ALL	1	November 12, 2007
Total Pages - 7			

Issued in Burlington, Massachusetts, on November 14, 2007.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-22810 Filed 11-27-07; 8:45 am]

2007-24-07 General Electric Company: Amendment 39-15273. Docket No. FAA-2007-0193; Directorate Identifier 2007-NE-43-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 2, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to GE CF6-80C2B1 turbofan engine, serial number 690203, with fan disk, part number (P/N) 1703M78P11, SN RPMDA662, installed. This engine is installed on, but not limited to, a Boeing 747-300 airplane.

Unsafe Condition

(d) This AD results from a report that a repair shop did not meet the process requirements when applying copper-nickel-indium (Cu-Ni-In) thermal coating to certain stage 1 fan disks. We are issuing this AD to prevent possible uncontained release of multiple fan blades, resulting in damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within 3,500 cycles-since-last Cu-Ni-In thermal spray coating of the dovetail slots, but no later than March 31, 2008, unless the actions have already been done.

Stripping, Inspecting and Recoating the Stage 1 Fan Disk

(f) Strip the Cu-Ni-In thermal coating from the pressure faces and slot bottoms of the stage 1 fan disk, and perform a microstructure evaluation. Use 3.A.(2)(a) through 3.A.(2)(b) of GE Service Bulletin (SB) No. CF6-80C2 S/B 72-1121, dated January 23, 2004, to strip the thermal coating and perform the microstructure evaluation.

(g) Ultrasonic inspect, fluorescent penetrant inspect, and eddy current inspect stage 1 fan disk. Use 3.A.(2)(c) of GE SB No. CF6-80C2 S/B 72-1121, dated January 23, 2004, to inspect the disk.

(h) Apply Cu-Ni-In thermal coating to the pressure faces and slot bottoms of the stage 1 fan disks, using 3.A.(2)(d) of GE SB No. CF6-80C2 S/B 72-1121, dated January 23, 2004.

Alternative Methods of Compliance

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

Related Information

(j) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (781) 238-7176, fax: (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(k) You must use GE Service Bulletin No. CF6-80C2 S/B 72-1121, dated January 23, 2004, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Burlington, Massachusetts, on November 15, 2007.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-22922 Filed 11-27-07; 8:45 am]

2007-24-08 Boeing: Amendment 39-15274. Docket No. FAA-2007-29259; Directorate Identifier 2007-NM-195-AD.

Effective Date

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

Affected ADs

(b) This AD supersedes AD 2006-11-12.

Applicability

(c) This AD applies to all Boeing Model 767-200, -300, -300F, and -400ER series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from reports of freeplay-induced vibration of the rudder and the elevator. The potential for vibration of the control surface should be avoided because the point of transition from vibration to divergent flutter is unknown. We are issuing this AD to prevent excessive vibration of the airframe during flight, which could result in loss of control of the airplane.

Compliance

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

Service Bulletin References

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions and Appendices A, B, and C of the following service bulletins, as applicable:

(1) For Model 767-200, -300, and -300F series airplanes: Boeing Special Attention Service Bulletin 767-27-0197, Revision 1, dated July 19, 2007; and

(2) For Model 767-400ER series airplanes: Boeing Special Attention Service Bulletin 767-27-0198, Revision 1, dated July 19, 2007.

Repetitive Measurements

(g) At the latest of the compliance times specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD, as applicable: Measure the rudder and elevator freeplay. Repeat the measurement thereafter at intervals not to exceed 12,000 flight hours or 36 months, whichever occurs first. Do all actions required by this paragraph in accordance with the service bulletin.

(1) Within 14 months after the effective date of this AD.

(2) Within 36 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness.

(3) For the elevator freeplay measurement: Within 12,000 flight hours or within 36 months after the last elevator freeplay inspection accomplished in accordance with Boeing Special Attention Service Bulletin 767-27-0197 or 767-27-0198, both dated October 27, 2005, as applicable, whichever occurs first.

Related Investigative and Corrective Actions

(h) If any measurement found during the measurement required by paragraph (g) of this AD exceeds any applicable limit specified in the service bulletin: Before further flight, do the applicable related investigative and corrective actions in accordance with the service bulletin.

Initial Lubrication

(i) At the latest of the compliance times specified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD, as applicable:
Lubricate the rudder and elevator components specified in the service bulletin. Do all actions required by this paragraph in accordance with the service bulletin.

(1) Within 9 months after the effective date of this AD, or within 9 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness; whichever occurs later.

(2) For airplanes on which BMS 3-33 grease is not already in use prior to the time the lubrication task is being accomplished: Within 3,000 flight hours or 9 months after the last lubrication accomplished in accordance with the service bulletin or Boeing Special Attention Service Bulletin 767-27-0197 or 767-27-0198, both dated October 27, 2005, whichever occurs first.

(3) For airplanes on which BMS 3-33 grease is already in use prior to the time the lubrication task is being accomplished: Within 6,000 flight hours or 18 months after the last lubrication accomplished in accordance with the service bulletin or Boeing Special Attention Service Bulletin 767-27-0197 or 767-27-0198, both dated October 27, 2005, whichever occurs first.

Repetitive Lubrication

(j) Repeat the lubrication required in paragraph (i) of this AD at the applicable interval specified in paragraph (j)(1) or (j)(2) of this AD.

(1) For airplanes on which BMS 3-33 grease is not already in use prior to the time the lubrication task is being accomplished: At intervals not to exceed 3,000 flight hours or 9 months, whichever occurs first.

(2) For airplanes on which BMS 3-33 grease is already in use prior to the time the lubrication task is being accomplished: At intervals not to exceed 6,000 flight hours or 18 months, whichever occurs first.

Repetitive Prior or Concurrent Inspection

(k) For airplanes specified in paragraphs (k)(1) and (k)(2) of this AD: Prior to or concurrently with the accomplishment of each elevator freeplay measurement specified in paragraph (g) of this AD, do all applicable actions required by AD 2001-04-09.

(1) Group 1, configuration 2, airplanes as identified in Boeing Special Attention Service Bulletin 767-27-0197, Revision 1, dated July 19, 2007.

(2) Group 1, configuration 1, airplanes as identified in Boeing Special Attention Service Bulletin 767-27-0198, Revision 1, dated July 19, 2007.

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 in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(4) AMOCs approved previously in accordance with AD 2006-11-12 are approved as AMOCs for the corresponding provisions of this AD.

(5) AMOCs approved previously in accordance with AD 2001-04-09, are approved as AMOCs for the corresponding provisions of paragraph (k) of this AD.

Material Incorporated by Reference

(m) You must use Boeing Special Attention Service Bulletin 767-27-0197, Revision 1, dated July 19, 2007; or Boeing Special Attention Service Bulletin 767-27-0198, Revision 1, dated July 19, 2007; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information.

You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on November 16, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-22854 Filed 11-27-07; 8:45 am]

2007-24-09 Rolls-Royce plc: Amendment 39-15275. Docket No. FAA-2006-26052; Directorate Identifier 2006-NE-30-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 14, 2007.

Affected ADs

(b) This AD supersedes AD 2006-23-11, Amendment 39-14823.

Applicability

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

Unsafe Condition

(d) This AD results from RR introducing a revised high pressure/low pressure (HP/IP) turbine bearing support structure as terminating action to the repetitive inspections of the HP/IP turbine bearing oil feed tube heat shield. We are issuing this AD to prevent an uncontained failure of the HP turbine disc and damage to the airplane.

Compliance

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

Initial Inspection

(f) Initially inspect the HP/IP turbine oil feed tube outer heat shield for cracks. Use either 3.A.(1) through 3.A.(3) on-wing procedures or 3.B.(1)(a) through 3.B.(1)(e) in-shop procedures of RR Alert Service Bulletin (ASB) No. RB.211-72-AF045, Revision 2, dated July 27, 2006, at one of the following compliance times:

(1) At the next shop visit of the 05 Module regardless of the reason for the visit; or

(2) Before one of the following intervals whichever occurs latest:

(i) 10,000 hours or 2,500 cycles since new, whichever occurs first, or

(ii) 2,500 cycles since overhaul of the 05 Module.

Repetitive Inspection

(g) Re-inspect the HP/IP turbine oil feed tube outer heat shield for cracks as specified in the applicable criteria of paragraphs C.(1)(b)(i) through C(1)(b)(vi) or C(2)(b)(i) through C(2)(b)(ii) of RR ASB No. RB.211-72-AF045, Revision 2, dated July 27, 2006. Use either 3.A.(1) through 3.A.(3) on-wing procedures or 3.B.(1)(a) through 3.B.(1)(e) in-shop procedures of RR ASB RB.211-72-AF045, Revision 2, dated July 27, 2006.

Remove HP/IP Turbine Oil Feed Tube Outer Heat Shields From Service

(h) Remove from service HP/IP turbine oil feed tube outer heat shields according to the applicable criteria in paragraphs C(1)(b)(vii) through C(1)(b)(vii) or C(2)(b)(iii) of RR ASB No. RB.211-72-AF045, Revision 2, dated July 27, 2006.

Terminating Action

(i) At the next 05 Module overhaul after the effective date of this AD, or before May 31, 2010, whichever occurs first, as terminating action to the repetitive inspections in this AD, introduce the revised HP/IP turbine bearing support structure.

(j) Use one of the following to introduce the revised HP/IP turbine bearing support structure:
(1) RR Service Bulletin (SB) No. RB.211-72-F117, Revision 2, dated September 25, 2006; or
(2) RR SB No. RB.211-72-F227, Revision 1, dated October 8, 2007; or
(3) RR Immediate Operational Request SB No. RB.211-72-F048, Revision 11, dated September 9, 2006.

Alternative Methods of Compliance

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

Related Information

(l) European Aviation Safety Agency AD 2007-0260, dated October 2, 2007, also addresses the subject of this AD.

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

Material Incorporated by Reference

(n) You must use the Rolls-Royce service information in Table 1 of this AD to perform the inspections and terminating action required by this AD. The Director of the Federal Register previously approved the incorporation by reference of Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AF045, Revision 2, dated July 27, 2006, as of December 19, 2006 (71 FR 66229,

November 14, 2006).The Director of the Federal Register approved the incorporation by reference of the other service bulletins listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Rolls-Royce plc P.O. Box 31, Derby, DE24 8BJ, United Kingdom; telephone 44 (0) 1332 242424; Fax 44 (0) 1332 249936 for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA 01803; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Table 1 – Material Incorporated by Reference

Service Bulletin No.	Page	Revision	Date
RB.211-72-AF045	All	2	July 27, 2006
RB.211-72-F048	All	11	September 9, 2006
RB.211-72-F117	All	2	September 25, 2006
RB.211-72-F227	All	1	October 8, 2007

Issued in Burlington, Massachusetts, on November 20, 2007.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-23020 Filed 11-28-07; 8:45 am]

2007-25-04 Fokker Services B.V.: Amendment 39-15286. Docket No. FAA-2007-0268; Directorate Identifier 2007-NM-129-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 18, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Fokker Model F27 Mark 050 airplanes, certificated in any category, all serial numbers, unless the engine mount frames have been inspected previously in accordance with the Fokker 50/60 Maintenance Review Board (MRB) Document, Task Numbers 712000-00-09 and 712000-00-10.

Subject

(d) Air Transport Association (ATA) of America Code 71: Powerplant.

Reason

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

During scheduled MRB (maintenance review board) mid-life X-ray inspections of Fokker 50 (F27 Mark 050) engine mount frames, severe internal corrosion of the tubes was discovered. In some locations, the depth of the corrosion spots appeared to be more than 50 percent of material thickness. In these cases, Fokker Services advised repair of the affected tubes of the engine mount frames and supplemental inspections. The interior of the tubes and end-fittings of the engine mount frames have been preserved with a film of preservation oil. Premature degradation of this synthetic preservation oil is considered to be the cause of the corrosion. This condition, if not corrected, could ultimately lead to failure of the engine mounting frame in cases where multiple tubes are severely affected. [T]his Airworthiness Directive requires a one-time inspection of the engine mount tubing and end fittings for corrosion, the reporting of the inspection results to Fokker Services and corrective action, as necessary. This is considered to be an interim action; a requirement for a mandatory repetitive inspection will be detailed in a future revision of the MRB document.

The corrective action includes contacting the Civil Aviation Authority–The Netherlands (CAA-NL) (or its designated agent) for repair instructions and repair or replacement of corroded tubes and end fittings of the engine mounting frame.

Actions and Compliance

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

(1) Within 24 months after the effective date of this AD, perform an X-ray inspection for corrosion on the engine mount tubing and end fittings, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF50-71-047, dated February 15, 2006.

(2) For any engine mount tubing or end fitting found to be outside the corrosion limits specified in Fokker Service Bulletin SBF50-71-047, dated February 15, 2006, during the inspection required by paragraph (f)(1) of this AD, contact the CAA-NL (or its designated agent) for repair instructions and, before further flight, repair or replace the corroded tubing or fitting.

(3) Within 30 days after the accomplishment of the inspection required by paragraph (f)(1) of this AD or within 30 days after the effective date of this AD, whichever occurs later, and in accordance with the procedure described in the Accomplishment Instructions of Fokker Service Bulletin SBF50-71-047, dated February 15, 2006, report all inspection results to the type certificate holder, Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands.

(4) As of 24 months after the effective date of this AD, no spare engine mount may be installed on any aircraft as a replacement part, unless it has been X-ray inspected in accordance with Section 3 of Fokker Component Service Bulletin F8200-035-71-12, dated February 15, 2006, and the engine mount tubing and end fittings have been found to be within the corrosion limits specified in the service bulletin.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI does not specify a corrective action; however, this AD requires contacting the CAA-NL (or its designated agent) for repair instructions, and repair before further flight.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to Mandatory Continuing Airworthiness Information (MCAI) Dutch airworthiness directive NL-2006-005, dated April 13, 2006; Fokker Service Bulletin SBF50-71-047, dated February 15, 2006; and Fokker Component Service Bulletin F8200-035-71-12, dated February 15, 2006; for related information.

Material Incorporated by Reference

(i) You must use Fokker Service Bulletin SBF50-71-047, dated February 15, 2006; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on November 23, 2007.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-23346 Filed 11-30-07; 8:45 am]

2007-25-05 Airbus: Amendment 39-15287. Docket No. FAA-2007-0269; Directorate Identifier 2007-NM-158-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 18, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330-243, -341, -342, and -343 airplanes, certificated in any category, all serial numbers, except those on which Airbus modification 56129 has been embodied in production or Airbus Service Bulletin A330-78-3017 has been embodied in service.

Subject

(d) Air Transport Association (ATA) of America Code 78: Engine Exhaust.

Reason

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

It has been discovered that a batch of sleeves and pins of the Rolls-Royce Trent 700 Thrust Reverser Unit (TRU) hinge n° [number] 5 has not been subjected to the correct precipitation hardening.

This production quality issue, if not corrected, can lead to the complete failure of the hinge n° 5–the remaining hinges may not sustain ultimate load–resulting in the worst case to the TRU release from the pylon, which constitutes an unsafe condition.

The degradation of the mechanical specifications of these parts puts into question the current design life goal of these parts. Consequently, the 2/2 sleeve and affected pin on the TRU hinge n° 5 must be removed from service by means of this AD.

The unsafe condition is possible detachment of the thrust reverser unit from the airplane, which could result in reduced controllability and possible damage to the airplane. The corrective action is removing the affected sleeves and pins and replacing them with new, properly hardened sleeves and pins.

Actions and Compliance

(f) Within 13 months after the effective date of this AD, unless already done, do the following actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-78-3017, Revision 01, dated May 3, 2007. Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A330-78-3017, dated January 24, 2007, are considered acceptable for compliance with this paragraph.

(1) Replace all sleeves of the thrust reverser unit hinge number 5 (left- and right-hand (LH and RH)) with new, properly hardened sleeves.

(2) Identify and replace all affected pins of the thrust reverser unit hinge number 5 (LH and RH) with new, properly hardened pins.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tim Backman, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-2797; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2007-0166, dated June 15, 2007; Airbus Service Bulletin A330-78-3017, dated January 24, 2007; Airbus Service Bulletin A330-78-3017, Revision 01, dated May 3, 2007; and Rolls-Royce Alert Service Bulletin RB.211-78-AF273, dated January 2, 2007, for related information.

aterial Incorporated by Reference

(i) You must use Airbus Service Bulletin A330-78-3017, Revision 01, dated May 3, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

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Manager, Transport Airplane Directorate, Aircraft Certification Service.
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