



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2009-01**

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

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

**Biweekly 2009-01**

2008-25-05	S 93-01-15	McDonnell Douglas	See AD
2008-26-04	S 2007-23-13	Cessna Aircraft Company	560
2008-26-06		Rolls-Royce Corporation	Engine: AE 3007A
2008-26-07		McDonnell Douglas	See AD
2008-26-08		Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2008-26-09		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2009-01-01		CFM International, S. A	Engine: See AD



**2008-25-05 McDonnell Douglas:** Amendment 39-15763. Docket No. FAA-2008-0123; Directorate Identifier 2007-NM-056-AD.

**Effective Date**

(a) This AD becomes effective January 28, 2009.

**Affected ADs**

(b) This AD supersedes AD 93-01-15.

**Applicability**

(c) This AD applies to all McDonnell Douglas airplanes identified in Table 1 of this AD, certificated in any category.

**Table 1 – Applicability**

<b>Model</b>
(1) DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, and DC-8-43 airplanes
(2) DC-8-51, DC-8-52, DC-8-53, and DC-8-55 airplanes
(3) DC-8F-54 and DC-8F-55 airplanes
(4) DC-8-61, DC-8-62, and DC-8-63 airplanes
(5) DC-8-61F, DC-8-62F, and DC-8-63F airplanes
(6) DC-8-71, DC-8-72, and DC-8-73 airplanes
(7) DC-8-71F, DC-8-72F, and DC-8-73F airplanes

**Unsafe Condition**

(d) This AD results from a significant number of these airplanes approaching or exceeding the design service goal on which the initial type certification approval was predicated. We are issuing this AD to detect and correct fatigue cracking that could compromise the structural integrity of these airplanes.

**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.

## **Certain Requirements of AD 93-01-15**

### **Revise the FAA-Approved Maintenance Inspection Program**

(f) Within 6 months after February 26, 1993 (the effective date of AD 93-01-15), incorporate a revision of the FAA-approved maintenance inspection program that provides no less than the required inspection of the Principal Structural Elements (PSEs) defined in sections 2 and 3 of Volume I of McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Revision 3, dated March 1991, in accordance with section 2 of Volume III-91, dated April 1991, of that document. The non-destructive inspection techniques set forth in sections 2 and 3 of Volume II, Revision 5, dated March 1991, of that SID provide acceptable methods for accomplishing the inspections required by this AD. All inspection results, negative or positive, must be reported to McDonnell Douglas, in accordance with the instructions of section 2 of Volume III-91 of the SID. Information collection requirements contained in this regulation have been approved by the OMB under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

### **Corrective Action**

(g) Cracked structure detected during the inspections required by paragraph (f) of this AD must be repaired before further flight, in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

### **New Requirements of This AD**

#### **Revision of the Maintenance Inspection Program**

(h) Within 12 months after the effective date of this AD, incorporate a revision of the FAA-approved maintenance inspection program that provides for inspection(s) of the PSEs, in accordance with Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I, Revision 7, dated March 2008. Incorporation of this revision ends the requirements of paragraphs (f) and (g) of this AD.

### **Non-Destructive Inspections (NDIs)**

(i) For all PSEs listed in Section 2 of Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I, Revision 7, dated March 2008, perform an NDI for fatigue cracking of each PSE, in accordance with the NDI procedures specified in Section 2 of McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume II, Revision 8, dated January 2005, at the times specified in paragraph (i)(1), (i)(2), or (i)(3) of this AD, as applicable.

(1) For airplanes that have less than three quarters of the fatigue life threshold ( $3/4$ NTH) as of the effective date of this AD: Perform the NDI for fatigue cracking at the times specified in paragraphs (i)(1)(i) and (i)(1)(ii) of this AD. After reaching the threshold (NTH), repeat the inspection for that PSE at intervals not to exceed  $\Delta$ NDI/2.

(i) Perform an initial NDI no earlier than one-half of the threshold ( $1/2NTH$ ) but before reaching three-quarters of the threshold ( $3/4NTH$ ), or within 60 months after the effective date of this AD, whichever occurs later.

(ii) Repeat the NDI no earlier than  $3/4NTH$  but before reaching the threshold ( $NTH$ ), or within 18 months after the inspection required by paragraph (i)(1)(i) of this AD, whichever occurs later.

Note 1: The DC-8 SID and this AD refer to the repetitive inspection interval as  $\Delta NDI/2$ . However, the headings of the tables in section 4 of Volume I, Revision 7, dated March 2008, of the DC-8 SID refer to the repetitive inspection interval of  $NDI/2$ . The values listed under  $NDI/2$  in the tables in section 4 of Volume I, Revision 7, dated March 2008, of the DC-8 SID are the repetitive inspection intervals,  $\Delta NDI/2$ .

(2) For airplanes that have reached or exceeded three-quarters of the fatigue life threshold ( $3/4NTH$ ), but less than the threshold ( $NTH$ ), as of the effective date of this AD: Perform an NDI before reaching the threshold ( $NTH$ ), or within 18 months after the effective date of this AD, whichever occurs later. Thereafter, after passing the threshold ( $NTH$ ), repeat the inspection for that PSE at intervals not to exceed  $\Delta NDI/2$ .

(3) For airplanes that have reached or exceeded the fatigue life threshold ( $NTH$ ) as of the effective date of this AD: Perform an NDI within 18 months after the effective date of this AD. Thereafter, repeat the inspection for that PSE at intervals not to exceed  $\Delta NDI/2$ .

### **Discrepant Findings**

(j) If any discrepancy (e.g., differences on the airplane from the NDI reference standard, such as PSEs that cannot be inspected as specified in McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume II, Revision 8, dated January 2005, or do not match rework, repair, or modification descriptions in Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I, Revision 7, dated March 2008) is detected during any inspection required by paragraph (i) of this AD, do the action specified in paragraph (j)(1) or (j)(2) of this AD, as applicable.

(1) If a discrepancy is detected during any inspection done before  $3/4NTH$  or  $NTH$ : The area of the PSE affected by the discrepancy must be inspected before  $NTH$  or within 18 months after the discovery of the discrepancy, whichever occurs later, in accordance with a method approved by the Manager, Los Angeles ACO.

(2) If a discrepancy is detected during any inspection done after  $NTH$ : The area of the PSE affected by the discrepancy must be inspected before the accumulation of an additional  $\Delta NDI/2$  or within 18 months after the discovery of the discrepancy, whichever occurs later, in accordance with a method approved by the Manager, Los Angeles ACO.

### **Reporting Requirements**

(k) All negative or positive findings of the inspections done in accordance with paragraph (i) of this AD must be reported to Boeing at the times specified in, and in accordance with, the instructions contained in section 4 of Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I, Revision 7, dated March 2008. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

## **Corrective Actions**

(l) Any cracked structure of a PSE detected during any inspection required by paragraph (i) of this AD must be repaired before further flight using a method approved in accordance with the procedures specified in paragraph (p) of this AD. Accomplish the actions described in paragraphs (l)(1), (l)(2), and (l)(3) of this AD, at the times specified.

(1) Within 18 months after repair, do a damage tolerance assessment (DTA) that defines the threshold for inspection of the repair and submit the assessment for approval.

(2) Before reaching 75 percent of the repair threshold as determined in paragraph (l)(1) of this AD, submit the inspection methods and repetitive inspection intervals for the repair for approval.

(3) Before the repair threshold, as determined in paragraph (l)(1) of this AD, incorporate the inspection method and repetitive inspection intervals into the FAA-approved structural maintenance or inspection program for the airplane.

Note 2: For the purposes of this AD, we anticipate that submissions of the DTA of the repair, if acceptable, should be approved within 6 months after submission.

Note 3: FAA Order 8110.54, "Instructions for Continued Airworthiness, Responsibilities, Requirements, and Contents" dated July 1, 2005, provides additional guidance about the approval of repairs to PSEs.

## **Inspection for Transferred Airplanes**

(m) Before any airplane that has exceeded the fatigue life threshold (NTH) can be added to an air carrier's operations specifications, a program for the accomplishment of the inspections required by this AD must be established as specified in paragraph (m)(1) or (m)(2) of this AD, as applicable.

(1) For airplanes that have been inspected in accordance with this AD: The inspection of each PSE must be done by the new operator in accordance with the previous operator's schedule and inspection method, or the new operator's schedule and inspection method, at whichever time would result in the earlier accomplishment date for that PSE inspection. The compliance time for accomplishing this inspection must be measured from the last inspection done by the previous operator. After each inspection has been done once, each subsequent inspection must be done in accordance with the new operator's schedule and inspection method.

(2) For airplanes that have not been inspected in accordance with this AD: The inspection of each PSE required by this AD must be done either before adding the airplane to the air carrier's operations specification, or in accordance with a schedule and an inspection method approved by the Manager, Los Angeles ACO. After each inspection has been done once, each subsequent inspection must be done in accordance with the new operator's schedule.

## **Acceptable for Compliance**

(n) McDonnell Douglas Report No. MDC 91K0262, "DC-8 Aging Aircraft Repair Assessment Program Document," Revision 1, dated October 2000, provides inspection/replacement programs for certain repairs to the fuselage pressure shell. Accomplishing these repairs and inspection/replacement programs before the effective date of this AD is considered acceptable for compliance with the requirements of paragraphs (g) and (l) of this AD for repairs subject to that document.

(o) Actions done before the effective date of this AD in accordance with Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I, Revision 6, dated July 2005, are acceptable for compliance with the corresponding requirements of this AD.

### Alternative Methods of Compliance (AMOCs)

(p)(1) The Manager, Los Angeles ACO, FAA, ATTN: Dara Albouyeh, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5222; fax (562) 627-5210; has the authority to approve AMOCs for this AD, if requested using 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, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

(4) AMOCs approved previously in accordance with AD 93-01-15 are approved as AMOCs for the corresponding provisions of this AD.

### Material Incorporated by Reference

(q) You must use the service information identified in Table 2 of this AD to perform the actions that are required by this AD, as applicable, unless the AD specifies otherwise.

**Table 2 – Material Incorporated by Reference**

<b>Service Information</b>	<b>Revision Level</b>	<b>Date</b>
Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I	7	March 2008
McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume I	3	March 1991
McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume II	8	January 2005
McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume III-91	Original	April 1991

Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I, Revision 7, dated March 2008, contains the following effective pages:

<b>Pages</b>	<b>Revision</b>	<b>Date</b>
List of Effective Pages Pages A through C.	7	March 2008.

McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume II, Revision 8, dated January 2005, contains the following effective pages:

<b>Pages</b>	<b>Revision</b>	<b>Date</b>
List of Effective Pages Pages A through L.	8	March 2008.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I, Revision 7, dated March 2008; and McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume II, Revision 8, dated January 2005; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On February 26, 1993 (58 FR 5576, January 22, 1993), the Director of the Federal Register approved the incorporation by reference of McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume I, Revision 3, dated March 1991; and McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume III-91, dated April 1991.

(3) Contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; telephone 206-544-5000, extension 2; fax 206-766-5683; e-mail [dse.boecom@boeing.com](mailto:dse.boecom@boeing.com); Internet <https://www.myboeingfleet.com>.

(4) You may review copies of the service information that is incorporated by reference 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 or 425-227-1152.

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

Issued in Renton, Washington, on November 26, 2008.

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



**2008-26-04 Cessna Aircraft Company:** Amendment 39-15770. Docket No. FAA-2008-0903; Directorate Identifier 2008-NM-123-AD.

### **Effective Date**

- (a) This AD becomes effective January 28, 2009.

### **Affected ADs**

- (b) This AD supersedes AD 2007-23-13.

### **Applicability**

- (c) This AD applies to Cessna Model 560 airplanes, certificated in any category, serial numbers (S/Ns) 560-0001 through -0538 inclusive.

### **Unsafe Condition**

(d) This AD results from an evaluation of in-service airplanes following an accident. The evaluation indicated that some airplanes may have an improperly adjusted stall warning system. We are issuing this AD to prevent an inadvertent stall due to the inadequate stall warning margin provided by an improperly adjusted stall warning system, which could result in loss of controllability 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.

### **Restatement of Requirements of AD 2007-23-13**

#### **Airplane Flight Manual (AFM) Revision**

(f) Within 14 days after November 30, 2007 (the effective date of AD 2007-23-13), revise the Operating Limitations, Normal Procedures, Emergency Procedures, and the Approach and Landing sections of the AFM to include the information in the temporary changes (TCs) identified in Table 1 of this AD, as applicable, except as required by paragraph (k) of this AD. These TCs provide limitations and procedures for operating in icing conditions, for operating with anti-ice systems selected "on" independent of icing conditions, and for recognizing and recovering from inadvertent stall. Operate the airplane according to the limitations and procedures in the applicable TCs.

Note 1: This may be done by inserting a copy of the applicable TCs into the applicable AFM. When these TCs have been included in the general revisions of the AFM, the general revisions may be inserted into the AFM (in lieu of the applicable TCs), provided the relevant information in the general revision is identical to that in the applicable TCs.

**Table 1 – Cessna Model 560 TCs**

<b>Airplanes</b>	<b>Applicable TC</b>
Model 560 airplanes, S/Ns 560-0001 through -0259 inclusive	Cessna 560FM TC-R13-08, dated August 31, 2007, to the Cessna Model 560 Citation V AFM
	Cessna 560FM TC-R13-09, dated August 31, 2007, to the Cessna Model 560 Citation V AFM
	Cessna 560FM TC-R13-10, dated August 31, 2007, to the Cessna Model 560 Citation V AFM
	Cessna 560FM TC-R13-12, dated August 31, 2007, to the Cessna Model 560 Citation V AFM
	Cessna 560FM TC-R13-13, dated August 31, 2007, to the Cessna Model 560 Citation V AFM
	Cessna 560FM TC-R13-14, dated October 2, 2007, to the Cessna Model 560 Citation V AFM
	Cessna 560FM TC-R13-15, dated October 2, 2007, to the Cessna Model 560 Citation V AFM
	Cessna 560FM TC-R13-16, dated October 2, 2007, to the Cessna Model 560 Citation V AFM
	Cessna 560FM TC-R13-17, dated October 2, 2007, to the Cessna Model 560 Citation V AFM
	Cessna 560FM TC-R13-18, dated October 2, 2007, to the Cessna Model 560 Citation V AFM
Cessna 560FM TC-R13-19, dated October 2, 2007, to the Cessna Model 560 Citation V AFM	
Cessna 560FM TC-R13-20, dated October 2, 2007, to the Cessna Model 560 Citation V AFM	

Model 560 airplanes, S/Ns 560-0260 through -0538 inclusive	Cessna 56FMA TC-R11-16, dated August 31, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-17, dated August 31, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-19, dated August 31, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-20, dated August 31, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-21, dated August 31, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-23, dated October 2, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-24, dated October 2, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-25, dated October 2, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-26, dated October 2, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-27, dated October 2, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-28, dated October 2, 2007, to the Cessna Model 560 Citation Ultra AFM
	Cessna 56FMA TC-R11-29, dated October 2, 2007, to the Cessna Model 560 Citation Ultra AFM
Cessna 56FMA TC-R11-30, dated October 2, 2007, to the Cessna Model 560 Citation Ultra AFM	

### **Placard Installation**

(g) Within 30 days after November 30, 2007, install new minimum airspeed placards to notify the flightcrew of the proper airspeeds for operating in normal and icing conditions, in accordance with the Accomplishment Instructions of Cessna Service Bulletin SB560-34-143, dated September 7, 2007, including Attachment and Service Bulletin Supplemental Data; or Cessna Service Bulletin SB560-34-143, Revision 1, dated November 21, 2007. As of the effective date of this AD, only Revision 1 may be used. The placards must be installed above or near the pilot and copilot altitude indicators or primary flight displays and must be in clear view of the pilot and copilot. The placards may be removed when the actions specified in paragraphs (i) and (j) of this AD have been accomplished.

### **No Maintenance Transaction Report Required for Cessna Service Bulletin**

(h) Although Cessna Service Bulletin SB560-34-143, dated September 7, 2007, including Attachment and Service Bulletin Supplemental Data; and Cessna Service Bulletin SB560-34-143,

Revision 1, dated November 21, 2007; referred to in paragraph (g) of this AD, specify to submit a maintenance transaction report to the manufacturer, this AD does not include that requirement.

## **New Requirements of This AD**

### **Terminating Action**

(i) Within 6 months after the effective date of this AD, do a functional test of the angle-of-attack (AOA) system, and adjust the calibration settings of the AOA system as applicable, in accordance with Cessna Alert Service Letter ASL560-34-34 (for airplanes equipped with a single AOA system) or ASL560-34-35 (for airplanes equipped with a dual AOA system), both Revision 1, both dated October 2, 2007, both including Attachments, as applicable; or Cessna Alert Service Letter ASL560-34-34 or ASL560-34-35, both Revision 3, both dated March 6, 2008, both including Attachments, as applicable. As of the effective date of this AD, only Revision 3 may be used. Doing the functional test of the AOA system, adjusting the calibration settings of the AOA system as applicable, and submitting the AOA system test data as specified in paragraph (j) of this AD, terminates the placard installation required by paragraph (g) of this AD.

Note 2: Maintenance Manual Revision 24 of Cessna 560 Maintenance Manual 56MM has been changed to reflect the intent of the ASLs for the maintenance actions and periodic inspections of the AOA/Stall Warning System.

### **Reporting AOA System Test Data**

(j) Submit the AOA system test data report for the functional test specified in paragraph (i) of this AD to Glenn Todd, Citation Customer Support Engineer, Department 572, P.O. Box 7706, Wichita, KS 67277-7706, e-mail: gatodd@cessna.textron.com, fax: 1-316-517-8500 or 1-316-206-2337. Submit the report at the applicable time specified in paragraph (j)(1) or (j)(2) of this AD. The report must include the AOA test data, the airplane serial number and registration number, and the number of landings and flight hours on the airplane. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the functional test was done after November 30, 2007: Submit the report within 30 days after doing the functional test.

(2) If the inspection was accomplished prior to November 30, 2007: Submit the report within 30 days after November 30, 2007.

### **Removal of Warning From the Limitations Section of the AFM**

(k) For airplanes on which the actions required by paragraph (i) of this AD have been done: Within 30 days after doing the actions required by paragraph (i) of this AD or within 30 days after the effective date of this AD, whichever occurs later, revise the Limitations Section of the AFM by removing the following Warning statement:

"Warning: Stick Shaker May Not Activate Prior to Buffet/Roll-Off If Airspeed Is Reduced Below the Appropriate Minimum Speed."

## No Maintenance Transaction Report Required for Cessna Service Letters

(l) Cessna Alert Service Letters ASL560-34-34 and ASL560-34-35, both Revision 1, both dated October 2, 2007, both including Attachments; and Cessna Alert Service Letters ASL560-34-34 and ASL560-34-35, both Revision 3, both dated March 6, 2008, both including Attachments; specify to submit a maintenance transaction report to the manufacturer. This AD does not include that requirement.

### Actions Accomplished According to Previous Issue of Service Letters

(m) Actions accomplished before the effective date of this AD in accordance with Cessna Alert Service Letter ASL560-34-34 or ASL560-34-35, both Revision 2, both dated January 11, 2008, both including Attachments, are considered acceptable for compliance with the corresponding action specified in paragraph (i) of this AD.

### Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, ATTN: Bob Busto, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita ACO, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4157; fax (316) 946-4107; has the authority to approve AMOCs for this AD, if requested using 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

(o) You must use the applicable service information listed in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

**Table 2 – Material Incorporated by Reference**

<b>Service Information</b>	<b>Revision Level</b>	<b>Date</b>
Cessna Alert Service Letter ASL560-34-34, including Attachments	1	October 2, 2007
Cessna Alert Service Letter ASL560-34-34, including Attachments	3	March 6, 2008
Cessna Alert Service Letter ASL560-34-35, including Attachments	1	October 2, 2007
Cessna Alert Service Letter ASL560-34-35, including Attachments	3	March 6, 2008
Cessna Service Bulletin SB560-34-143, including Attachment and Service Bulletin Supplemental Data	Original	September 7, 2007

Cessna Service Bulletin SB560-34-143	1	November 21, 2007
Cessna Temporary Change 56FMA TC-R11-16 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-17 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-19 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-20 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-21 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-23 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-24 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-25 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-26 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-27 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-28 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-29 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-30 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-08 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 560FM TC-R13-09 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 560FM TC-R13-10 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 560FM TC-R13-12 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 560FM TC-R13-13 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007

Cessna Temporary Change 560FM TC-R13-14 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-15 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-16 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-17 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-18 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-19 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-20 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007

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

**Table 3 – New Material Incorporated by Reference**

<b>Service Information</b>	<b>Revision Level</b>	<b>Date</b>
Cessna Alert Service Letter ASL560-34-34, including Attachments	3	March 6, 2008
Cessna Alert Service Letter ASL560-34-35, including Attachments	3	March 6, 2008
Cessna Service Bulletin SB560-34-143	1	November 21, 2007

(2) On November 30, 2007 (72 FR 64135, November 15, 2007), the Director of the Federal Register approved the incorporation by reference of the service information listed in Table 4 of this AD.

**Table 4 – Material Previously Incorporated by Reference**

<b>Service Information</b>	<b>Revision Level</b>	<b>Date</b>
Cessna Alert Service Letter ASL560-34-34, including Attachments	1	October 2, 2007
Cessna Alert Service Letter ASL560-34-35, including Attachments	1	October 2, 2007
Cessna Service Bulletin SB560-34-143, including Attachment and Service Bulletin Supplemental Data	Original	September 7, 2007

Cessna Temporary Change 56FMA TC-R11-16 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-17 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-19 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-20 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-21 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 56FMA TC-R11-23 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-24 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-25 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-26 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-27 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-28 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-29 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 56FMA TC-R11-30 to the Cessna Model 560 Citation Ultra Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-08 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 560FM TC-R13-09 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 560FM TC-R13-10 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 560FM TC-R13-12 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 560FM TC-R13-13 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	August 31, 2007
Cessna Temporary Change 560FM TC-R13-14 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007

Cessna Temporary Change 560FM TC-R13-15 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-16 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-17 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-18 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-19 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007
Cessna Temporary Change 560FM TC-R13-20 to the Cessna Model 560 Citation V Airplane Flight Manual	Original	October 2, 2007

(3) Contact Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277; telephone 316-517-6215; fax 316-517-5802; e-mail [citationpubs@cessna.textron.com](mailto:citationpubs@cessna.textron.com); Internet <https://www.cessnasupport.com/newlogin.html>; for a copy of this service information.

(4) You may review copies of the service information that are incorporated by reference 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 or 425-227-1152.

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

Issued in Renton, Washington, on December 11, 2008.

Dionne Palermo,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**2008-26-06 Rolls-Royce Corporation (Formerly Allison Engine Company):** Amendment 39-15772. Docket No. FAA-2008-0975; Directorate Identifier 2008-NE-29-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective January 8, 2009.

**Affected ADs**

(b) This AD supersedes emergency AD 2008-19-51.

**Applicability**

(c) This AD applies to Rolls-Royce Corporation (RRC) AE 3007A series turbofan engines with high-pressure turbine (HPT) stage 2 wheels, part numbers (P/Ns) 23065892, 23069116, 23069438, 23069592, 23074462, 23074644, 23075345, 23084520, or 23084781, installed. These engines are installed on, but not limited to, Empresa Brasileira de Aeronautica S. A. (EMBRAER) EMB-135 and EMB-145 airplanes.

**Unsafe Condition**

(d) This AD results from reports of cracked HPT stage 2 wheels. We are issuing this AD to detect cracks in the HPT stage 2 wheel, which could result in a possible uncontained failure of the HPT stage 2 wheel 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.

**Removing Engines From Service**

(f) For engines with an HPT stage 2 wheel, P/Ns 23065892, 23069116, 23069438, 23069592, 23074462, 23074644, 23075345, 23084520, or 23084781, remove the engine from service by the cycles-in-service (CIS) specified in Table 1 of this AD.

**Table 1 – Compliance Times for Engine Removal for ECI of the HPT Stage 2 Wheels**

<b>If the HPT Stage 2 Wheel has Accumulated on the Effective Date of This AD:</b>	<b>Then Remove the Engine From Service:</b>
16,200 cycles-since-new (CSN) or more.	Within 150 CIS.
15,800 to 16,199 CSN.	Within 300 CIS.
15,500 to 15,799 CSN.	Within 450 CIS.

### **Installation Prohibition**

(g) After the effective date of this AD, don't return to service, any HPT stage 2 wheel that was installed in any RRC AE 3007A series engine removed as a result of paragraph (f) of this AD, unless the HPT stage 2 wheel was inspected as specified in RRC Alert Service Bulletin (ASB) AE 3007A-A-72-367, dated September 5, 2008.

### **Alternative Methods of Compliance**

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

(i) Alternative Methods of Compliance (AMOCs) currently approved for AD 2008-19-51 will remain in effect until the effective date for this AD. After that date the AMOCs will expire.

### **Special Flight Permits**

(j) Under 14 CFR part 39.23, we are limiting the special flight permits for this AD by restricting the flight to essential flight crew only.

### **Related Information**

(k) 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.

(l) Rolls-Royce Corporation ASB AE 3007A-A-72-367, dated September 5, 2008, contains information on performing ECIs on HPT stage 2 wheels. Contact Rolls-Royce Corporation, P.O. Box 420, Speed Code U15, Indianapolis, IN 46206-0420; e-mail: indy.pubs.services@rolls-royce.com, for a copy of this service information.

### **Material Incorporated by Reference**

(m) None.

Issued in Burlington, Massachusetts, on December 12, 2008.  
Francis A. Favara,  
Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.



**2008-26-07 McDonnell Douglas:** Amendment 39-15773. Docket No. FAA-2008-0858; Directorate Identifier 2008-NM-054-AD.

**Effective Date**

- (a) This airworthiness directive (AD) is effective January 28, 2009.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to all McDonnell Douglas Model DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-61, DC-8-62, DC-8-63, DC-8-61F, DC-8-62F, DC-8-63F, DC-8-71, DC-8-72, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F airplanes; certificated in any category.

**Unsafe Condition**

(d) This AD results from reports of cracks in the skins and stringers at the end fasteners common to the stringer end fittings at stations  $X_w=408$  and  $X_w=-408$  wing splice joints. We are issuing this AD to detect and correct fatigue cracking in the skins and stringers at the end fasteners common to the stringer end fittings at certain station and wing splice joints, which could result in wing structure that might not sustain limit load, and consequent loss of structural integrity of the wing.

**Compliance**

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

**Repetitive Inspections and Corrective Actions**

(f) At the times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin DC8-57A102, dated February 12, 2008 ("the service bulletin"), except as provided by paragraph (g) of this AD: Do the applicable inspections for fatigue cracking of the lower skin and stringers at stations  $X_w=408$  and  $X_w=-408$ , and do all applicable corrective actions, by accomplishing all applicable actions specified in the Accomplishment Instructions of the service bulletin, except as provided by paragraph (h) of this AD. Do all corrective actions before further flight, in accordance with the service bulletin. Thereafter, repeat the inspections at the applicable intervals specified in paragraph 1.E. of the service bulletin.

(g) Where Boeing Alert Service Bulletin DC8-57A102, dated February 12, 2008 ("the service bulletin"), specifies a compliance time after the date on the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(h) If any cracking is found during any inspection required by this AD, and Boeing Alert Service Bulletin DC8-57A102, dated February 12, 2008, specifies to contact Boeing for appropriate action: Before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

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

(i)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, ATTN: Dara Albouyeh, Aerospace Engineer, Airframe Branch, ANM-120L, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5222; fax (562) 627-5210; has the authority to approve AMOCs for this AD, if requested using 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, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

(4) Accomplishing the requirements of this AD is an acceptable AMOC with the requirements of paragraph (b) of AD 93-01-15, amendment 39-8469, for those areas of principal structural element 57.08.037/038.

### **Material Incorporated by Reference**

(j) You must use Boeing Alert Service Bulletin DC8-57A102, dated February 12, 2008, 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, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024); telephone 206-544-9990; fax 206-766-5682; e-mail [DDCS@boeing.com](mailto:DDCS@boeing.com); Internet <https://www.myboeingfleet.com>.

(3) You may review copies of the service information that is incorporated by reference 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 or 425-227-1152.

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

Issued in Renton, Washington, on December 12, 2008.

Michael J. Kaszycki,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2008-26-08 Saab AB, Saab Aerosystems:** Amendment 39-15774. Docket No. FAA-2008-1044; Directorate Identifier 2008-NM-095-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective January 28, 2009.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Saab AB, Saab Aerosystems Model 340A (SAAB/SF340A) and SAAB 340B airplanes, all serial numbers, certificated in any category.

**Subject**

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

**Reason**

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

Several landing gear emergency extension valves have been found seized when performing checks according to the SAAB 340 Maintenance Review Board (MRB) Report, Section F (Airworthiness Limitation Section) task number 323106. The valves have seized due to lack of internal lubrication. This condition, if not corrected, could result in malfunctioning of the landing gear release during an operational emergency.

Because the valve lubrication performance is dependant on calendar time since last valve operation, SAAB has revised the check to cycle the emergency release handle 5 times and amended the interval in MRB section F from 5,000 FH [flight hours] to every 2 years.

For the reasons described above, this Airworthiness Directive (AD) requires a functional check [for discrepancies, (e.g., landing gear does not extend, does not lock in down position)] of the landing gear emergency extension valve at the newly established intervals.

Malfunction of the landing gear release could cause failure of the landing gear to extend and lock in the extended position, which could result in a gear up landing and reduced controllability of the airplane on the ground. The corrective action for any discrepancy that is found is repair using a method approved by either the FAA or the European Aviation Safety Agency (EASA) (or its delegated agent).

## **Actions and Compliance**

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

(1) Within 6 months after the effective date of this AD, do a functional check of the landing gear emergency extension valve in accordance with the Accomplishment Instructions of SAAB Service Bulletin 340-32-136, dated January 9, 2008. Repeat the functional check thereafter at intervals not to exceed 24 months.

(2) If any discrepancy is found during any functional check required by paragraph (f)(1) of this AD, before further flight, repair using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA (or its delegated agent).

## **FAA AD Differences**

Note 1: This AD differs from the MCAI and/or service information as follows: Although the MCAI includes a note that allows the option of the repetitive inspections (functional checks) to be accomplished in accordance with SAAB 340 Maintenance Review Board Report, Section F, Revision 6, Task Number 323106, this AD does not include that option. That document is not yet available.

## **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: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1112; 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 EASA Airworthiness Directive 2008-0054, dated March 5, 2008; and SAAB Service Bulletin 340-32-136, dated January 9, 2008; for related information.

## **Material Incorporated by Reference**

(i) You must use SAAB Service Bulletin 340-32-136, dated January 9, 2008, 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 Saab Aircraft AB, SAAB Aerosystems, SE-581 88, Linkping, Sweden; telephone +46 13 18 5591; fax +46 13 18 4874; e-mail [saab2000.techsupport@saabgroup.com](mailto:saab2000.techsupport@saabgroup.com); Internet <http://www.saabgroup.com>.

(3) You may review copies of the service information that is incorporated by reference 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 or 425-227-1152.

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

Issued in Renton, Washington, on December 12, 2008.

Michael J. Kaszycki,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**2008-26-09 Bombardier, Inc. (Formerly Canadair):** Amendment 39-15775. Docket No. FAA-2008-0977; Directorate Identifier 2008-NM-124-AD.

### **Effective Date**

- (a) This airworthiness directive (AD) becomes effective January 28, 2009.

### **Affected ADs**

- (b) None.

### **Applicability**

(c) This AD applies to Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, as specified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Airplanes having serial numbers 7003 through 7067 and 7069 through 7939 that have not had the modification of the refuel/defuel shutoff valves incorporated according to the original issue of Bombardier Service Bulletin 601R-28-053, dated July 12, 2004; and,

(2) Airplanes having serial numbers 7989, 7990, and 8000 through 8034.

### **Subject**

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

### **Reason**

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

Bombardier Aerospace has completed a system safety review of the CL-600-2B19 aircraft fuel system against the new fuel tank safety standards, introduced in Chapter 525 of the Airworthiness Manual through Notice of Proposed Amendment (NPA) 2002-043. The identified non-compliances were assessed using Transport Canada Policy Letter No. 525-001 to determine if mandatory corrective action is required.

The assessment showed that insufficient electrical bonding between the refuel/defuel shutoff valves and the aircraft structure could occur due to the presence of a non-conductive gasket (Gask-O-Seal). In addition, it was also determined that the presence of an anodic coating on the shutoff valve electrical conduit connection fitting could affect electrical bonding. The above conditions, if not corrected, could result in arcing and potential ignition source inside the fuel tank during lightning strikes and consequent fuel tank explosion.

To correct the unsafe condition, this directive mandates the modification of the [shutoff valves in the] refuel/defuel system.

## **Actions and Compliance**

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

(1) Within 5,000 flight hours after the effective date of this AD, modify the refuel/defuel system in the center wing fuel tank in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-28-053, Revision D, dated August 20, 2008.

(2) Modifying the refuel/defuel system is also acceptable for compliance with the requirements of paragraph (f)(1) of this AD if done before the effective date of this AD in accordance with one of the following service bulletins: Bombardier Service Bulletin 601R-28-053, Revision A, dated April 21, 2005; Revision B, dated September 15, 2005; or Revision C, dated March 14, 2006.

## **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, New York Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Rocco Viselli, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7331; fax (516) 794-5531. 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 Canadian Airworthiness Directive CF-2008-20, dated June 12, 2008; and Bombardier Service Bulletin 601R-28-053, Revision D, dated August 20, 2008; for related information.

## **Material Incorporated by Reference**

(i) You must use Bombardier Service Bulletin 601R-28-053, Revision D, dated August 20, 2008, 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](mailto:thd.crj@aero.bombardier.com); Internet <http://www.bombardier.com>.

(3) You may review copies of the service information that is incorporated by reference 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 or 425-227-1152.

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

Issued in Renton, Washington, on December 14, 2008.

Michael J. Kaszycki,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**2009-01-01 CFM International, S. A.:** Amendment 39-15779. Docket No. FAA-2008-1353; Directorate Identifier 2008-NE-46-AD.

### **Effective Date**

- (a) This airworthiness directive (AD) becomes effective December 31, 2008.

### **Affected ADs**

- (b) None.

### **Applicability**

(c) This AD applies to CFM International, S. A. CFM56-5B1, -5B2, -5B4, -5B5, -5B6, -5B7, -5B1/P, -5B2/P, -5B3/P, -5B3/P1, -5B4/P, -5B5/P, -5B6/P, -5B7/P, -5B8/P, -5B9/P, -5B1/2P, -5B2/2P, -5B3/2P, -5B3/2P1, -5B4/2P, -5B6/2P, -5B4/P1, -5B4/2P1, and -5B9/2P turbofan engines. These engines are installed on, but not limited to, Airbus A318, A319, A320, and A321 series airplanes.

### **Unsafe Condition**

(d) This AD results from an Airbus A321 airplane powered by CFM56-5B1/P turbofan engines experiencing high-pressure compressor (HPC) stalls during climb out after takeoff. We are issuing this AD to prevent HPC stalls, which could prevent continued safe flight or landing.

### **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.

(f) Within 14 days of the effective date of this AD do the following:

(1) Review exhaust gas temperature (EGT) monitoring records to determine EGT deterioration margin.

(2) For airplanes where both engines have greater than 80° centigrade (C) deterioration of EGT margin, do the following:

(i) Borescope-inspect HPC stages 1, 3, 6, and 9 of both engines. Information on borescope inspection of the HPC can be found in the aircraft maintenance manual.

(ii) Remove from service any engine that does not pass the borescope inspection requirements found in the aircraft maintenance manual.

(iii) If both engines pass the borescope inspection, then remove one of the engines from service and replace it with an engine that has 80 °C or less deterioration of EGT margin.

(3) Continue monitoring EGT margin on engines in service, to prevent two engines on an airplane from having greater than 80 °C deterioration of EGT margin. Information on monitoring EGT can be found in CFM International, S. A. Service Bulletin (SB) No. CFM56-5B S/B 72-0722, dated December 22, 2008.

### **Interim Actions**

(g) These actions are interim actions and we anticipate further rulemaking actions in the future, including further action to address the remaining engines in service that are above 80 °C deterioration of EGT margin.

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

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

### **Related Information**

(i) Refer to MCAI EASA Airworthiness Directive 2008-0227-E, dated December 23, 2008, and CFM International, S. A. SB No. CFM56-5B S/B 72-0722, dated December 22, 2008, for related information.

(j) Contact CFM International, S. A., Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2800; fax (513) 552-2816, for a copy of this service bulletin.

(k) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of the aircraft maintenance manual.

(l) Contact Stephen K. Sheely, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [stephen.k.sheely@faa.gov](mailto:stephen.k.sheely@faa.gov); telephone (781) 238-7750; fax (781) 238-7199, for more information about this AD.

### **Material Incorporated by Reference**

(m) None.

Issued in Burlington, Massachusetts, on December 23, 2008.  
Francis A. Favara,  
Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.